

**CHARACTER:**

The surrounding area is mostly commercial with the Hunt Valley Town Centre and several businesses nearby. The Hunt Valley Mall is adjacent to the station to the north and a large complex of suburban office buildings is situated to the south. There is a small residential community north west of the station

**LAND USE CONTEXT:**

The Hunt Valley Light Rail Station is located at the Hunt Valley Town Centre.

The planned land use for the area is as an Urban Center. The area is not designated for a transit oriented development. The mall area has undergone redevelopment within the past ten years.

Approximately ¼ mile west of the LRT line and station, I-83 creates a north south physical barrier to bicycling and pedestrian connectivity.

<b>Year 2000 Population within 3 mile radius -</b>	<b>22,562</b>
<b>Weekday Station Ridership</b>	932
<b>Saturday Station Ridership:</b>	584
<b>Transit Connections:</b>	MTA Route 9

**PARKING:**

There are 85 spaces in a surface lot. An occupancy rate of 36% was observed.

Shared parking potential: The station is located adjacent to the Hunt Valley Town Centre, a retail center. This proximity creates opportunities for transit customers to park at the Town Centre and board the Light Rail. This informal shared parking occurs during special events that occur in downtown including Orioles baseball and Ravens football games.

**PEDESTRIAN ENVIRONMENT:**

The majority of the streets within 0.6 miles radius of the station have sidewalks at least on one side of the road. Sidewalks are generally in good condition. Several sidewalk gaps were found on the Shawan Road which is the main access to the station. Businesses outside the mall along the Shawan Road and the York Road are not well connected. Signalized pedestrian crossings were present at the intersection of Shawan and McCormick Road and at the entrance to the mall.

**BICYCLING ENVIRONMENT:**

There are no bicycle racks or lockers present in the station area. The roads are generally wide enough to accommodate bicycles, however no marked bike lanes are provided. A very popular off-road hiker-bike trail nearby is the Northern Central Railroad (NCR) trail. However, the trail is not easily accessible at this time from the light rail station. Websites for regional trails are listed in the Appendix.

**2007-2009 CRASH DATA:**

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

**HIGHLIGHTS FROM FINDINGS**

**PEDESTRIAN**

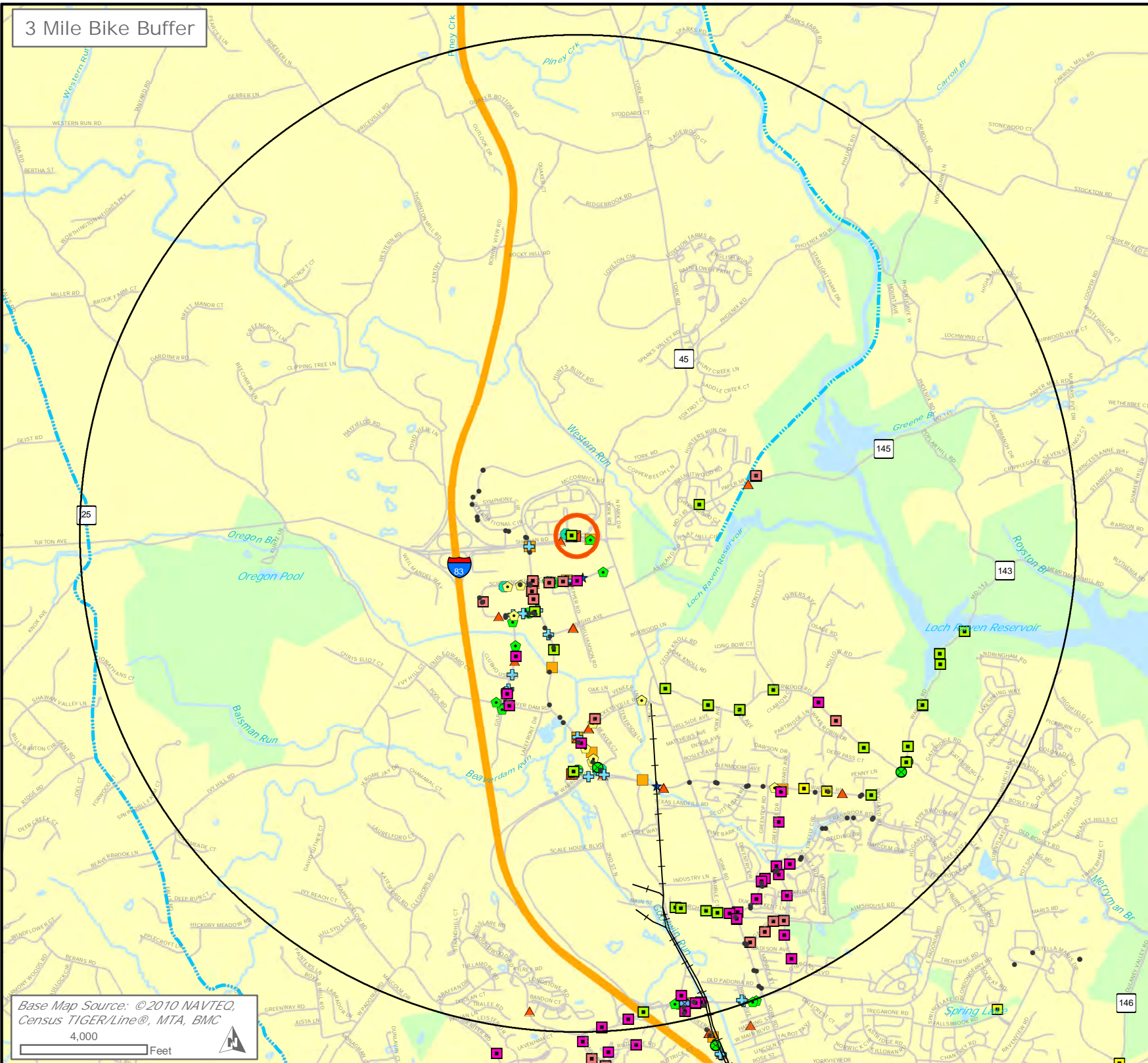
- Sidewalks are missing along Shawan Road between York Road and the station and should be provided.
- Pedestrian Crossing signs should be posted designating a walkway between the station parking and the platform.
- Street lighting is recommended on Shawan at the station entrance and on Paper Mill Road at the pedestrian crossing.

**BIKE**

- Share the Road signs and marking are recommended for a wide outside lane on Shawan from Weil Mandel to York Road.

For more detailed information refer to the project database.

3 Mile Bike Buffer



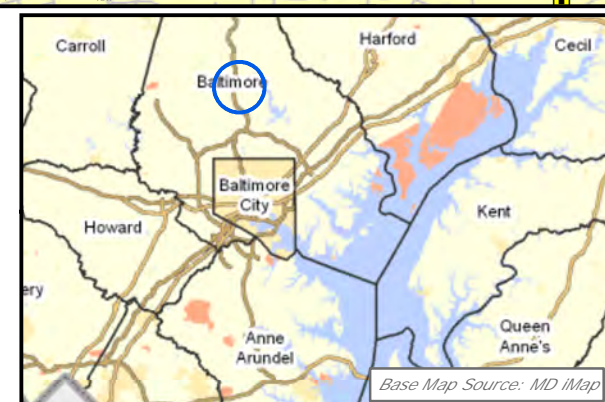
0.6 Mile PED Buffer



## Existing Conditions

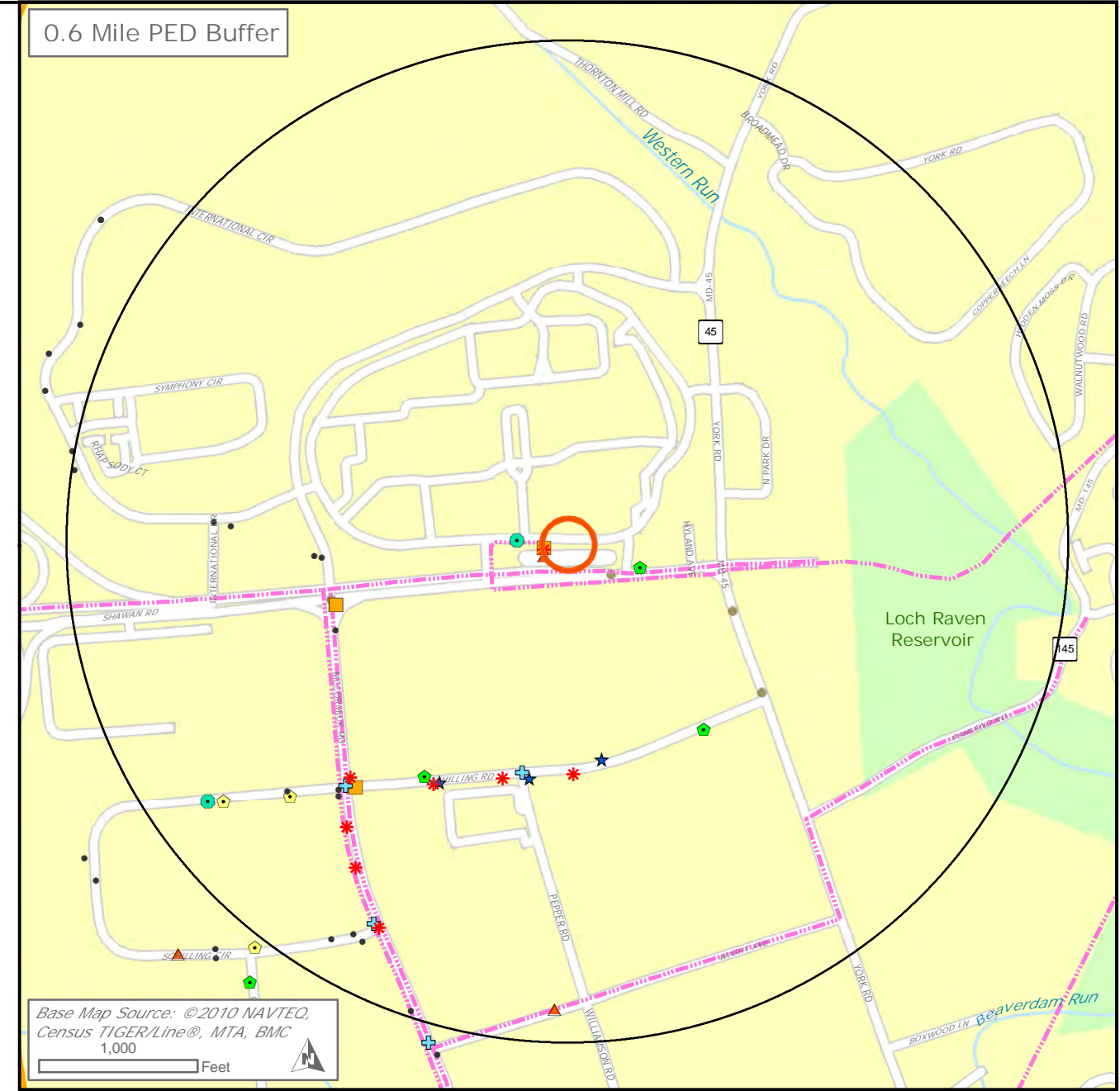
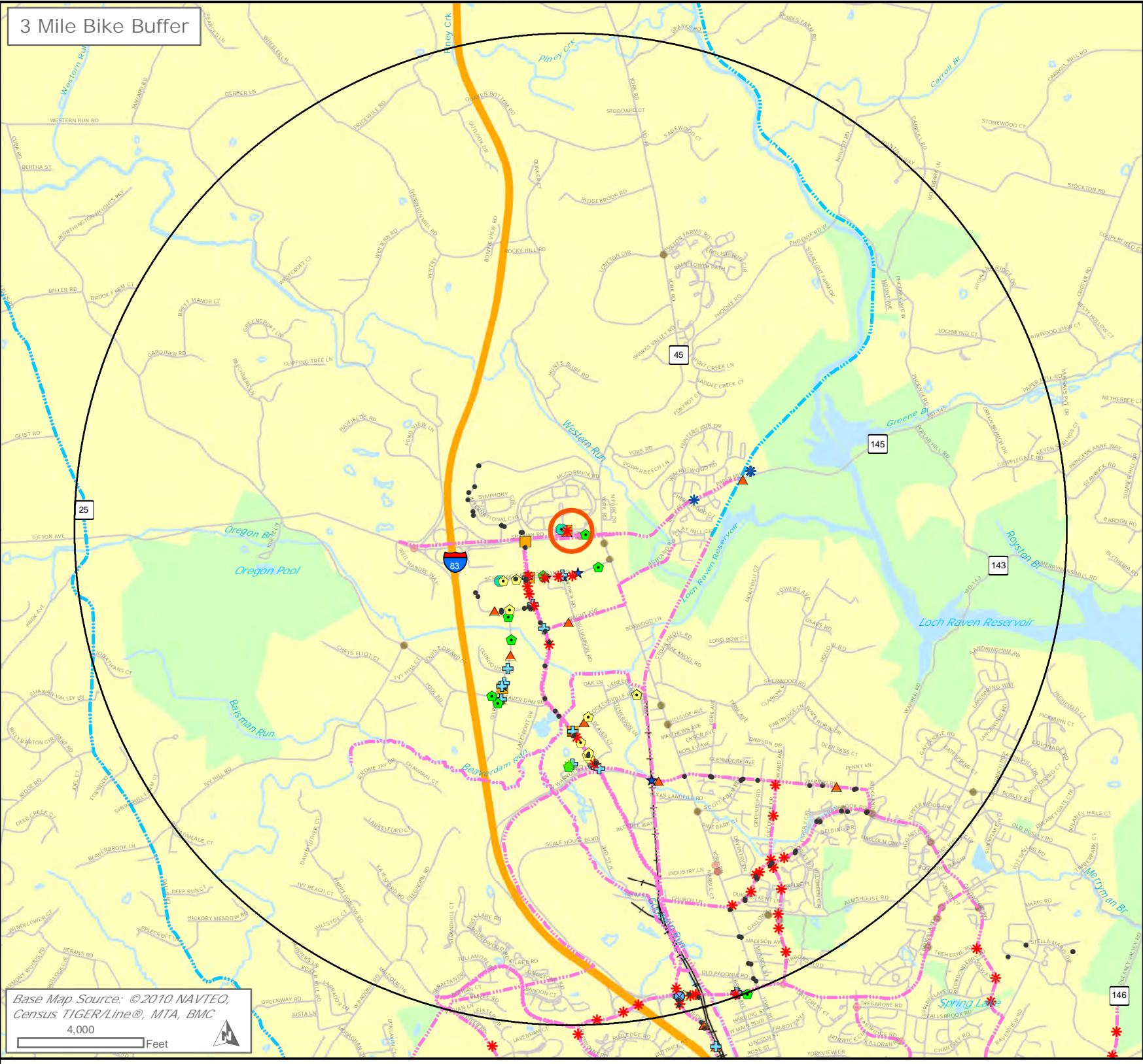
Station: Hunt Valley  
Rail Line: Light Rail

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: Hunt Valley  
 Rail Line: Light Rail

Jun 20, 2011



**Legend**

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

**RECOMMENDED IMPROVEMENTS**

**HUNT VALLEY - LRT**

Station No. 15

Hunt Valley LRT

Baltimore County

98 Shawan Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		SHAWAN ROAD	YORK ROAD	TRAIN STATION	COUNTY	INSTALL 600'X5' OF SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING		AT HUNT VALLEY STATION			STATE	INSTALL 120' OF XWALK, 2-PED CROSSING SIGN FROM PARKING TO THE PLATFORM AREA	
	LIGHTING AT INTERSECTION	AT HUNT VALLEY STATION				STATE	INSTALL 1LIGHT POLE AT SHAWAN AND MALL ENTRANCE	
	LIGHTING ALONG ROADWAY	PAPER MILL RD. AND TORREY C. BROWN RAIL TRAIL	PAPER MILL ROAD			STATE	INSTALL 1-LIGHT POLE ON SOUTH SIDE OF THE ROAD AT PED/BIKE CROSSING	
	CURB RAMP MISSING	WEST RAMP TO HUNT VALLEY'S MALL				COUNTY	INSTALL 2-CURB RAMPS AND CROSSWALK-260' OF P.M.	
BIKE	WIDE LANE		SHAWAN ROAD	WEIL MANDEL WAY	YORK ROAD	COUNTY	ROUTE, SIGNING, MARKING	1.25

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>		
	\$279,205	Anne Arundel County	\$0	State Roads/Stations	\$54,685
		Baltimore City	\$0	County Roads	\$224,520
		Baltimore County	\$279,205	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
Prince George's County		\$0			

**CHARACTER**

The surrounding area is mixed use with commercial and industrial facilities. The station is intended to serve employees and visitors of the surrounding office park. The Baltimore County Master Plan recognizes a need to develop a better pedestrian and bicycle network and environment in the Hunt Valley area. However it also states that the primary function of transportation in the Hunt Valley corridor is to provide employee and truck access to the employment areas.

**LAND USE CONTEXT:**

The Pepper Road Light Rail Station is located in a built up area that is planned as an Urban Center. Approximately ¼ mile west of the LRT line and station, I-83 creates a north south physical barrier to bicycling and pedestrian connectivity. There is not a designated TOD for this area.

<b>Year 2000 Population within 3 mile radius -</b>	<b>24,861</b>
<b>Weekday Station Ridership</b>	202
<b>Saturday Station Ridership:</b>	127
<b>Transit Connections:</b>	None

**PARKING:**

No parking is provided for commuters. The surrounding businesses including a hotel have ample parking. There could be opportunities for shared parking during off peak or low demand periods at the surrounding businesses.

**PEDESTRIAN ENVIRONMENT:**

The majority of the streets in the area have sidewalks on at least one side of the street. Sidewalks are generally in good condition. However, there are many locations where there are sidewalk gaps and where sidewalks switch inconsistently from one side of the street to another. Signalized pedestrian crossings are present on McCormick Road at main intersections. The pedestrian connections from the York Road need improvement.

**BICYCLING ENVIRONMENT:**

The bike rack was not visible. There are no marked bike lanes or shared routes in the area. All roads are wide enough to accommodate bicycles. A very popular off-road hiker-biker trail nearby is the Northern Central Railroad (NCR) trail. However, the trail is not easily accessible at this time from the light rail station. 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	0

**HIGHLIGHTS FROM FINDINGS**

**PEDESTRIAN DEFICIENCIES**

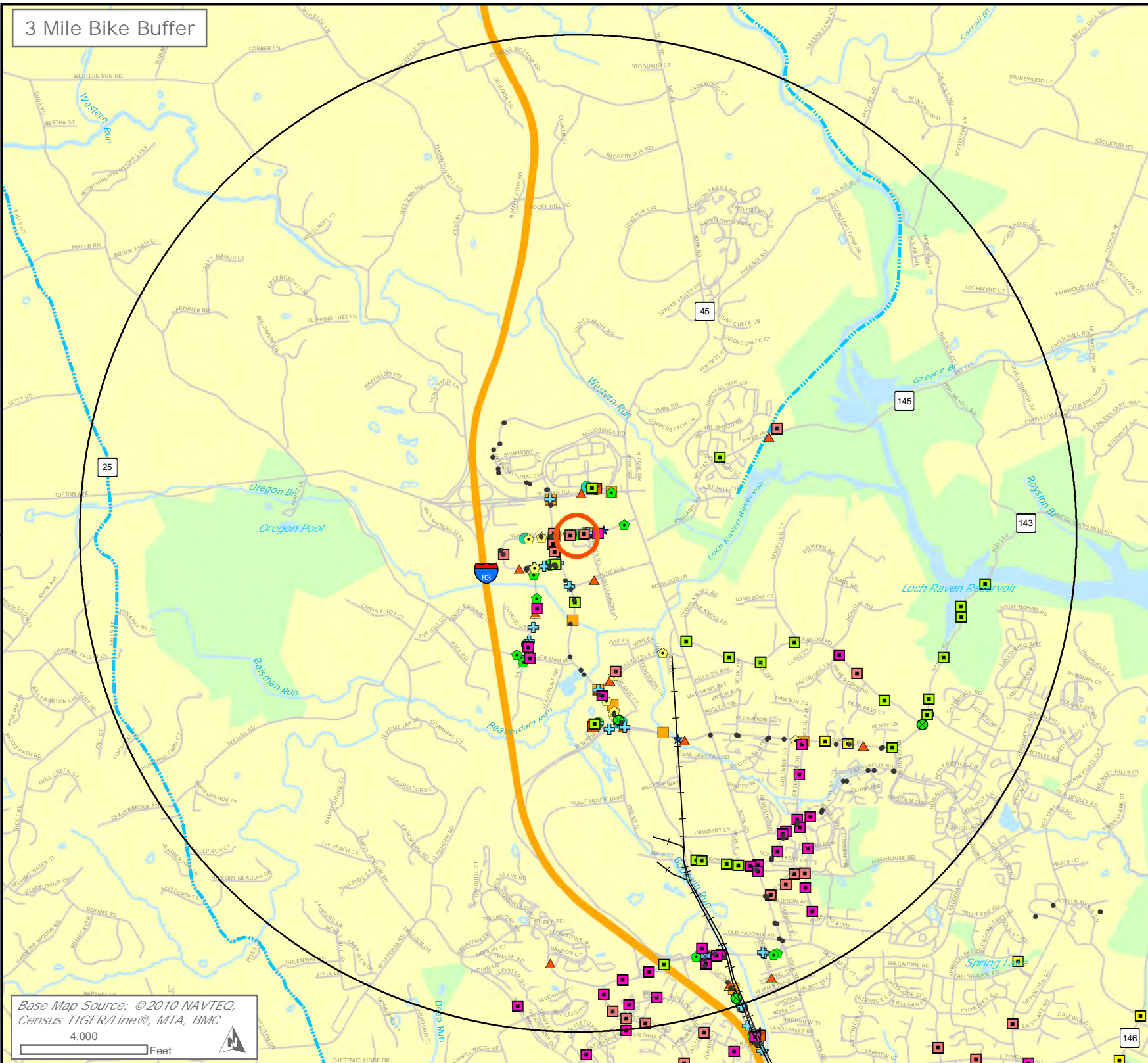
- There are segments of missing and damaged sidewalk along McCormick Road and Schilling Road that should be replaced.
- A mid-block crossing is recommended along Schilling Road.
- The intersection of McCormick Road and Schilling is recommended for pedestrian crossing and advanced pedestrian warning signs.

**BIKE ROUTE DEFICIENCIES**

- Signage and drainage improvements are recommended on MD 145 between York Road and the NCR Trail to improve access between the trail and the station.
- To provide a shared use lane on Schilling it is recommended that signage, marking and bicycle safe drainage improvements be made.

For more detailed information refer to the project database.

3 Mile Bike Buffer



Base Map Source: ©2010 NAVTEQ, Census TIGER/Line®, MTA, BMC  
4,000 Feet

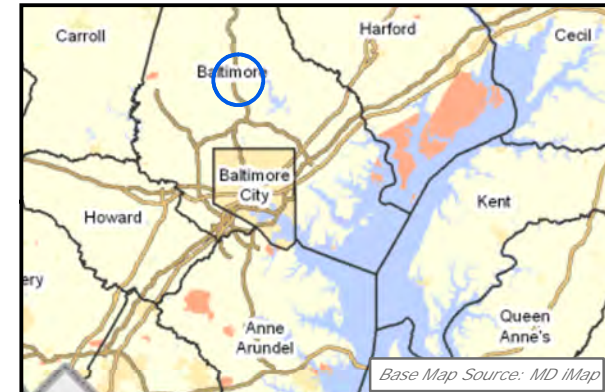
0.6 Mile PED Buffer



Base Map Source: ©2010 NAVTEQ, Census TIGER/Line®, MTA, BMC  
1,000 Feet

Existing Conditions  
Station: Pepper Road  
Rail Line: Light Rail

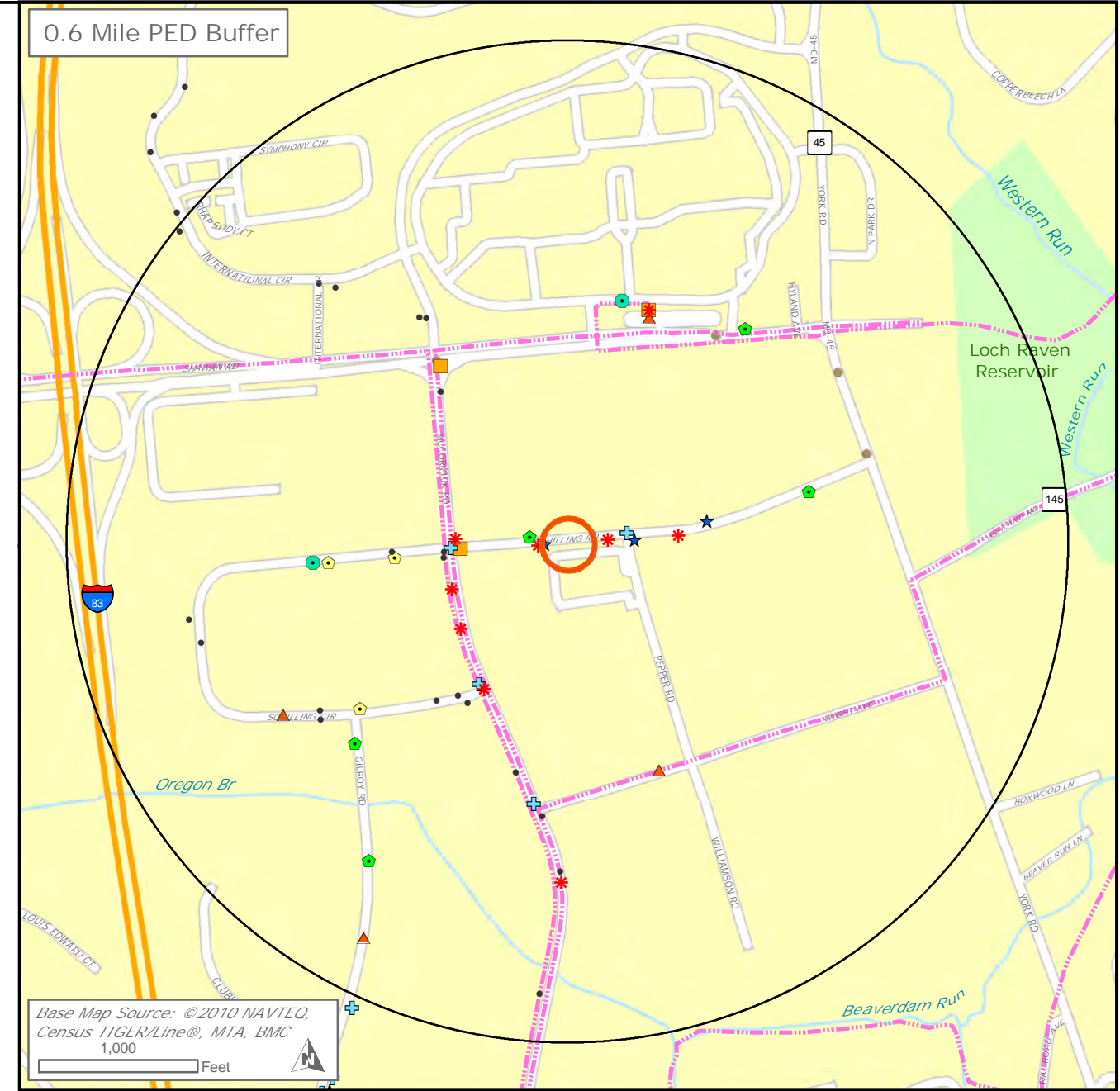
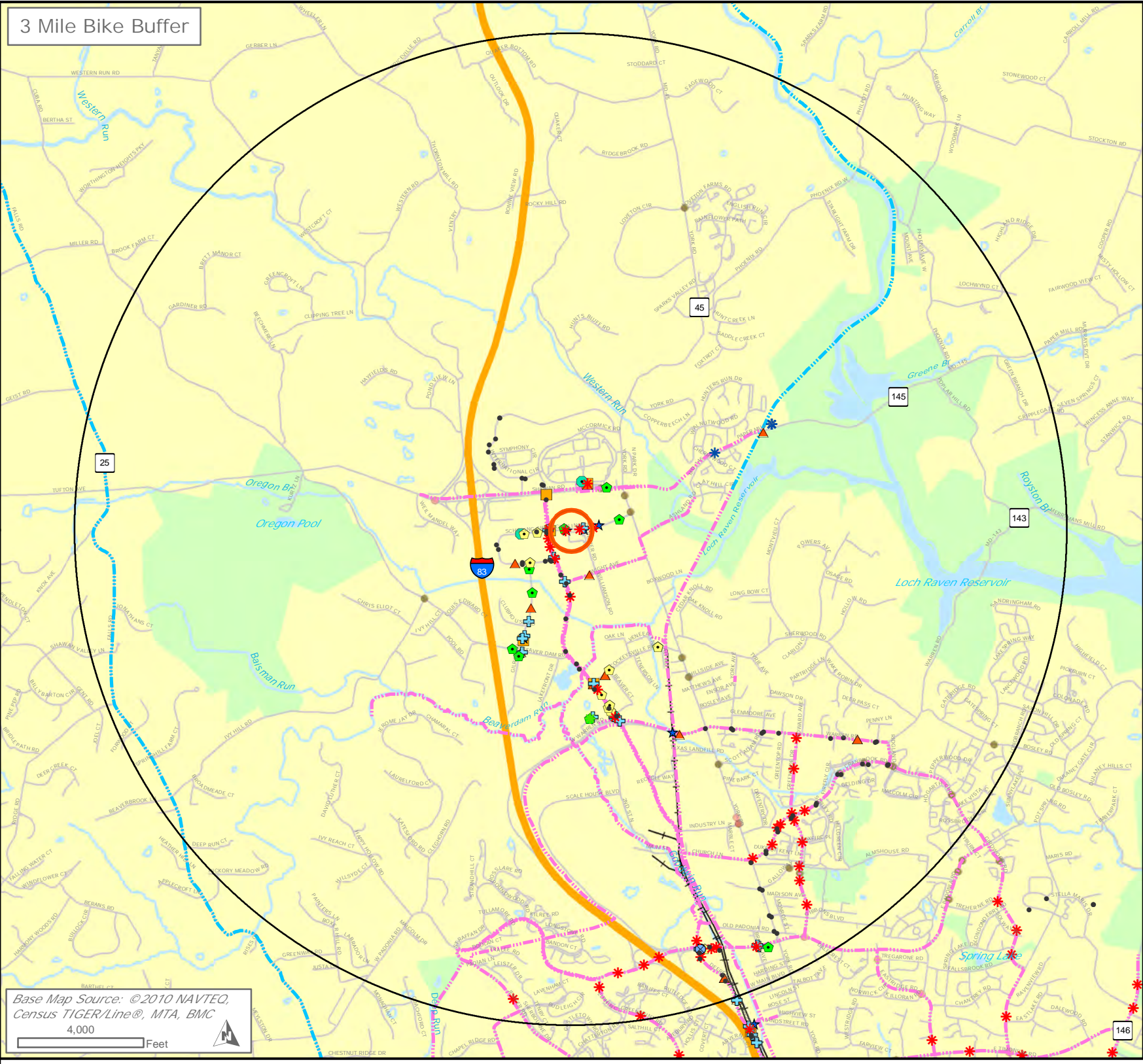
Jun 20, 2011



Base Map Source: MD IMap

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: Pepper Road  
Rail Line: Light Rail

Jun 20, 2011



**Legend**

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

**RECOMMENDED IMPROVEMENTS**

**PEPPER ROAD - LRT**

Station No. 16

Pepper Road LRT

Baltimore County

1101 Schilling Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		SCHILLING ROAD	MCCORMICK ROAD	TRAIN STATION	COUNTY	INSTALL 1700'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		SCHILLING ROAD	TRAIN STATION	YORK ROAD	COUNTY	INSTALL 1100'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		SCILLING CIR.	340' WEST OF MCCORMICK ROAD		COUNTY	REPLACE 10'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		SCILLING CIR.	780' WEST OF MCCORMICK ROAD		COUNTY	REPLACE 10'X4' OF SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING	MCCORMICK ROAD AND SCHILLING ROAD				COUNTY	INSTALL 160' XWALK, 2-RAMPS, 2-PED SIGNALS	
	PEDESTRIAN CROSSING SIGNS MISSING	MCCORMICK ROAD AND SHAWAN ROAD				COUNTY	INSTALL 2-PED CROSSING ON SHAWAN ROAD CHANNELIZED RIGHT TURN, 1-ADV. PED CROSSING SIGN	
	PEDESTRIAN CROSSING SIGNS MISSING						INSTALL 2-PED CROSSING SIGNS ON NB MCCORMICK CHANNELIZED RIGHT, 1-ADV. PED CROSSING	
	DESIRED LINE PRESENT		SCHILLING ROAD	AT ATLANTIC FINANCIAL FEDERAL CREDIT UNION		STATE	INSTALL MIDBLOCK CROSSING, 2-PED CROSSING SIGNS, 2 STOP BARS, 2-CURB RAMPS	
	DESIRED LINE PRESENT		SCHILLING ROAD	MCCORMICK ROAD	PEPPER ROAD	COUNTY	INSTALL MIDBLOCK CROSSWALKS, STOP BARS ON EACH SIDES, PED CROSSING SIGNS, RAMP ON EACH SIDE	
	DESIRED LINE PRESENT	PEPPER RD AND SCHILLING RD	PEPPER ROAD			COUNTY	INSTALL MIDBLOCK CROSSING, STOP BARS ON EACH SIDE, PED CROSSING SIGNS,AND CURB RAMPS ON BOTH SIDES	
CROSSWALK MISSING	MCCORMICK ROAD AND SCHILLING ROAD				COUNTY	INSTALL 50' S.B. ON THE W LEG		
CROSSWALK MISSING	PEPPER RD AND SCHILLING RD				COUNTY	INSTALL 320' CROSSWALK,25' S.B.,2-PED SIGNSON EB		
BIKE	WIDE LANE		SCHILLING ROAD	MCCORMICK ROAD	YORK ROAD	COUNTY	ROUTE, SIGNING, MARKING, DRAINAGE	0.128788
	WIDE LANE		SCHILLING ROAD				SIGNING, MARKING	0.128788
	WIDE LANE		SCHILLING ROAD				SIGNING, MARKING, DRAINAGE	0.128788
	SHOULDER		MD 145	YORK ROAD @ NCR TRAIL		STATE	ROUTE, SIGNING	0.189394
	SHOULDER		MD 145				ROUTE, SIGNING, DRAINAGE	0.189394

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>	
	\$719,100	Anne Arundel County \$0 Baltimore City \$0 Baltimore County \$719,100 Harford County \$0 Howard County \$0 Prince George's County \$0	State Roads/Stations \$55,085 County Roads \$664,015 City Roads \$0	



**CHARACTER:**

The McCormick Road Light Rail station is located in a built up area planned as an Urban Center. This area is not designated for transit oriented development. The Baltimore County Master Plan recognizes a need to develop a better pedestrian and bicycle network and environment in the Hunt Valley area. However it also states that the primary function of transportation in the Hunt Valley corridor is to provide employee and truck access to the employment areas.

**LAND USE CONTEXT:**

The surrounding area is mixed-use with commercial and industrial facilities. Approximately ¼ mile west of the LRT line and station, I-83 creates a north south physical barrier to bicycling and pedestrian connectivity.

<b>Year 2000 Population within 3 mile radius -</b>	<b>25,535</b>
<b>Weekday Station Ridership</b>	555
<b>Saturday Station Ridership:</b>	347
<b>Transit Connections:</b>	MTA Route 9

**PARKING:**

No public parking is provided for commuters but the surrounding businesses have large parking lots. There could be opportunities for shared parking during off peak or low demand periods at the surrounding businesses.

**PEDESTRIAN ENVIRONMENT:**

The majority of the streets within 0.6 miles of the station have a sidewalk on at least on one side. Sidewalks are generally in good condition. The station is somewhat disconnected on the south west side because of the large sidewalk gap on Gilroy Road.

**BICYCLING ENVIRONMENT:**

There are no marked bike lanes or share the route signs in this area. The majority of streets are wide enough to accommodate bicycles. Parallel drains on McCormick Road need to be replaced for safe bicycling. A very popular off-road hiker-biker trail nearby is the Northern Central Railroad (NCR) trail. However, the trail is not easily accessible at this time from the Light Rail station. Websites for regional trails are listed in the Appendix.

**2007-2009 CRASH DATA:**

Number of Pedestrian Crashes within .6 miles	0
Number of Bicycle Crashes within 3 miles	1

**HIGHLIGHTS FROM FINDINGS**

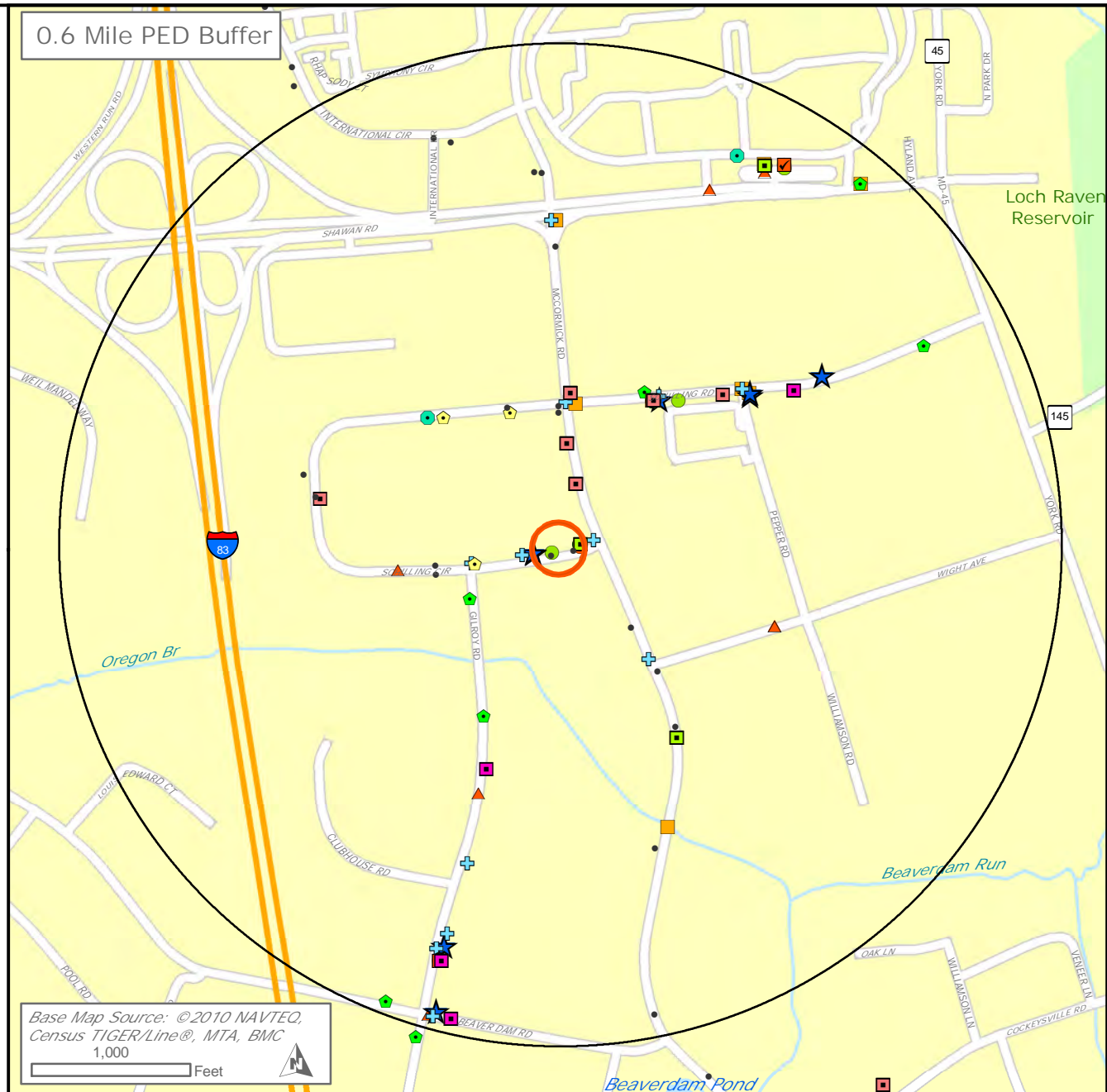
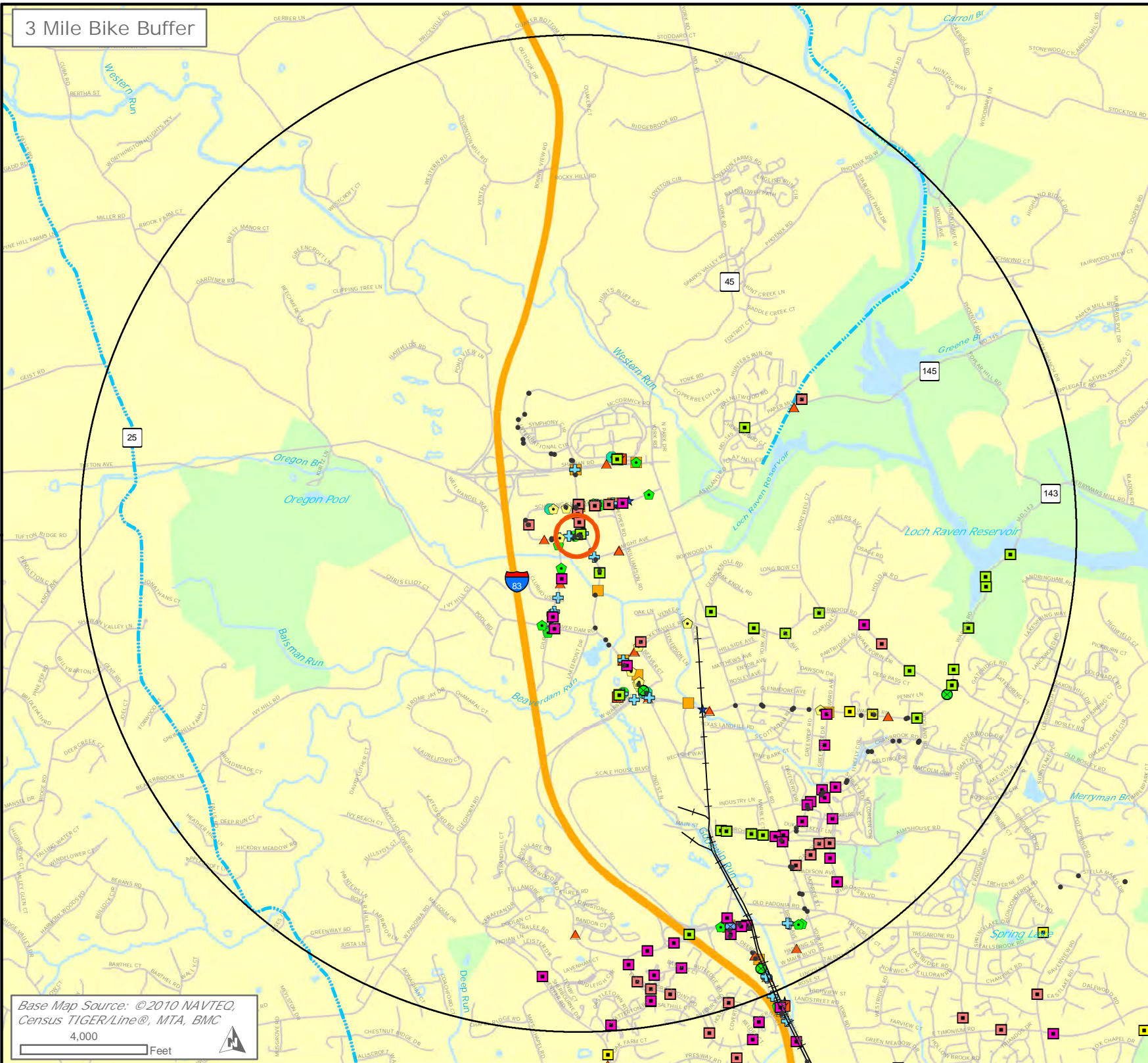
**PEDESTRIAN DEFICIENCIES**

- There are segments of missing and damaged sidewalk on Schilling Road that should be replaced.
- There are faded and missing crosswalks at McCormick and Wight and on Schilling Circle.
- There are curb ramps missing on Schilling Circle.
- Street Lighting is recommended for the intersections of Schilling @ Gilroy and Pepper @ Wight.

**BIKE ROUTE DEFICIENCIES**

- Bicycle Route signing, marking and some compatible drainage is recommended along McCormick Road from Shawan to Beaver Dam to support a shared use lane.

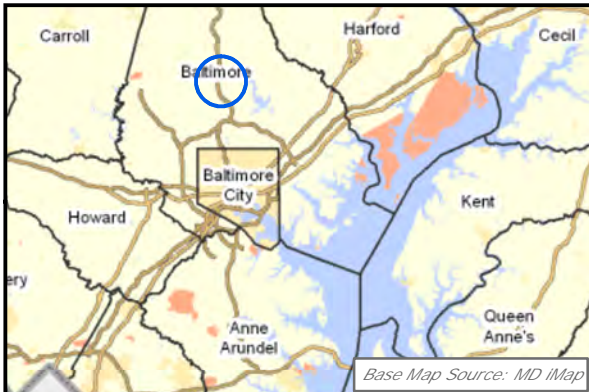
For more detailed information refer to the project database.



**Existing Conditions**

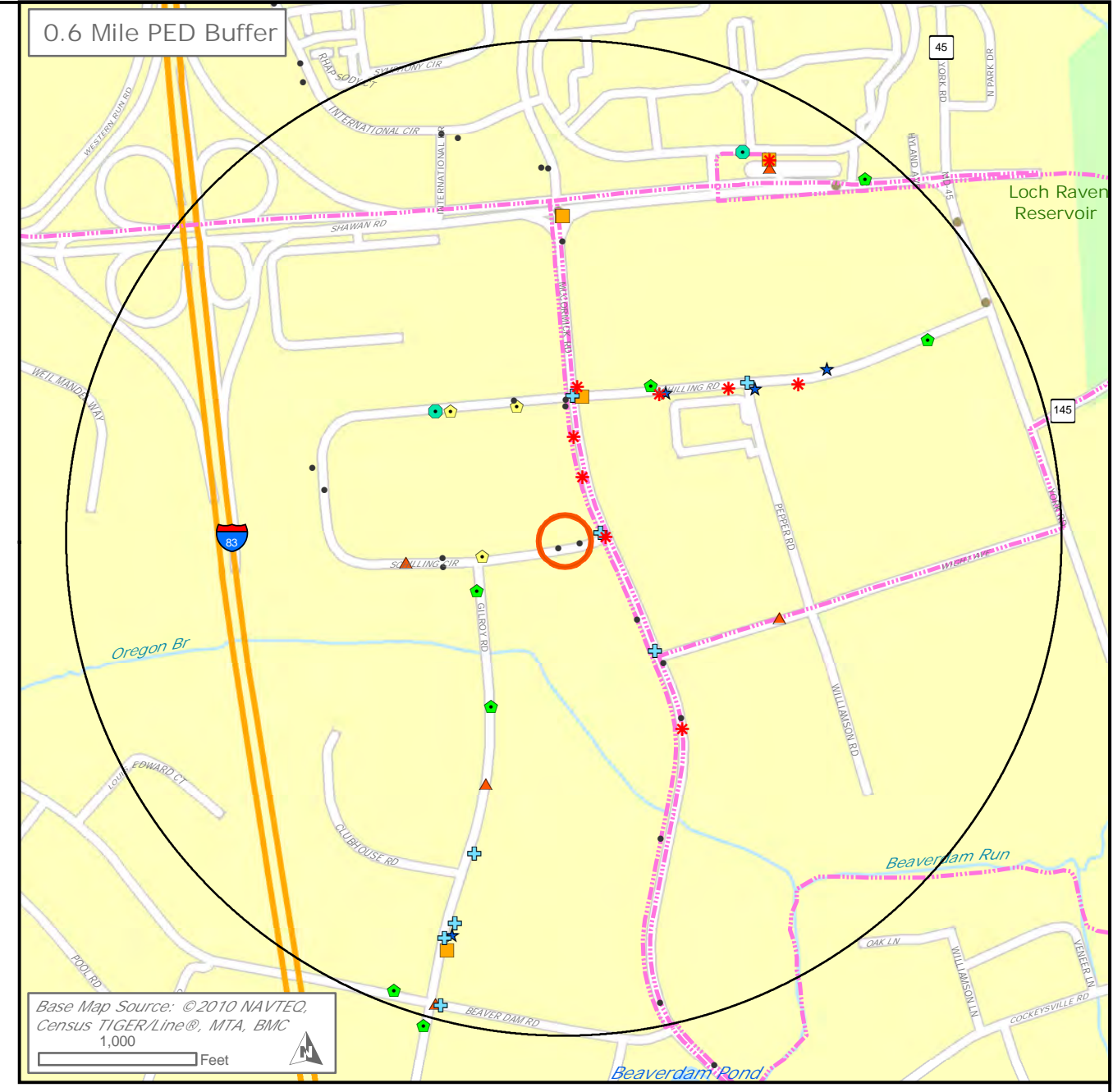
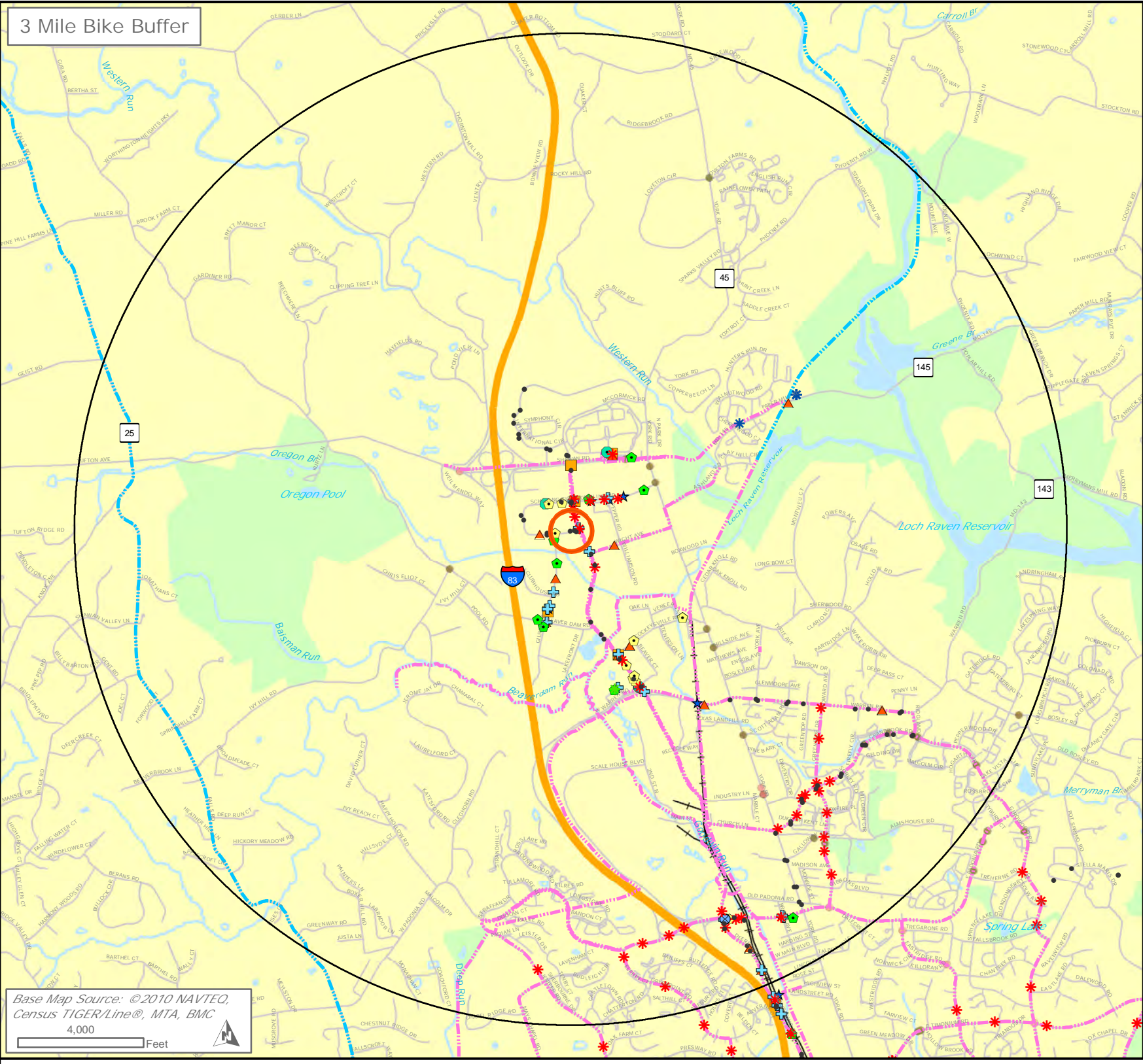
Station: McCormick Road  
Rail Line: Light Rail

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: McCormick Road  
Rail Line: Light Rail

Jun 20, 2011



**Legend**

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

**RECOMMENDED IMPROVEMENTS**

**MCCORMICK ROAD - LRT**

Station No. 17

McCormick Road LRT

Baltimore County

265 Schilling Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	SIDEWALK SEGMENT MISSING		GILROY ROAD	SCHILLING CIR	700' SOUTH	COUNTY	INSTALL 700'X5' OF SIDEWALK		
	SIDEWALK DAMAGED		SCILLING CIR.	AT GILROY ROAD		COUNTY	REPLACE 10'X4' OF SIDEWALK		
	LIGHTING AT INTERSECTION	PEPPER ROAD AND WIGHT AVE.				COUNTY	INSTALL 4-LIGHT POLES AT THIS LOCATION		
		SCHILLING CIR. AND GILROY ROAD				COUNTY	INSTALL 3- LIGHT POLES AT THE INTERSECTION		
	CURB RAMP MISSING	212 SCHILLING CIRCLE				COUNTY	INSTALL 2-CURB RAMPS AT THIS LOCATION		
	CROSSWALK MISSING	MCCORMICK ROAD AND WIGHT AVE.				COUNTY	INSTALL 30' S.B. ON THE N LEG		
	CROSSWALK FADED	MCCORMICK ROAD AND SCHILLING CIRCLE				COUNTY	REPAINT CROSSWALKS ON W AND S LEG-TOTAL OF 230' OF P.M.		
BIKE	WIDE LANE		MCCORMICK ROAD	SHAWAN ROAD	SHAWAN ROAD	BEAVER DAM ROAD	COUNTY	ROUTE, SIGNING	0.255682
	WIDE LANE		MCCORMICK ROAD				COUNTY	ROUTE, SIGNING, DRAINAGE	0.255682

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>		<b>Total Cost By Responsibility</b>	
	\$362,325	Anne Arundel County	\$0	State Roads/Stations	\$0
		Baltimore City	\$0	County Roads	\$362,325
		Baltimore County	\$362,325	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

**CHARACTER:**

The surrounding area is mixed use with commercial and industrial facilities. The Baltimore County Master Plan recognizes a need to develop a better pedestrian and bicycle network and environment in the Hunt Valley area. However it also states that the primary function of transportation in the Hunt Valley corridor is to provide employee and truck access to the employment areas.

**LAND USE CONTEXT:**

The Gilroy Road Light Rail station is located in an area of light industrial and commercial uses. There are some low density residential neighborhoods west of I-83. Approximately ¼ mile west of the LRT line and station, I-83 creates a north south physical barrier to bicycling and pedestrian connectivity. The area is not designated for transit oriented development.

<b>Year 2000 Population within 3 mile radius -</b>	<b>29,147</b>
<b>Weekday Station Ridership</b>	<b>285</b>
<b>Saturday Station Ridership:</b>	<b>179</b>
<b>Transit Connections:</b>	<b>None</b>

**PARKING:**

No public parking is provided at the station for commuters. The surrounding businesses have large parking lots. There could be opportunities for shared parking during off peak or low demand periods at the surrounding businesses.

**PEDESTRIAN ENVIRONMENT:**

The Gilroy Road station has limited pedestrian accessibility. There are no pedestrian connections from the station to the businesses south and west of the station. A sidewalk extends only one block north from the station.

**BICYCLING ENVIRONMENT:**

A bike rack was not visible. There are no marked bike lanes or share the road signs in this area. The majority of streets are wide enough to accommodate bicycles. A very popular off-road hiker-biker trail nearby is the Northern Central Railroad (NCR) trail. However, the trail is not easily accessible at this time from the Light Rail station. Websites for regional trails are listed in the Appendix.

**2007-2009 CRASH DATA:**

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

**HIGHLIGHTS FROM FINDINGS**

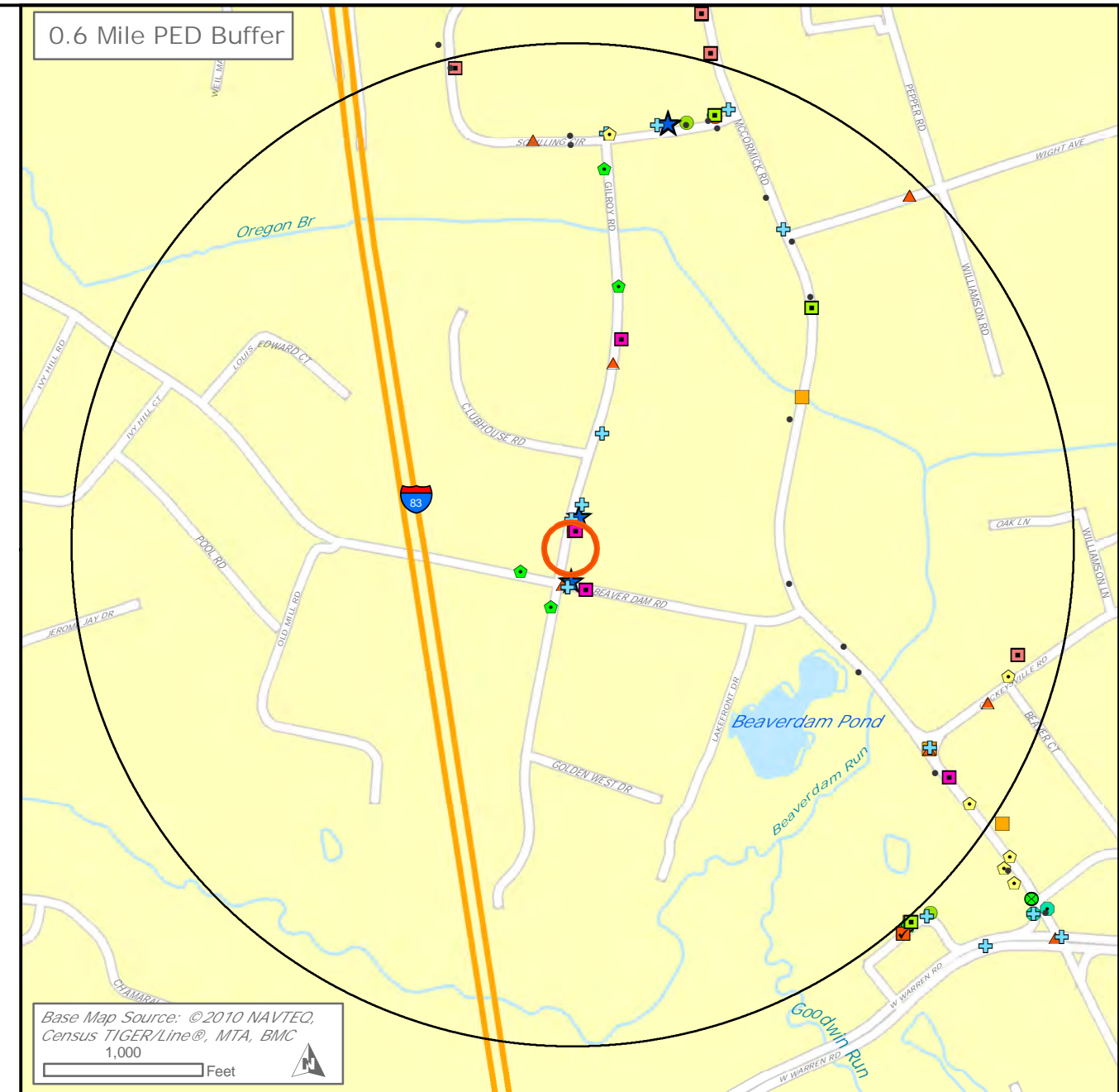
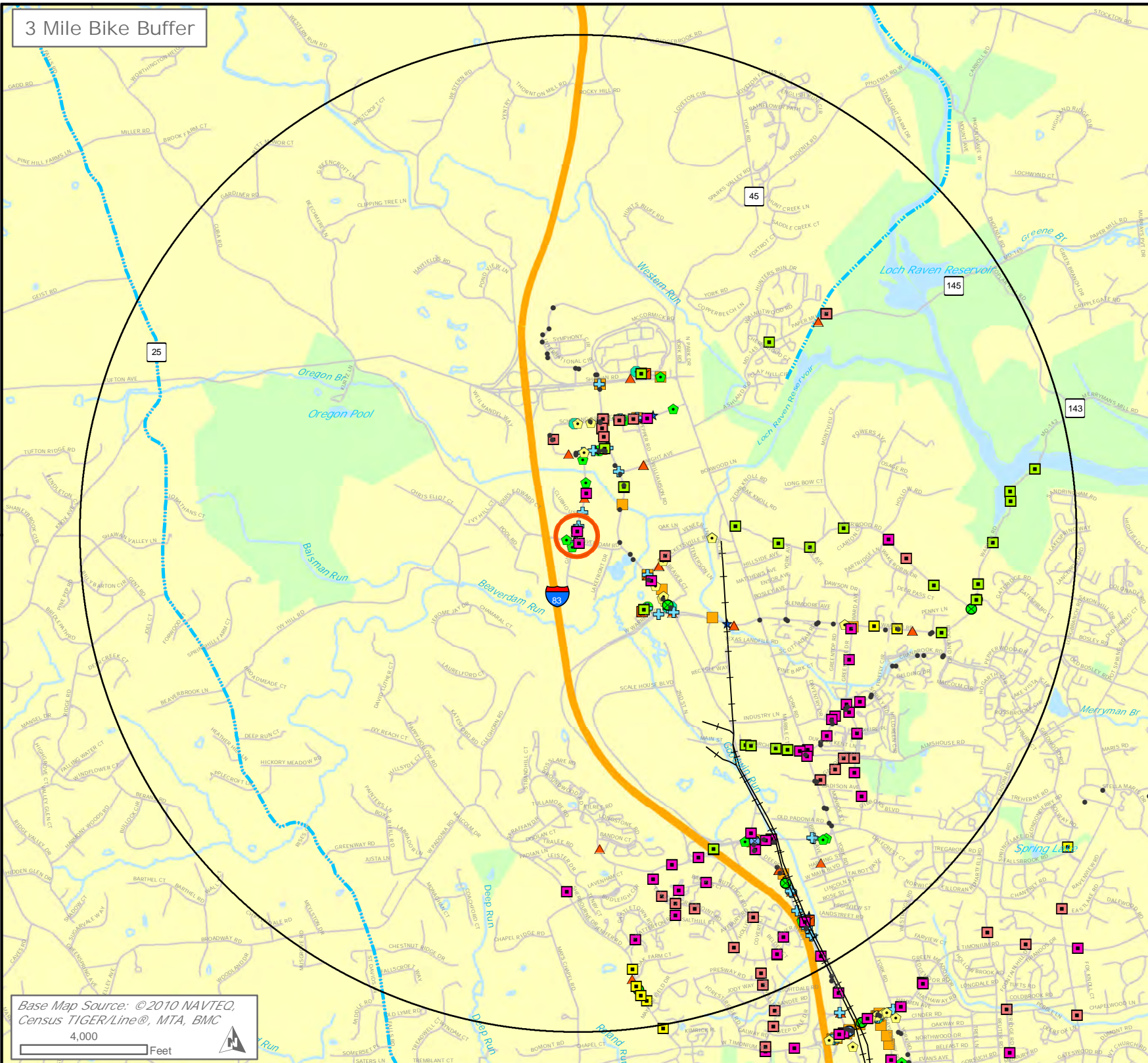
**PEDESTRIAN DEFICIENCIES**

- A designated pedestrian path is recommended to the platform.
- Sidewalks and ramps are missing on Beaver Dam from Gilroy to Ivy Hill Road.
- A mid-block crossing is recommended on Gilroy at the McCormick site.
- Crosswalks are missing or faded in several locations along Gilroy.
- Street lighting is recommended at the intersection of Beaver Dam Road @ Gilroy Road and along Gilroy Road.

**BIKE ROUTE DEFICIENCIES**

- Refer to Warren Road and McCormick Stations. The recommendations made for these adjacent stations fall within the bicycle buffer for this station.

For more detailed information refer to the project database.

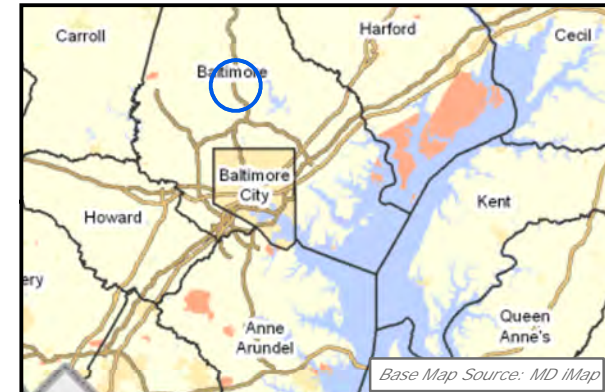


Existing Conditions

Station: Gilroy Road

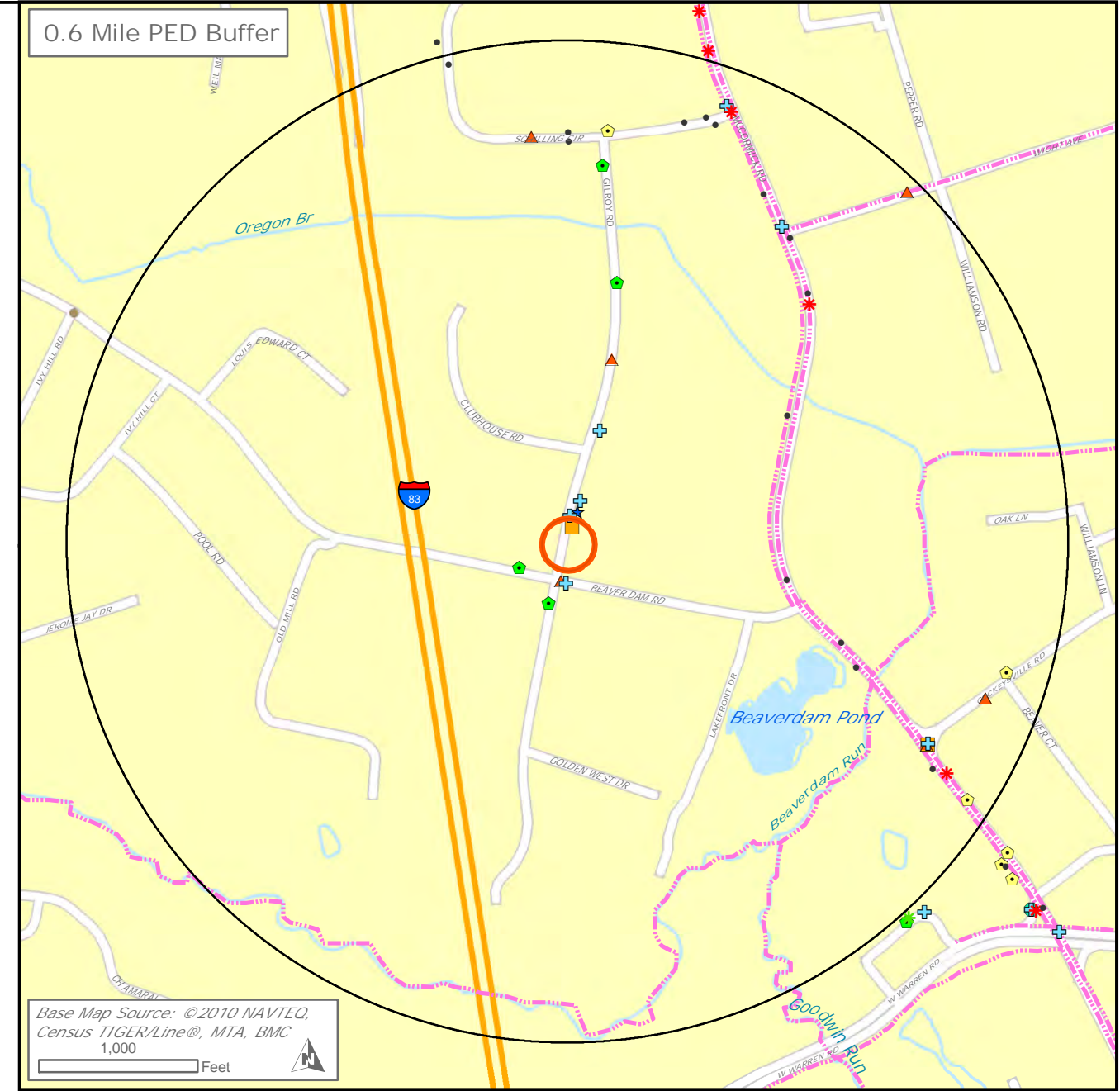
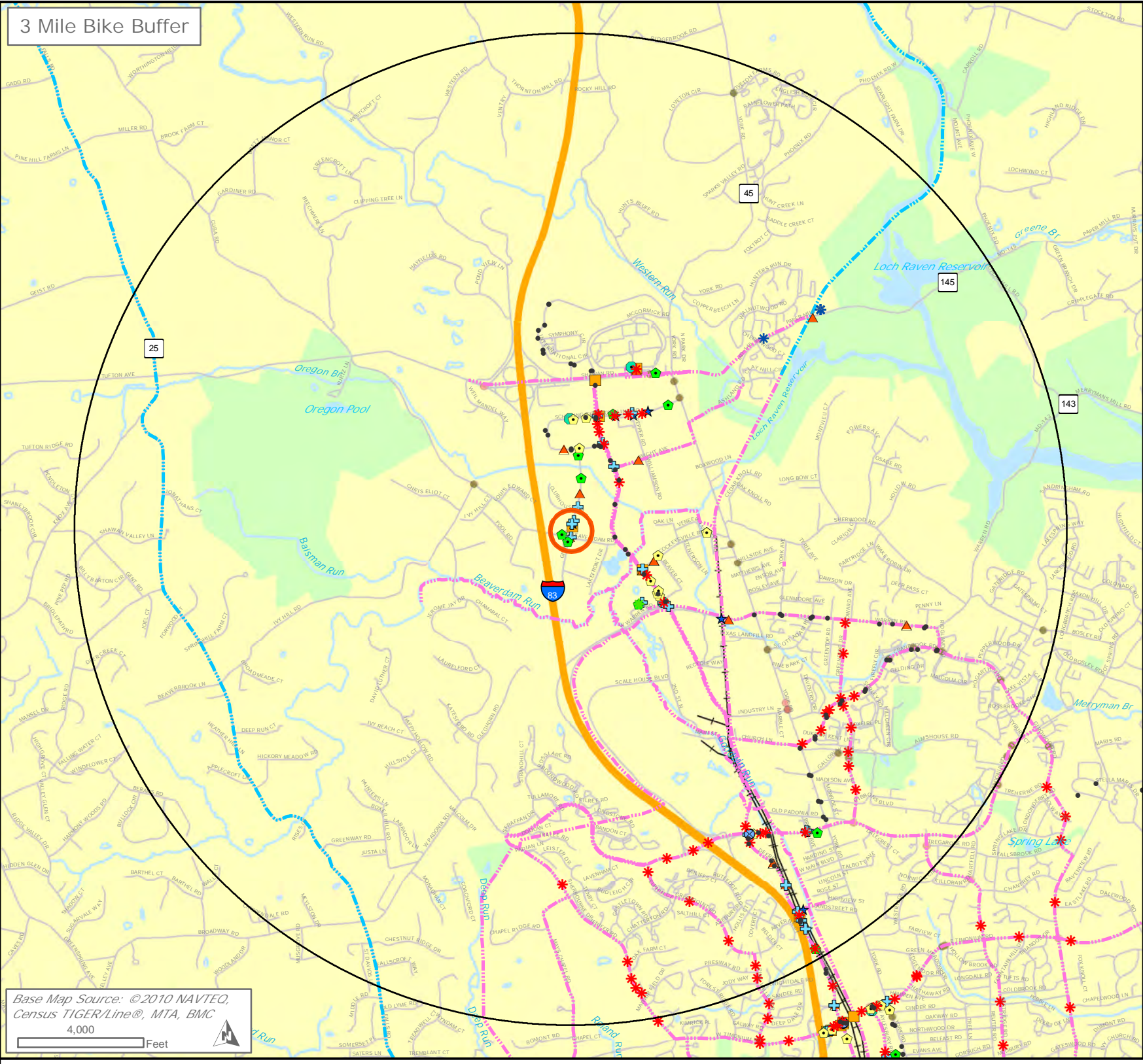
Rail Line: Light Rail

Jun 20, 2011



### Legend

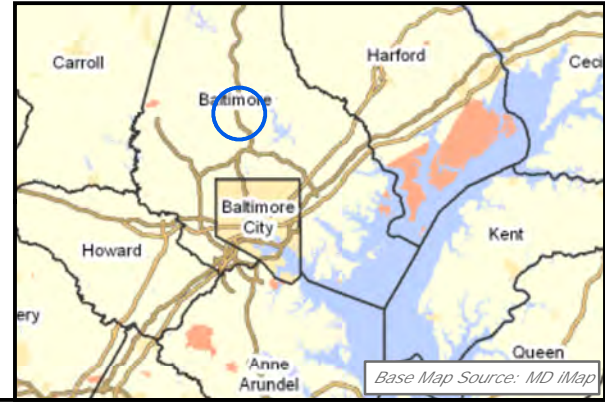
	Train Station		Crosswalk Deficient
	Bus Stop		Curb Ramp Missing
	Parallel Drainage Grate		Desire Line Present
	Wide Outside Lane Missing		Lighting Deficient
	Paved Shoulder Missing		Pedestrian Crossing Deficient
	Marked Bike Lane Missing		Bicycle Storage Not Visible
	Directional Signing at Station Missing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



**Recommended Improvements**

Station: Gilroy Road  
Rail Line: Light Rail

Jun 20, 2011



### Legend

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

**RECOMMENDED IMPROVEMENTS**

**GILROY ROAD - LRT**

Station No. 18

Gilroy Road LRT

Baltimore County

10903 Gilroy Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BEAVER DAM ROAD	GILROY ROAD	IVY HILL ROAD	COUNTY	INSTALL 2500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		GILROY ROAD	700' SOUTH OF SCHILLING CIRCLE	BEAVER DAM ROAD	COUNTY	INSTALL 1800'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		GILROY ROAD	BEAVER DAM ROAD	THE END	COUNTY	INSTALL 2000'X5' OF NEW SIDEWALK	
	PEDESTRIAN CROSSING MISSING		AT GILROY ROAD STATION			STATE	INSTALL 60' X 4' CONCRETE PATH FROM PARKING TO THE PLATFORM	
	LIGHTING AT INTERSECTION		11020 GILROY ROAD			COUNTY	INSTALL 2-LIGHT POLES AT THIS LOCATION	
	LIGHTING ALONG ROADWAY	BEAVER DAM ROAD AND GILROY ROAD	BEAVER DAM ROAD	BEAVER DAM ROAD		COUNTY	INSTALL 2-LIGHT POLES, AT NORTHEAST AND SOUTHEAST CORNER OF THE INTERSECTION	
	DESIRED LINE PRESENT		GILROY ROAD	MCCORMICK SITE	TRAIN STATION	COUNTY	INSTALL MIDBLOCK CROSSINGS, 2-STOP BARS, 2-PED CROSSING SIGNS, 2-RAMP ACROSS GILROY ROAD	
	CROSSWALK MISSING		11020 GILROY ROAD			COUNTY	INSTALL 140' OF CROSSWALK	
	CROSSWALK MISSING		11031 GILROY ROAD			COUNTY	INSTALL 100' OF CROSSWALK	
	CROSSWALK MISSING	GILROY RD STATION AND GIRLOY RD				COUNTY	INSTALL 220' XWALK, 2-RAMP,2PED SIGNS,50' SB	
CROSSWALK FADED	BEAVER DAM ROAD AND GILROY ROAD				COUNTY	REPAINT CROSSWALK ON E LEG-TOTAL OF 110' OF P.M.		

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>		
	\$1,364,715	Anne Arundel County	\$0	State Roads/Stations	\$9,125
		Baltimore City	\$0	County Roads	\$1,355,590
		Baltimore County	\$1,364,715	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
Prince George's County		\$0			



**CHARACTER:**

The surrounding area is mixed use with commercial and industrial facilities.

**LAND USE CONTEXT:**

The Warren Road Light Rail station is adjacent to the Maryland SHA’s District 4 Office. Approximately ¼ mile west of the LRT line and station, I-83 creates a north south physical barrier to bicycling and pedestrian connectivity. The Baltimore County Master Plan 2020 designates the area as Urban Center/Employment Center. The plan defines Urban Center as mixed land use including retail commercial, moderate to high density residential, offices, and civic buildings.

MDOT identifies a 14 acre parcel at this station as available for a Joint Development opportunity.

<b>Year 2000 Population within 3 mile radius -</b>	<b>37,925</b>
<b>Weekday Station Ridership</b>	<b>353</b>
<b>Saturday Station Ridership:</b>	<b>219</b>
<b>Transit Connections:</b>	<b>MTA Route 9</b>

**PARKING:**

There is a surface parking lot with 370 spaces. An occupancy rate of 11% was observed

There could be opportunities for shared parking during off peak or low demand periods at the surrounding businesses and MDOT facility west of the station.

**PEDESTRIAN ENVIRONMENT:**

A paved off-road pedestrian path connects the station to McCormick Road and the businesses to the north east of the station. McCormick Road and Beaver Dam Road have sidewalks on both sides. The sidewalk on the west side of the McCormick Road, north of Beaver Ct intersection is narrow in places and is obstructed with utility poles. The Station is totally disconnected from York Road businesses due to the lack of sidewalks on Warren Road.

**BICYCLING ENVIRONMENT:**

There are no bike racks or lockers at this station. There are no marked bicycle lanes or share the road signs in this area. The majority of the streets 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	0
Number of Bicycle Crashes within 3 miles	2

**HIGHLIGHTS FROM FINDINGS**

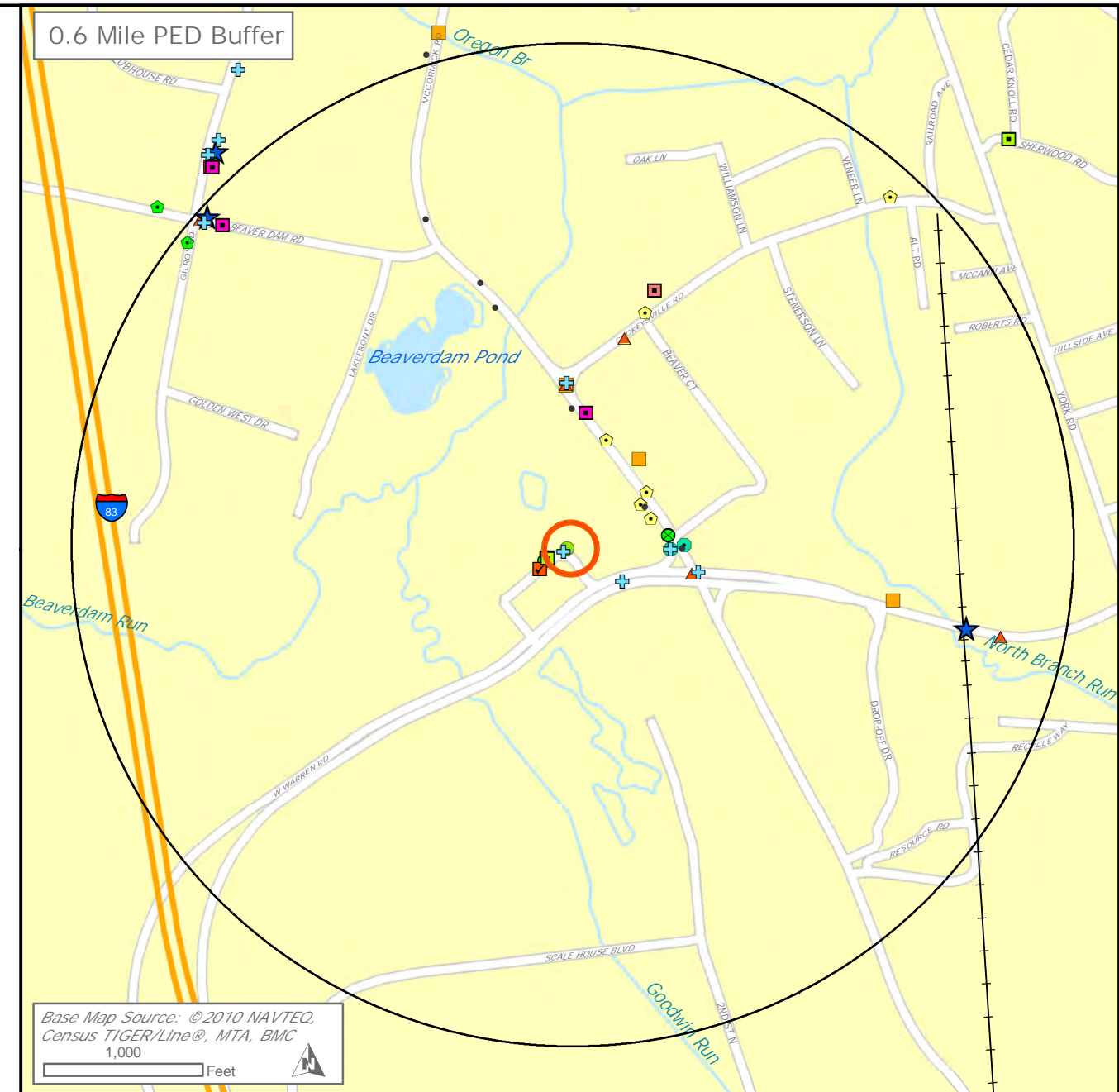
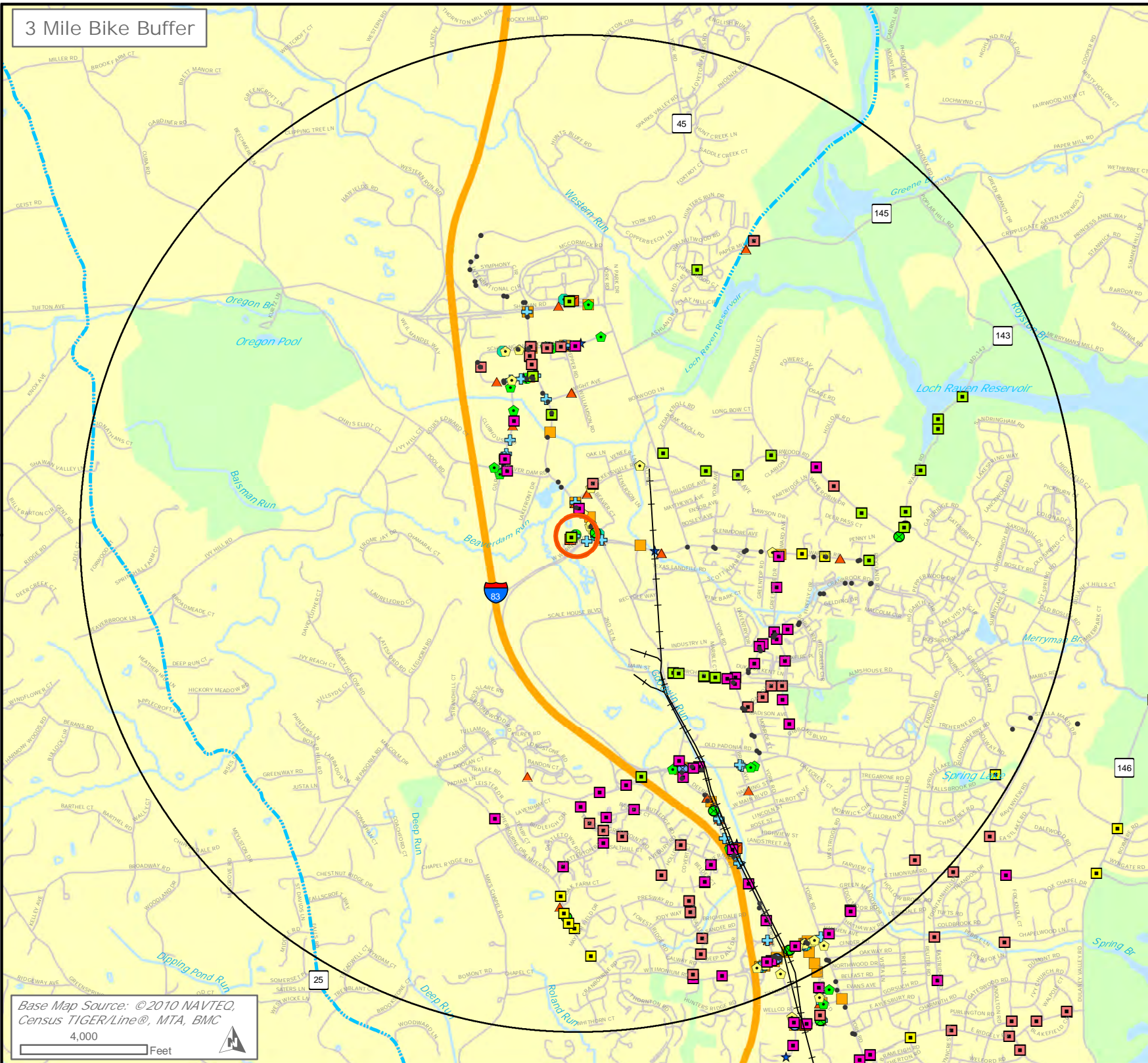
**PEDESTRIAN DEFICIENCIES**

- There are segments of sidewalk and ramps missing and damaged sidewalk on Beaver Dam Road and Cockeyville Roads.
- The mid-block crosswalk on Beaver Dam at the tracks needs to be repainted. Crosswalk at Beaver Dam and Warren needs to be repainted.
- Pedestrian Crossing signs are missing from Beaver Dam and Cockeyville Road.
- Street lighting is recommended for bus stops located at Beaver Dam and Cockeyville Roads and at Warren and Abbey Road. Lighting is also needed along Warren Road at the track crossing and at the intersection of Cockeyville Road and Beaver Court.

**BIKE ROUTE DEFICIENCIES**

- In order to provide a bike lane on Warren Road, restriping, signage and marking is needed.
- To accommodate shared use lanes on Beaver Dam and Greenside Drive, signage and marking is recommended.

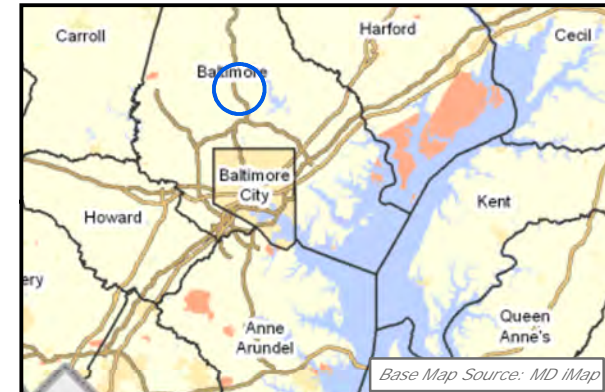
For more detailed information refer to the project database.



**Existing Conditions**

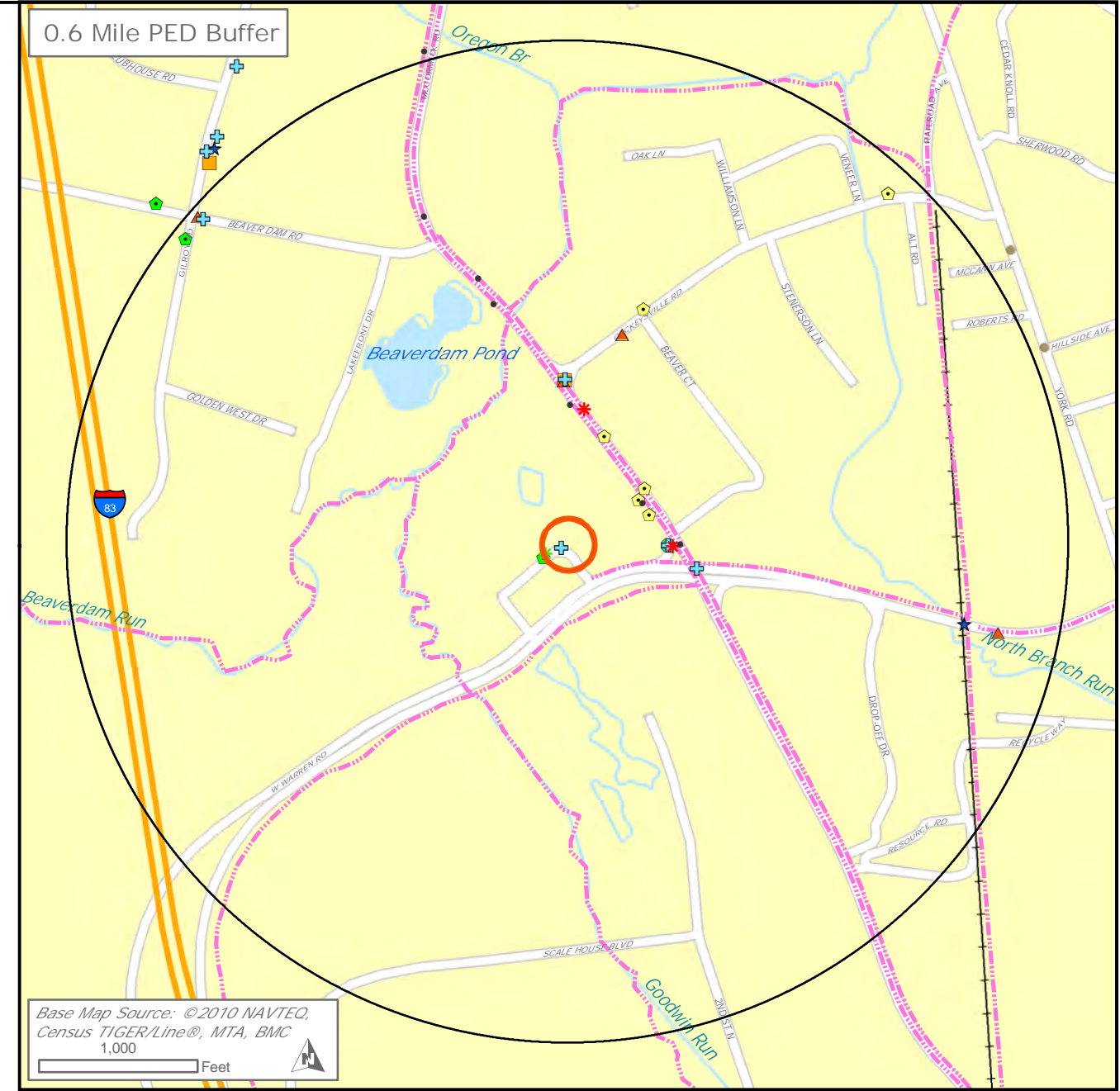
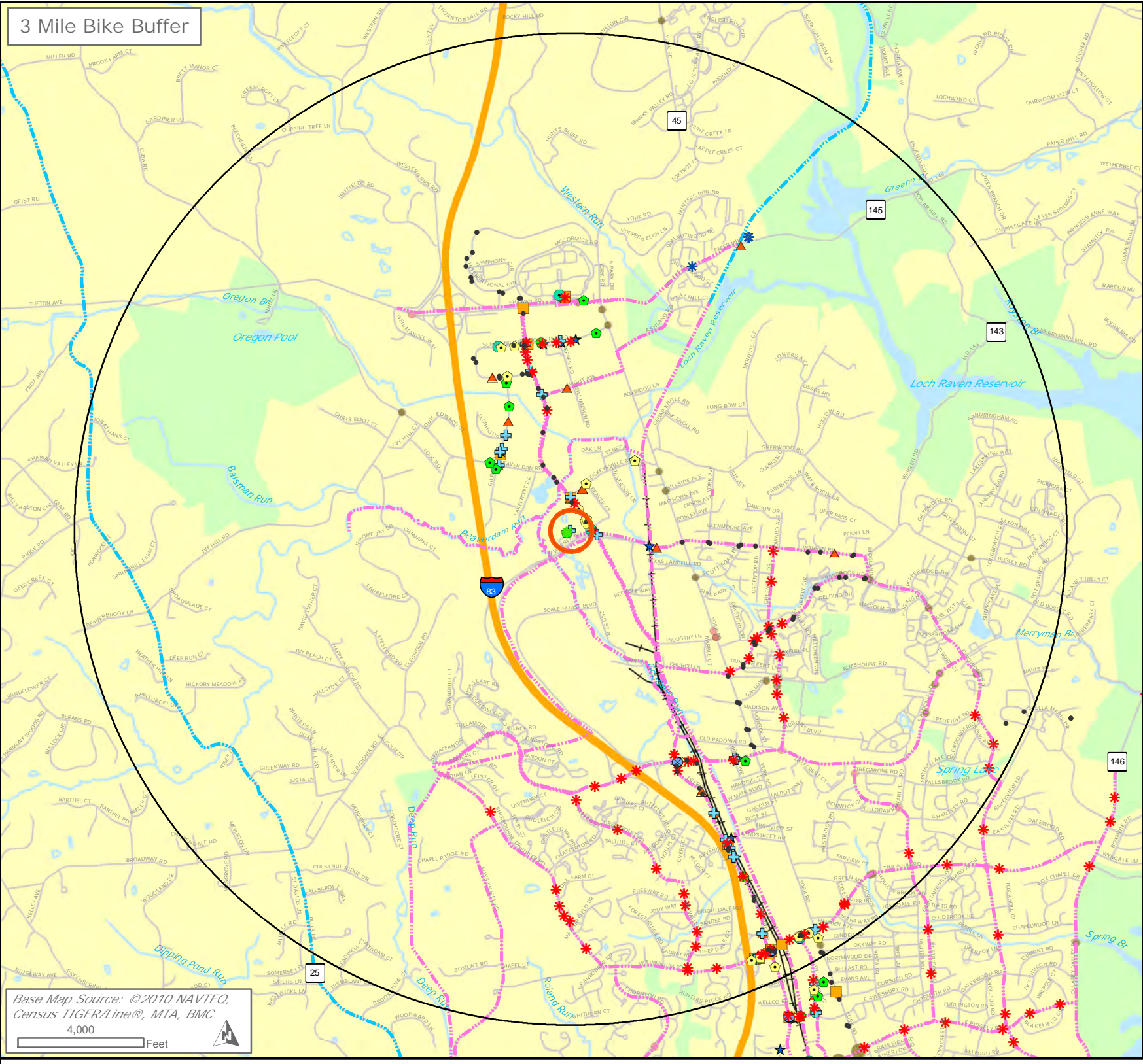
Station: Warren Road  
Rail Line: Light Rail

Jun 20, 2011



### Legend

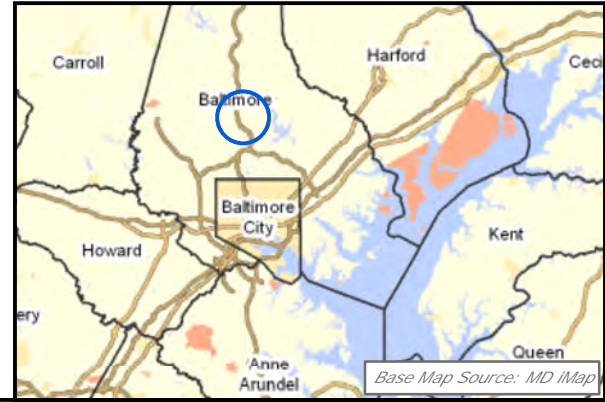
	Train Station		Crosswalk Deficient
	Bus Stop		Curb Ramp Missing
	Parallel Drainage Grate		Desire Line Present
	Wide Outside Lane Missing		Lighting Deficient
	Paved Shoulder Missing		Pedestrian Crossing Deficient
	Marked Bike Lane Missing		Bicycle Storage Not Visible
	Directional Signing at Station Missing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



**Recommended Improvements**

Station: Warren Road  
Rail Line: Light Rail

Jun 20, 2011



**Legend**

	Train Station		Lighting Improvement		<b>Bicycle Traffic Incidents</b>
	Bus Stop		Pedestrian Crossing Improvement		
	Bike Lane / Bike Path		Proposed Bicycle Route		
	Shoulder		Existing Bicycle Route		
	Wide lane		Rail Line		
	Directional Sign Improvement				
	Repair Sidewalk				
	Add Sidewalk Segment				
	Crosswalk Improvement				
	Add Curb Ramp				
	Desire Line Present				

**Pedestrian Traffic Incidents**

- 1
- 2 - 9
- 10 - 69

**RECOMMENDED IMPROVEMENTS**

**WARREN ROAD - LRT**

Station No. 19

Warren Road LRT

Baltimore County

300 W Warren Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
	SIDEWALK SEGMENT MISSING		COCKEYSVILLE ROAD	VENEER ROAD	BEAVER DAM ROAD	COUNTY	INSTALL 3000'X5' OF NEW SIDEWALK ON THE NORTH SIDE	
	SIDEWALK SEGMENT MISSING		WARREN ROAD	BEAVER DAM ROAD	TRAIN STATION	STATE	INSTALL 700'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		BEAVER DAM RD.	SPECIAL RESPONCE CORPORATION DRIVEWAY	DIAMOND DETAIL INC. DRIVEWAY	COUNTY	RELOCATE 2 UTILITY POLES FROM THE SIDEWALK	
	SIDEWALK DAMAGED		BEAVER DAM ROAD	440' SOUTH OF COCKEYSVILLE ROAD		COUNTY	LEVEL MANHOLE WITH SIDEWALK, 5'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		BEAVER DAM ROAD	500' NORTH OF WARREN ROAD		COUNTY	RELOCATE ONE UTILITY POLE FROM THE SIDEWALK	
	SIDEWALK DAMAGED		BEAVER DAM ROAD	900' SOUTH OF COCKYSVILLE ROAD		COUNTY	LEVEL MANHOLE WITH SIDEWALK, 5'X4' SIDEWALK	
	SIDEWALK DAMAGED		COCKEYSVILLE ROAD	SPECIALITY SERVICES CONTRACTORS	YORK ROAD	COUNTY	CONSTRUCT 2300'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		COCKEYSVILLE ROAD	YORK ROAD	BEAVER DAM ROAD	COUNTY	REPLACE 3000'X4' OF SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING	BEAVER DAM ROAD AND COCKEYSVILLE ROAD				COUNTY	INSTALL 2-PED CROSSING SIGNS AT THE CHANNELIZED RIGHT, AND ONE ADVANCED PED XING SIGN	
	LIGHTING AT INTERSECTION	COCKEYSVILLE ROAD AND BEAVER CT.				COUNTY	INSTALL 2-LIGHT POLES AT BEAVER COURT	
PEDESTRIAN	LIGHTING AT BUS STOP	BEAVE DAM ROAD AND COCKEYSVILLE ROAD	BEAVER DAM ROAD			COUNTY	INSTALL LIGHTING AT BUS STOP	
	LIGHTING AT BUS STOP	WARREN ROAD AND ABBEY ROAD	WARREN ROAD			COUNTY	INSTALL LIGHTING AT BUS STOP	
	LIGHTING ALONG ROADWAY		COCKEYSVILLE ROAD	BEAVER DAM ROAD	YORK ROAD	COUNTY	INSTALL 11 LIGHT POLES EVERY 250' ALONG THIS ROAD	
	LIGHTING ALONG ROADWAY	WARREN ROAD AND TRAIN TRACKS CROSSING	WARREN ROAD			COUNTY	INSTALL 2- LIGHT POLES AT WARREN ROAD WHERE TRAIN TRACKS CROSSING THE ROAD	
	LIGHTING ALONG ROADWAY	WILLOW VISTA WAY AND WARREN ROAD	WARREN ROAD	RIDGELAND RD.		COUNTY	INSTALL 1 LIGHTING ARM AND LUMINAIRE ON UTILITY POLE	
	DESIRED LINE PRESENT		WARREN ROAD	BEAVER DAM ROAD	YORK ROAD	STATE	INSTALL 2000'X5' OF SIDEWALK	
	CURB RAMP MISSING	BEAVER DAM ROAD AND WARREN ROAD				COUNTY	INSTALL 2- CURB RAMPS FROM NORTHEAST TO PATH TO THE STATION	
	CROSSWALK MISSING		WARREN ROAD STATION, FROM PARKING LOT TO PLATFORM			STATE	INSTALL 200' CROSSWALK, 2-PED SIGNS,3 RAMPS	
	CROSSWALK MISSING	BEAVER DAM ROAD AND COCKEYSVILLE ROAD				COUNTY	INSTALL 500' XWALK, 4-PED XING SIGN ON E LEG	
	CROSSWALK FADED	BEAVER DAM ROAD AND TRAIN TRACKS				COUNTY	REPAINT MIDBLOCK CROSSINGS-TOTAL OF 450' OF P.M.	
	CROSSWALK FADED	BEAVER DAM ROAD AND WARREN ROAD				COUNTY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 500' OF PAVEMENT MARKINGS	
	WIDE LANE		BEAVER DAM ROAD	MCCORMICK ROAD	WEST PADONIA ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.65625
BIKE	WIDE LANE		BEAVER DAM ROAD	MCCORMICK ROAD	WEST PADONIA ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.65625
	WIDE LANE		GREENSIDE DRIVE	WARREN ROAD	SORLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.133523
	BIKE LANE		WARREN ROAD	I-83	YORK ROAD	STATE	RESTRIPIING, SIGNING, MARKING	0.666667

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$2,837,080	Anne Arundel County	\$0
	Baltimore City	\$0
	Baltimore County	\$2,837,080
	Harford County	\$0
	Howard County	\$0
	Prince George's County	\$0
		State Roads/Stations \$792,905
		County Roads \$2,044,180
		City Roads \$0



**CHARACTER:**

The surrounding area is mixed use with suburban scale commercial and industrial facilities. The area is not planned for transit oriented development.

**LAND USE CONTEXT:**

The Timonium Fairgrounds Light Rail station is adjacent to the Maryland State Fairgrounds and has direct access to it. The fairground is a venue for large festivals and events year round in addition to the State Fair held each fall for a week. The area is zoned for light manufacturing and business. Interstate 83 forms a north south barrier west of the station preventing a direct connection from the medium to low density residential neighborhoods.

<b>Year 2000 Population within 3 mile radius -</b>	<b>56,998</b>
<b>Weekday Station Ridership</b>	851
<b>Saturday Station Ridership:</b>	767
<b>Transit Connections:</b>	MTA Route 9 Rabbit Transit 83 S

**PARKING:**

A large linear parking area is located on the west side of the station accessed via Green Spring Drive. 744 spaces are provided in two lots. Observed occupancy was 41%

The parking lot is utilized as overflow parking for the regularly scheduled fairground events

**PEDESTRIAN ENVIRONMENT:**

The current pedestrian environment is adequate and provides access to nearby business. The station has direct access to the Maryland Fairgrounds.

**BICYCLING ENVIRONMENT:**

There are no bike racks. There are 14 bike lockers at this station that are not well utilized. There are no marked bike routes or Share the Road signs in the area. Streets are wide enough to accommodate bicycle facilities. The 1998 Hunt Valley Timonium Master Plan expressed intent to connect the Light Rail to the Northern Central Hiker –Biker Trail. Websites for regional trails are listed in the Appendix.

**2007 -2009 CRASH DATA:**

Number of Pedestrian Crashes within .6 miles	0
Number of Bicycle Crashes within 3 miles	4

**HIGHLIGHTS FROM FINDINGS**

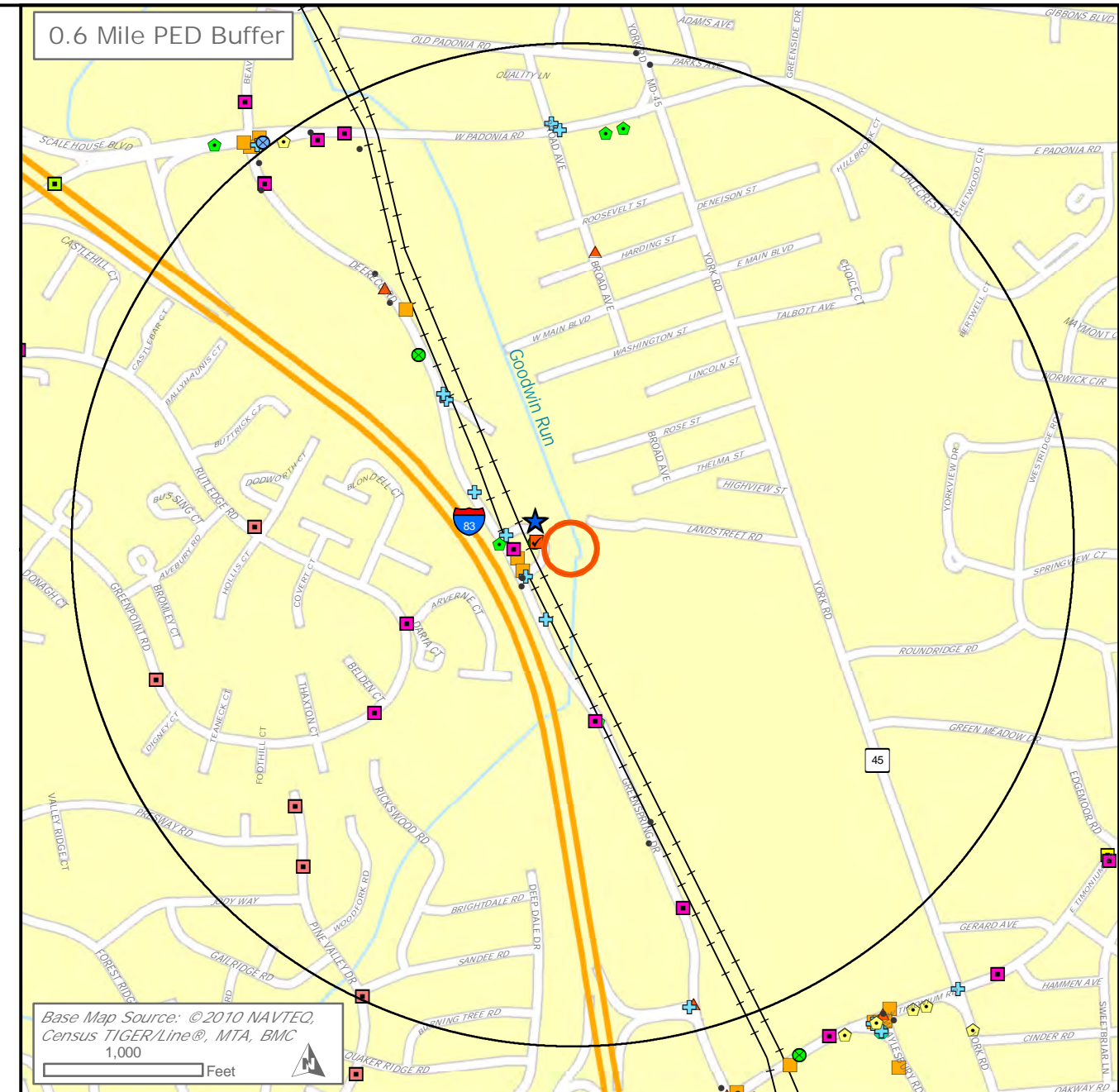
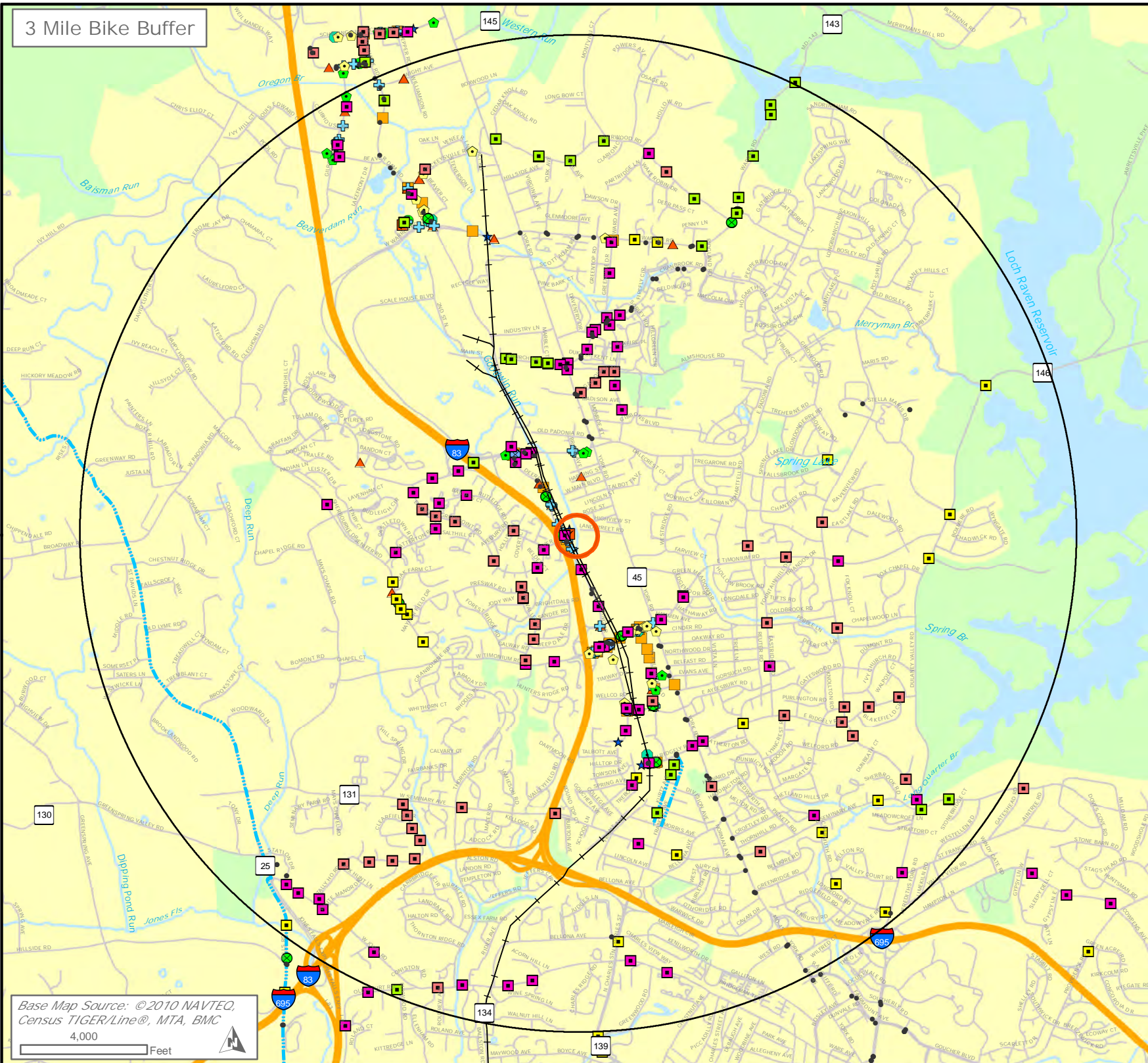
**PEDESTRIAN DEFICIENCIES**

- Improvements should be made to sidewalks along Green Spring Drive south of the station where pavement gaps and damaged areas exist.
- There are damaged segments of sidewalk to be replaced on West Padonia Road.
- Crosswalks are recommended at seven locations primarily on Padonia, Green Spring, Deerco
- Street Lighting is needed along Deerco Road including at the bus stop.
- Pedestrian Crossing signs recommended for Green Spring Drive and Deerco Road at the bus stop location.
- Station wayfinding sign recommended for West Padonia Road east of Deerco Road.

**BIKE ROUTE DEFICIENCIES**

- To accommodate shared use lanes on Beaver Dam, Cranbrook, Deerco, Greenpoint, Greenside, Greenspring, West Padonia and West Timonium Road - Share the Road signs and markings are recommended. Markings are needed in some locations.

For more detailed information refer to the project database.



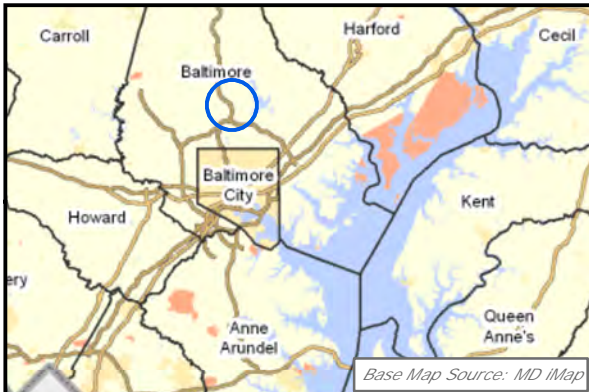
- ### Legend
- Train Station
  - Bus Stop
  - Parallel Drainage Grate
  - Wide Outside Lane Missing
  - Paved Shoulder Missing
  - Marked Bike Lane Missing
  - Directional Signing at Station Missing
  - Bike Signing Missing
  - Sidewalk Damaged
  - Sidewalk Segment Missing
  - Crosswalk Deficient
  - 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**

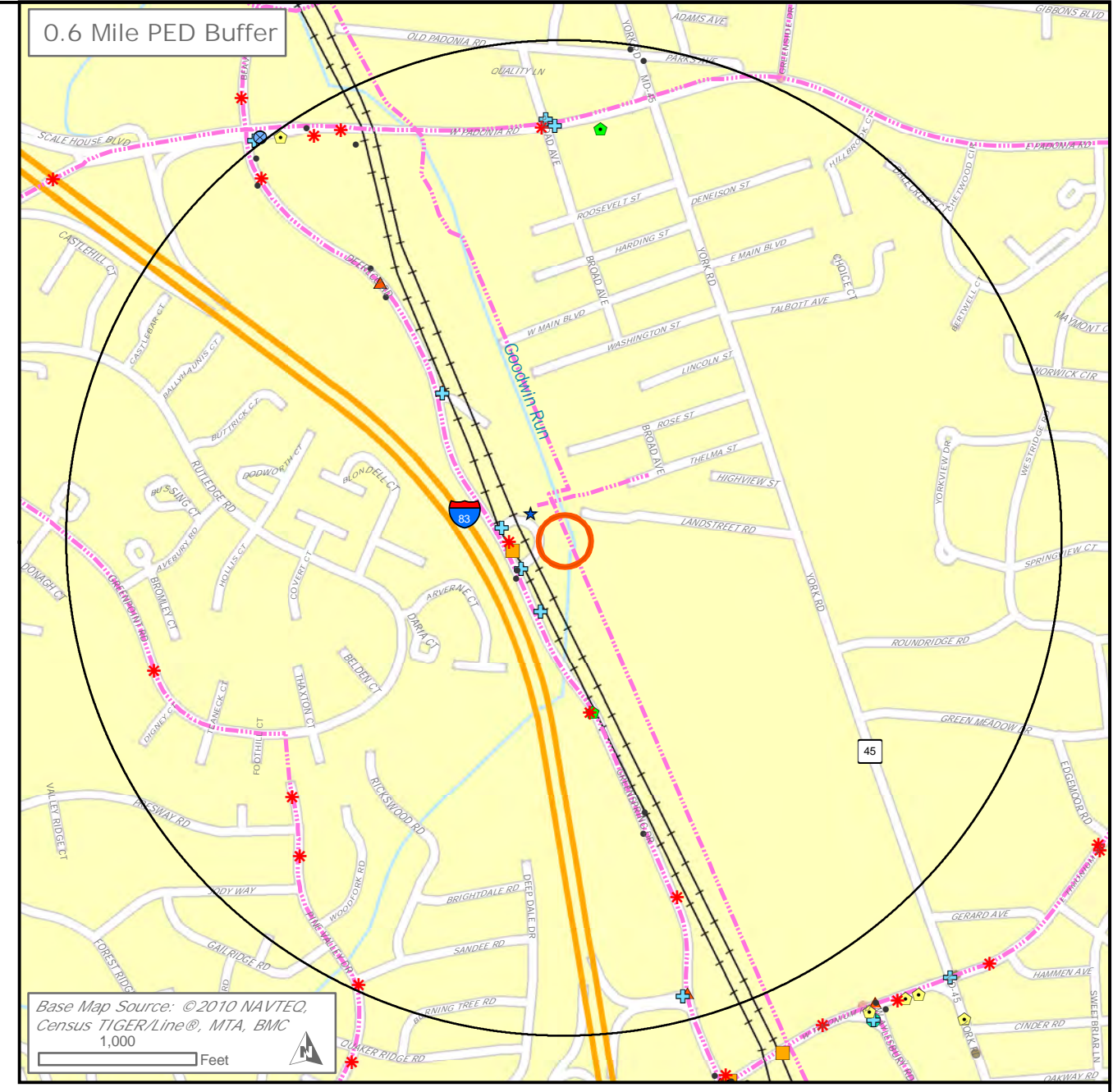
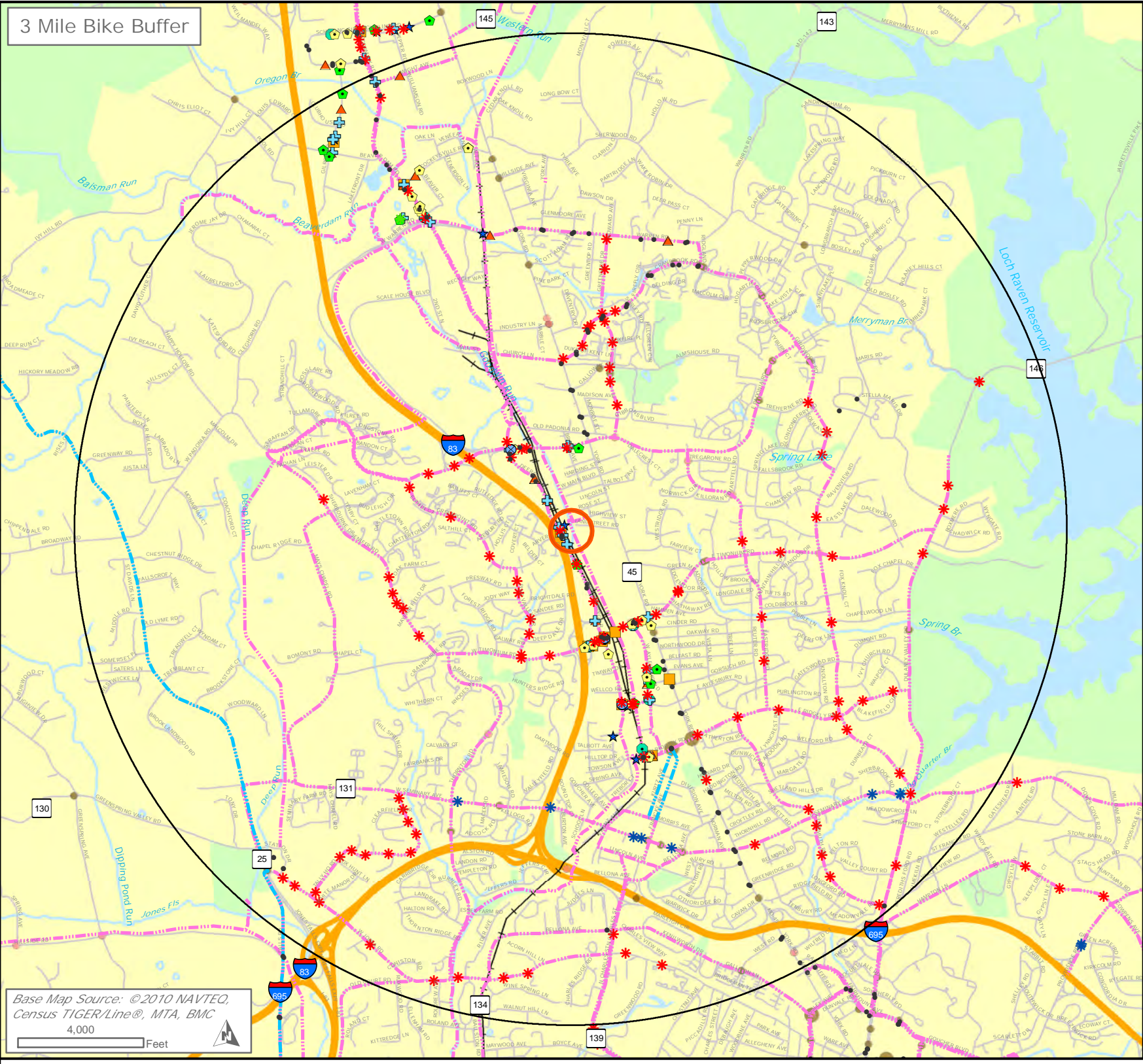
**Station: Timonium Fairgrounds**

**Rail Line: Light Rail**

Jun 20, 2011

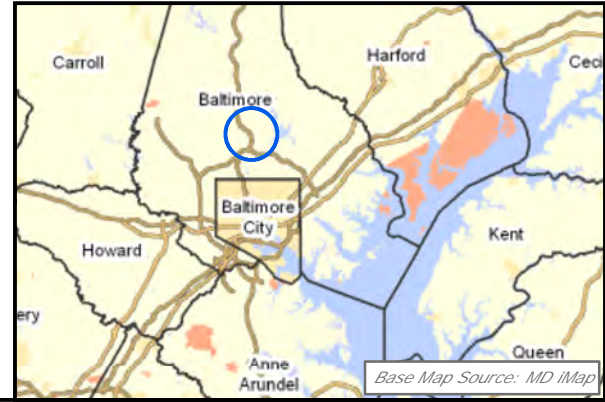






**Recommended Improvements**  
**Station: Timonium Fairgrounds**  
**Rail Line: Light Rail**

Jun 20, 2011



### Legend

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

**RECOMMENDED IMPROVEMENTS**  
**TIMONIUM FAIRGROUNDS - LRT**

Station No. 20

Timonium Fairgrounds LRT      Baltimore County      2335 Greenspring Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		GREENSPRING DR.	W. TIMONIUM ROAD	W. PADONIA ROAD	COUNTY	INSTALL 1500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		W. PADONIA ROAD	BROAD AVE.	YORK ROAD	COUNTY	INSTALL 750'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		W PADONIA ROAD	200' EAST OF BEAVER DAM ROAD		COUNTY	6'X5' OF SIDEWALK TO BE REPAIRED	
	PEDESTRIAN CROSSING SIGNS MISSING	GREENSPRING DRIVE AND DEERCO ROAD	DEERCO ROAD AT THE BUS STOP			COUNTY	INSTALL 350' MIDBLOCK XING, 2-PED XING, 2-ADV. PED XING AND CONCRETE SURFACE FOR BUS STOP	
	LIGHTING AT INTERSECTION	DEERECO ROAD AT PCS ENGINEERING				COUNTY	INSTALL 2- LIGHT POLES AT THIS LOCATION	
	LIGHTING AT BUS STOP		9500 DEERECO ROAD	NORTHBOUND		COUNTY	INSTALL LIGHTING AT BUS STOP	
	LIGHTING AT BUS STOP		9500 DEERECO ROAD	SOUTHBOUND		COUNTY	INSTALL LIGHTING AT BUS STOP	
	LIGHTING ALONG ROADWAY		DEERECO ROAD			COUNTY	INSTALL 4-LIGHT POLES BETWEEN 9425 DEERECO ROAD TO 9647 DEERECO ROAD, MISSING LIGHT POLES	
	DIRECTIONAL SIGNING STATION MISSING	W.PADONIA RD./DEERECO RD.				COUNTY	INSTALL LIGHT RAIL SIGN ON W.PADONIA ROAD EAST OF DEERECO ROAD	
	DESIRED LINE PRESENT		DEERECO ROAD	PARKING	PLATFORM	STATE	INSTALL 50'X4' OF PATHWALK, 2-CURB RAMPS	
	CURB RAMP MISSING	EXIT FROM NB I-83 TO TIMONIUM				COUNTY	INSTALL 2-CURB RAMPS AND CROSSWALK-TOTAL OF 230' OF P.M.	
	CURB RAMP MISSING	FROM TIMONIUM RD TO NB I-83				COUNTY	INSTALL 2-CURB RAMPS	
	CROSSWALK MISSING	BEAVER DAM RD AND W.PADONIA RD				COUNTY	INSTALL 400' XWALK ACROSS N & S AND 4 PED SIGNALS	
	CROSSWALK MISSING	DEERECO RD AND GREENSPRING DR				COUNTY	INSTALL 160' XWALK, 20' S.B.	
	CROSSWALK MISSING	GREENSPRING DR. AND DEERECO ROAD				COUNTY	INSTALL 110' CROSSWALK	
	CROSSWALK MISSING						INSTALL 110' CROSSWALK, 50' S.B.	
	CROSSWALK MISSING	GREENSPRING DR. ENTRANCE TO STATION'S PARKING LOT	GREENSPRING DR. ENTRANCE TO STATION'S PARKING LOT			COUNTY	INSTALL 80' XWALK	
CROSSWALK MISSING	W. PADONIA ROAD AND BROAD AVE.				COUNTY	INSTALL 100'XWALK ON N LEG,EXISTING XWALK ON W LEG		
CROSSWALK MISSING						INSTALL 300' XWALK AND 4PED SIGNALS		
BIKE	WIDE LANE		BEAVER DAM ROAD	MCCORMICK ROAD	WEST PADONIA ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.65625
	WIDE LANE		CRANBROOK ROAD	MD 45	SORLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.110795
	WIDE LANE		CRANBROOK ROAD		SORLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.110795
	WIDE LANE		DEERECO ROAD	WEST PADONIA ROAD	GREENSPRING DRIVE	COUNTY	ROUTE, SIGNING, MARKING	0.397727
	WIDE LANE		GREENPOINT ROAD	GLENAMOY COURT	TEANECK COURT	COUNTY	ROUTE, DRAINAGE	0.239583
	WIDE LANE		GREENPOINT ROAD	WEST PADONIA ROAD	GLENAMOY COURT	COUNTY	ROUTE, SIGNING, MARKING	0.114583
	WIDE LANE		GREENPOINT ROAD				WIDENING, SIGNING, MARKING	0.114583
	WIDE LANE		GREENSIDE DRIVE	GALLOWAY AVENUE	EAST PADONIA ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.213068
	WIDE LANE		GREENSIDE DRIVE	SORLEY ROAD	GALLOWAY AVENUE	COUNTY	ROUTE, DRAINAGE	0.136364
	WIDE LANE		GREENSIDE DRIVE	WARREN ROAD	SORLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.133523

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
BIKE	WIDE LANE		GREENSPRING DRIVE	DEERECO DRIVE	BUSINESS PARK DRIVE	COUNTY	ROUTE, SIGNING, MARKING	0.276705
	WIDE LANE		JENIFER ROAD	CHATTERTON ROAD	WEST TIMONIUM ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.111742
	WIDE LANE		PINE VALLEY DRIVE	WEST TIMONIUM ROAD	CUL-DE SAC	COUNTY	ROUTE, SIGNING, MARKING, DRAINAGE	0.104167
	WIDE LANE		WEST PADONIA ROAD	GREENPOINT ROAD	YORK ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.1875
	WIDE LANE		WEST TIMONIUM ROAD	JENIFER RD	MD 45	COUNTY	ROUTE, SIGNING, MARKING	0.220644

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
\$1,930,390	Anne Arundel County	\$0
	Baltimore City	\$0
	Baltimore County	\$1,930,390
	Harford County	\$0
	Howard County	\$0
	Prince George's County	\$0
	State Roads/Stations	\$24,785
	County Roads	\$1,905,610
	City Roads	\$0



**CHARACTER:**

The surrounding area is consists of commercial properties and is built out. The station was built in order to serve the nearby employment center. The commercial areas are typically suburban in nature with extensive surface parking.

**LAND USE CONTEXT:**

The Timonium Business Park station is located in an area that is designated as Urban Center land use. Approximately ¼ mile west of the LRT line and station, I-83 creates a north south physical barrier to bicycling and pedestrian connectivity. The area is not planned for transit oriented development.

<b>Year 2000 Population within 3 mile radius -</b>	<b>67,920</b>
<b>Weekday Station Ridership</b>	396
<b>Saturday Station Ridership:</b>	237
<b>Transit Connections:</b>	None

**PARKING:**

No designated parking areas are provided for commuters. The surface parking at the adjacent shopping areas along Aylebury Road is large and underutilized during most of the year.

**PEDESTRIAN ENVIRONMENT:**

This area has adequate walking conditions as the majority of the streets have sidewalks at least on one side of the street. Sidewalks are generally in good condition.

**BICYCLING ENVIRONMENT:**

There are no marked bike routes or Share the Road signs in the area. Streets are wide enough to accommodate bicycle facilities.

**2007-2009 CRASH DATA:**

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

**HIGHLIGHTS FROM FINDINGS**

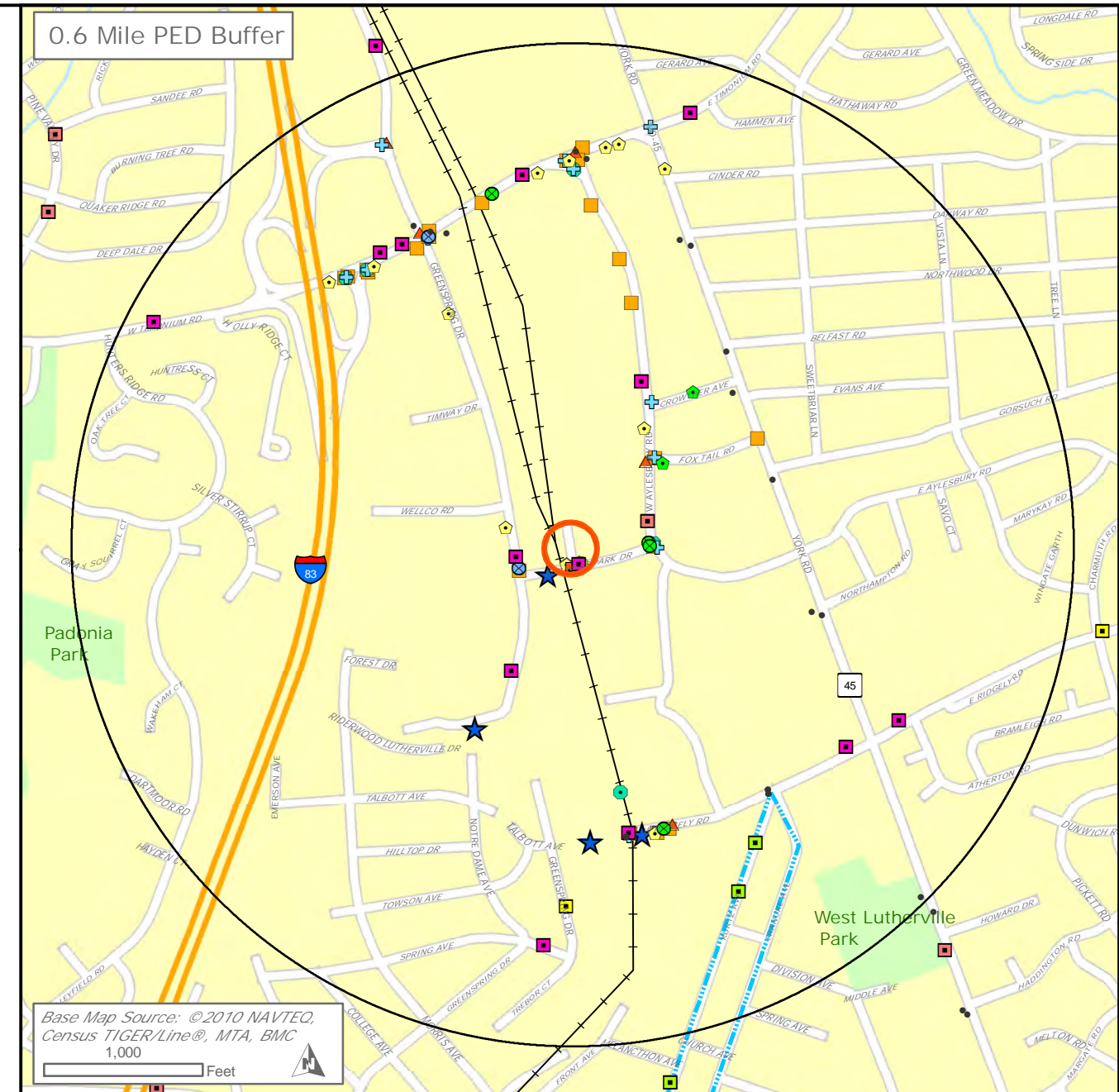
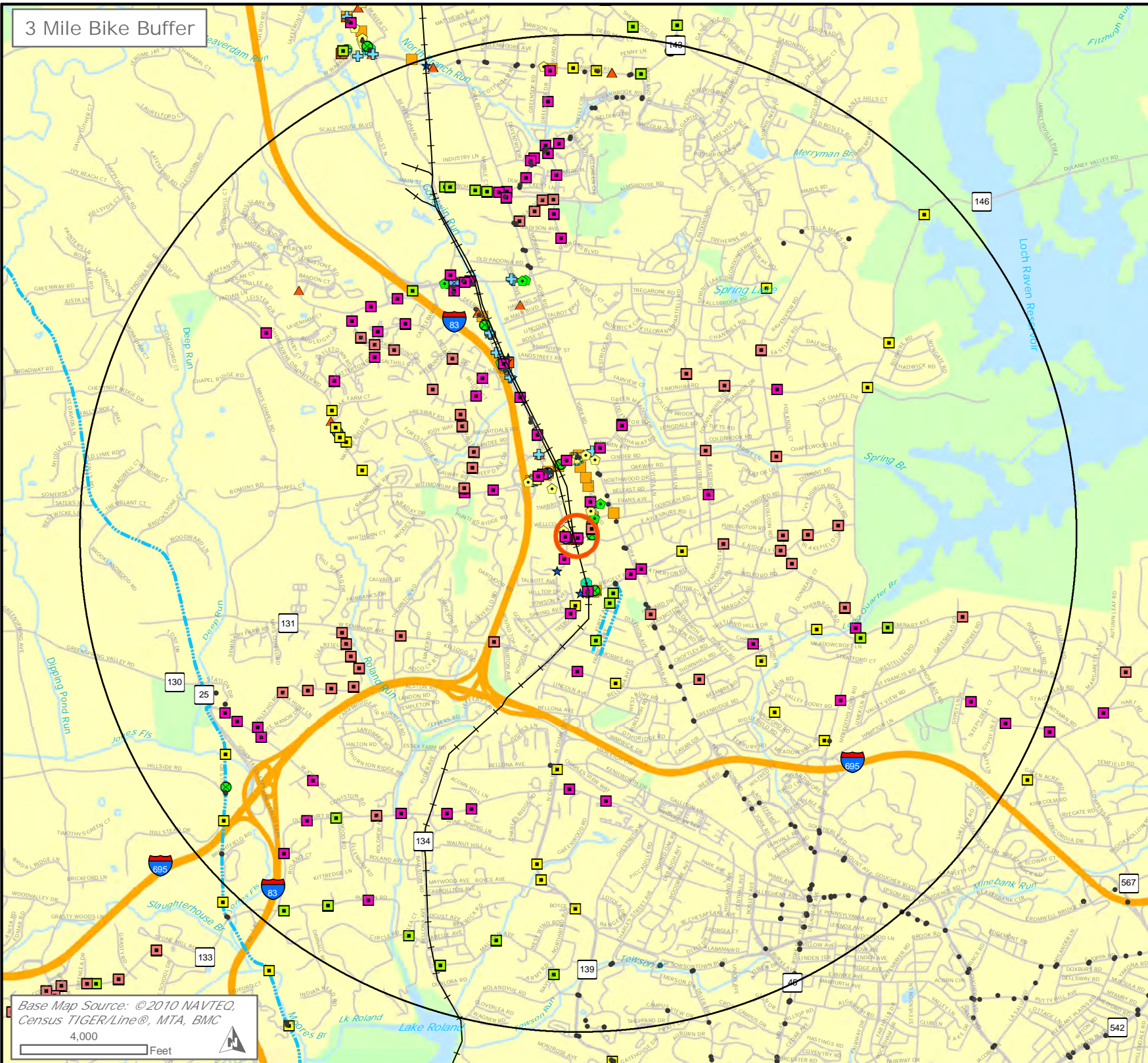
**PEDESTRIAN DEFICIENCIES**

- There are a number of deteriorated segments, gaps and missing segments in the area sidewalks. Among the roads with problems are Aylesbury Road, Timonium Road and Green Spring Drive. Some utility pole relocation is recommended to improve mobility.
- A pedestrian signal is recommended for Timonium Road and Greenspring Drive.
- Curb ramps and crosswalks are recommended for Aylesbury @ Business Park Road and Aylesbury @ Timonium Road.
- Crosswalks are faded at York @ Timonium and Timonium @ Green Spring.
- Street Lighting is recommended along Aylesbury, for the intersection of Aylesbury Road @ Foxtail Road and for the bus stop at West Timonium Road and Green Spring Drive.
- Station wayfinding signage is recommended for West Timonium Road and Green Spring Drive.

**BIKE DEFICIENCIES**

- To provide for shared use lanes on Business Park Drive, Green Spring and West Timonium signage and marking are recommended.
- In addition to signage and markings drainage improvements are recommended for East Timonium Road, Eastridge and Pot Spring.

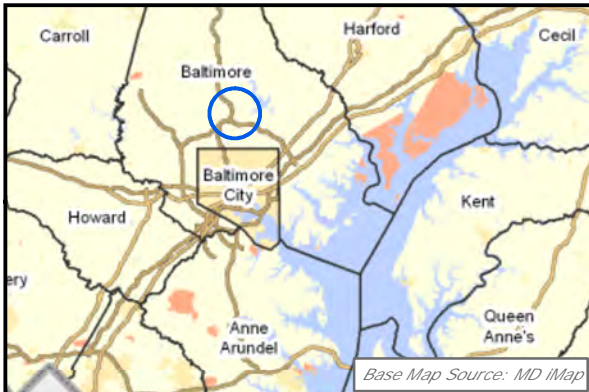
For more detailed information refer to the project database.



**Existing Conditions**

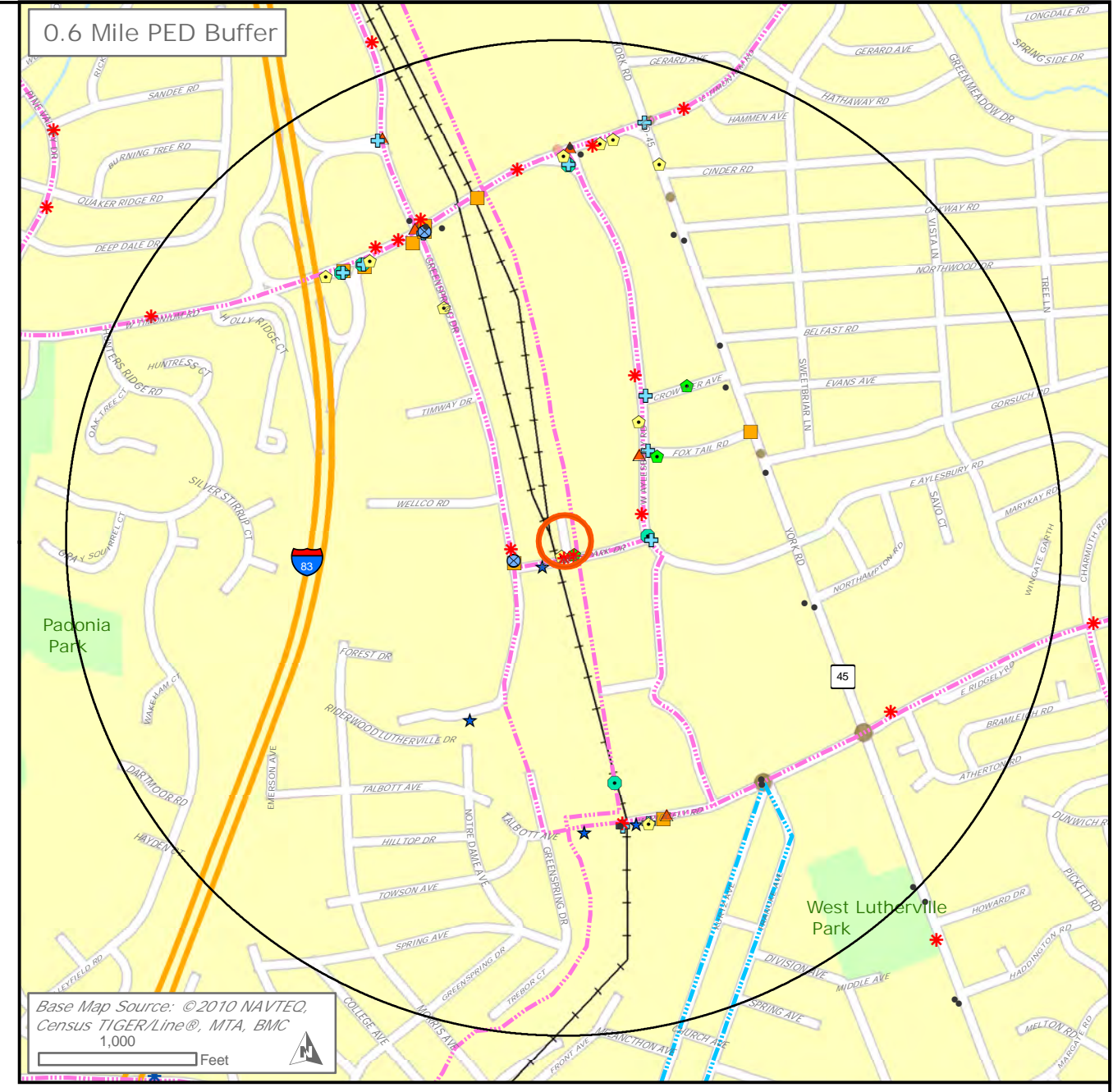
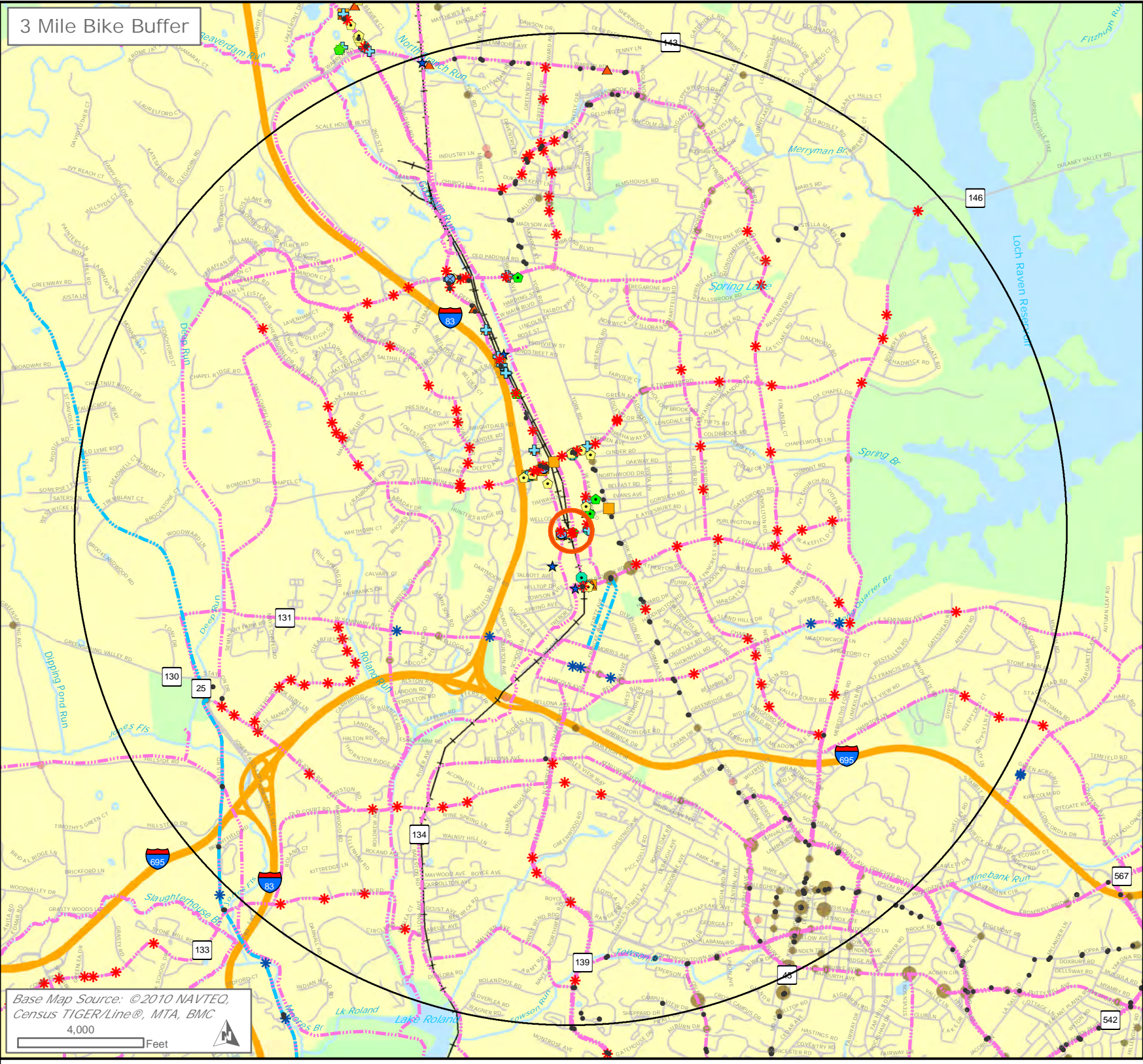
Station: Timonium Business Park  
Rail Line: Light Rail

Jun 20, 2011

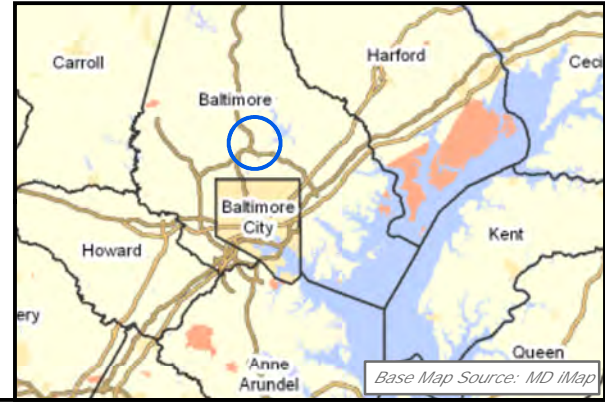


### Legend

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: Timonium Business Park**  
**Rail Line: Light Rail**  
 Jun 20, 2011



**Legend**

- Train Station
- Bus Stop
- Bike Lane / Bike Path
- Shoulder
- Wide lane
- Directional Sign Improvement
- Repair Sidewalk
- Add Sidewalk Segment
- Crosswalk Improvement
- Add Curb Ramp
- Desire Line Present
- Lighting Improvement
- Pedestrian Crossing Improvement
- Proposed Bicycle Route
- Existing Bicycle Route
- Rail Line

**Bicycle Traffic Incidents**

- 1
- 2
- 3 - 4

**Pedestrian Traffic Incidents**

- 1
- 2 - 9
- 10 - 69

**RECOMMENDED IMPROVEMENTS**  
**TIMONIUM BUSINESS PARK - LRT**

Station No. 21

Timonium Business Park LRT		Baltimore County	60 Business Park Drive					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
	SIDEWALK SEGMENT MISSING		BUSINESS PARK DRIVE	GREENSPRING DR.	W. AYLESBURY ROAD	STATE	INSTALL 850'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		CROWTHER AVE.	WAYLESBURY ROAD	YORK ROAD	COUNTY	INSTALL 520'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		FOX TAIL ROAD	WAYLESBURY ROAD	YORK ROAD	COUNTY	INSTALL 300'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		BUSINESS PARK DRIVE	320' EAST OF GREENSPRING DRIVE		0 COUNTY	REMOVE LIGHT POLE FROM SIDEWALK, 5'X4' SIDEWALK	
	SIDEWALK DAMAGED		GREENSPRING DRIVE	W.TIMONIUM ROAD	BUSINESS PARK DRIVE	COUNTY	REPLACE 2300' OF SIDEWALK	
	SIDEWALK DAMAGED		W AYLESBURY RD.	ENTRANCE TO BUSINESS		0 COUNTY	REPLACE HOT MIX APRON 21'X10' FOR TWO DRIVEWAY	
	SIDEWALK DAMAGED		W TIMONIUM RD.	BALTIMORE HARRISBURG EXPY. BRIDGE	TO THE OFF RAMP	COUNTY	250'X4' OF SIDEWALK TO BE REPAIRED	
	SIDEWALK DAMAGED		W. TIMONIUM ROAD	BALTIMORE/HARRISBURG OVERPASS	GREENSPRING DRIVE	COUNTY	REPLACE 650'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		W. TIMONIUM ROAD	W.TIMONIUM ROAD	W. AYLESBURY ROAD	COUNTY	CONSTRUCT 50'X4' OF SIDEWALK AROUND UTILITY POLE	
	SIDEWALK DAMAGED		W. TIMONIUM ROAD		YORK ROAD	COUNTY	REPLACE 50'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		W.TIMONIUM ROAD	W.TIMONIUM ROAD	YORK ROAD	COUNTY	REPLACE 50'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		YORK ROAD	YORK ROAD	CINDER ROAD	STATE	REPLACE 10'X4' OF SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING		EXIT FROM NORTHBOUND I-83 TO W. TIMONIUM ROAD			COUNTY	INSTALL 2-PED XING SIGN, 1-ADV. PED XING SIGN	
	PEDESTRIAN CROSSING SIGNS MISSING		EXIT FROM W. TIMONIUM ROAD TO I-83 NORTHBOUND			COUNTY	INSTALL 2-PED XING SIGNS, 1-ADV. PED CROSSING SIGN	
	PEDESTRIAN CROSSING SIGNS MISSING		W. TIMONIUM ROAD OVER THE RAIL ROAD TRACKS			COUNTY	INSTALL TRUNCATED DOMES TO SPECIFY THE PED XING	
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING	GREENSPRING DR. AND BUSINESS PARK DR.				COUNTY	INSTALL 2-PED CROSSING SIGNS, 300' HATCHED CROSSWALK ON THE NORTH LEG	
	PEDESTRIAN CROSSING SIGNS MISSING	W. TIMONIUM ROAD AND GREENSPRING DR.				COUNTY	INSTALL PED SIGNAL AT THIS LOCATION	
	PEDESTRIAN CROSSING SIGNS MISSING						INSTALL PED SIGNAL AT THIS LOCATION, 2-PED SIGNS,150' CROSSWALK AND 2- ADV. PED SIGNS FOR EB RIGHT	
	PEDESTRIAN CROSSING SIGNS MISSING	W. TIMONIUM ROAD AND GREENSPRING DRIVE				COUNTY	INSTALL 2-PED CROSSING SIGNS AND 1- ADVANCE PED CROSSING SIGN FOR CHANNELIZED RIGHT	
	PEDESTRIAN CROSSING SIGNS MISSING	YORK ROAD AND FOX TAIL ROAD				COUNTY	INSTALL 420' OF CROSSWALK 30' STOP BAR,	
	LIGHTING AT INTERSECTION	W. AYLESBURY ROAD AND FOXTAIL ROAD				COUNTY	INSTALL 2- LIGHT POLES AT THE EAST LEG OF THE INTERSECTION	
	LIGHTING AT BUS STOP	GREENSPRING DRIVE AND OFF/ON RAMP TO /FROM I-83	GREENSPRING DRIVE			COUNTY	INSTALL LIGHTING AT BUS STOP	
	LIGHTING AT BUS STOP	TIMONIUM ROAD AND W. AYLESBURY ROAD	W. TIMONIUM ROAD			COUNTY	INSTALL LIGHTING AT BUS STOP	
	LIGHTING AT BUS STOP	W. TIMONIUM ROAD AND GREENSPRING DRIVE	W. TIMONIUM ROAD			COUNTY	INSTALL LIGHTING AT BUS STOP	
	LIGHTING ALONG ROADWAY		W. AYLESBURY ROAD			COUNTY	INSTALL 2-LIGHT POLES THE INTERSECTION OF W AYLESBURY RD. AND FOX TAIL RD.	
	DIRECTIONAL SIGNING STATION MISSING		GREENSPRING DR.			COUNTY	INSTALL LIGHT RAIL SIGN AT GREENSPRING DR. AND BUSINESS PARK DR.	
	DIRECTIONAL SIGNING STATION MISSING	W.TIMONIUM ROAD/GREENSPRING DR.				COUNTY	INSTALL LIGHT RAIL SIGNING FOR TIMONIUM BUSINESS PARK STATION ON GREENSPRING DR.	
	DESIRED LINE PRESENT		BUSINESS PARK DR.	W.AYLESBURY ROAD	GREENSPRING DR.	COUNTY	INSTALL 850'X5' OF SIDEWALK ON THE SOUTH SIDE OF THE ROAD	
	DESIRED LINE PRESENT		GREENSPRING DR.			STATE	INSTALL 150'X4' SIDEWALK, CANDIDATE FOR SHARED USE TRAIL, FROM TIMONIUM PARK TO END OF NOTRE DAME	



Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	CURB RAMP MISSING	AYLESBURY RD AND BUSINESS PARK RD				COUNTY	INSTALL 2-CURB RAMPS ON THE NORTH LEG OF THE INTERSECTION	
	CURB RAMP MISSING	AYLESBURY RD AND TIMONIUM RD				COUNTY	INSTALL -3RAMPS AND XWALK-360' OF P.M.REMOVE 2RAMPS SW CORNER AND 4PED SIGNALS,2PED SIGNS,1ADV.SIGN	
	CROSSWALK MISSING	AYLESBURY RD AND BUSINESS PARK RD				COUNTY	INSTALL 100' XWALK, 25' S.B. ON W LEG	
	CROSSWALK MISSING	AYLESBURY RD AND CROWTHER AVENUE				COUNTY	INSTALL 110' XWALK, 25' S.B.	
	CROSSWALK MISSING	EXIT FROM NB I-83 TO TIMONIUM	EXIT FROM NB I-83 TO TIMONIUM			COUNTY	INSTALL 160' XWALK, 2-PED SIGNS, 1-ADV. PED SIGN	
	CROSSWALK MISSING		EXIT FROM TIMONIUM TO NB I-83			COUNTY	INSTALL 160' XWALK, 2-PED SIGNS, 1-ADV. PED SIGN	
	CROSSWALK MISSING	FOX TAIL RD AND AYLESBURY RD				COUNTY	INSTALL 130' XWALK, 25' S.B.ON FOX TAIL RD.	
	CROSSWALK MISSING	I-83 RAMPS AT GREENSPRING DR				COUNTY	INSTALL 110' XWALK AND 2 PED SIGNAL	
	CROSSWALK MISSING	W.AYLESBURY RD AND W.TIMONIUM RD				COUNTY	INSTALL 800' XWALK,2-PED XING SIGN,50'SB ON S LEG	
	CROSSWALK FADED	TIMONIUM ROAD AND GREENSPRING ROAD				COUNTY	REPAINT CROSSWALKS ON E AND N LEG OF INTERSECTION-TOTAL OF 350' OF P.M.	
	CROSSWALK FADED	YORK ROAD AND TIMONIUM ROAD				STATE	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 700' OF PAVEMENT MARKINGS	
BIKE	WIDE LANE		BUSINESS PARK DRIVE	GREENSPRING DRIVE	WEST AYLESBURY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.077652
	WIDE LANE		BUSINESS PARK DRIVE	GREENSPRING DRIVE	WEST AYLESBURY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.077652
	WIDE LANE		EAST TIMONIUM ROAD	EASTRIDGE ROAD	POT SPRING ROAD	COUNTY	ROUTE, DRAINAGE	0.445076
	WIDE LANE		EAST TIMONIUM ROAD	MD 45	EASTRIDGE ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.241477
	WIDE LANE		EAST TIMONIUM ROAD	POT SPRING ROAD	DULANEY VALLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.725379
	WIDE LANE		EASTRIDGE ROAD	CINDER ROAD	EAST RIDGELY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.535985
	WIDE LANE		EASTRIDGE ROAD	EAST PADONIA ROAD	CINDER ROAD	COUNTY	ROUTE, DRAINAGE	0.620265
	WIDE LANE		GIRDWOOD ROAD	TREHERNE ROAD	POT SPRING ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.161932
	WIDE LANE		GREENSPRING DRIVE	DEERECO DRIVE	BUSINESS PARK DRIVE	COUNTY	ROUTE, SIGNING, MARKING	0.276705
	WIDE LANE		MD 146	I-695 (UNDERPASS)	OLD BOSLEY ROAD	STATE	ROUTE, SIGNING	0.578598
	WIDE LANE		MD 146				ROUTE, SIGNING, MARKING	0.578598
	WIDE LANE		POT SPRING ROAD	GIRDWOOD ROAD	DULANEY VALLEY ROAD	COUNTY	ROUTE, DRAINAGE	0.430871
	WIDE LANE		WEST AYLESBURY ROAD	WEST TIMONIUM ROAD	MD 45	COUNTY	ROUTE, DRAINAGE	0.33428
	WIDE LANE		WEST AYLESBURY ROAD				ROUTE, SIGNING, MARKING	0.33428
	WIDE LANE		WEST TIMONIUM ROAD	JENIFER RD	MD 45	COUNTY	ROUTE, SIGNING, MARKING	0.220644

<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>		<b>Total Cost By Responsibility</b>	
\$2,114,595	Anne Arundel County	\$0	State Roads/Stations	\$311,880
	Baltimore City	\$0	County Roads	\$1,802,715
	Baltimore County	\$2,114,595	City Roads	\$0
	Harford County	\$0		
	Howard County	\$0		
	Prince George's County	\$0		



**CHARACTER:**

The station is located a few blocks west of York Road on Ridgely Road, a dead end street. The surrounding area consists mostly of commercial properties (shopping center) with suburban residential areas nearby to the southeast of the station. The rail line separates the station from other residential areas to the west. The proposed land use for the area is Urban Center. The area is not designated for transit oriented development.

**LAND USE CONTEXT:**

The station is located in an area that is part of the Urban Center land use. The immediate area around the station is fully developed with retailers, restaurants and single family housing. The busy York Road corridor is nearby. This station offers a bus connection to the County seat, Towson.

<b>Year 2000 Population within 3 mile radius -</b>	<b>69,034</b>
<b>Weekday Station Ridership</b>	1,011
<b>Saturday Station Ridership:</b>	639
<b>Transit Connections:</b>	MTA Routes 8, 8x, 9

**PARKING:**

**THIS STATION HAS 315 SURFACE PARKING SPACES. AN OCCUPANCY RATE OF 67% WAS OBSERVED.**

Shared parking: The station is adjacent with a large retail plaza with ample parking. There is potential for commercial parking to be used as overflow commuter parking during weekdays and vice versa on weekends.

**PEDESTRIAN ENVIRONMENT:**

Pedestrian conditions on the east side of the station are adequate. The majority of roads have a sidewalk at least on one side and sidewalks are generally in good condition. However, there is no pedestrian connection from the residential neighborhood west of the track where a worn path (desire line) was observed.

**BICYCLING ENVIRONMENT:**

There are no bike racks or lockers at this station. There are no exiting marked bicycle routes or signs in this area. All the roads are wide enough to accommodate bicycle facilities.

**2007-2009 CRASH DATA:**

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

**HIGHLIGHTS FROM FINDINGS**

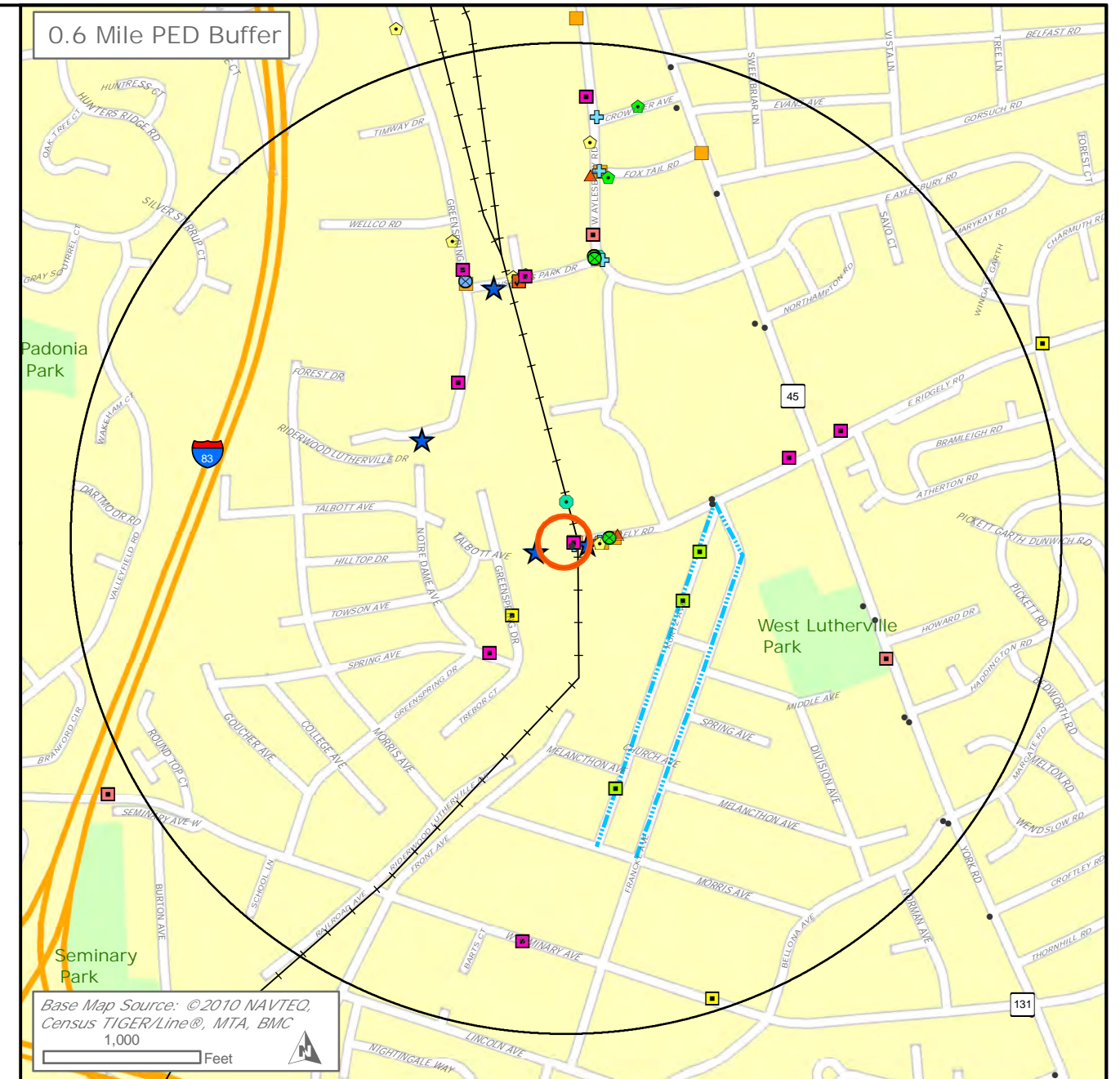
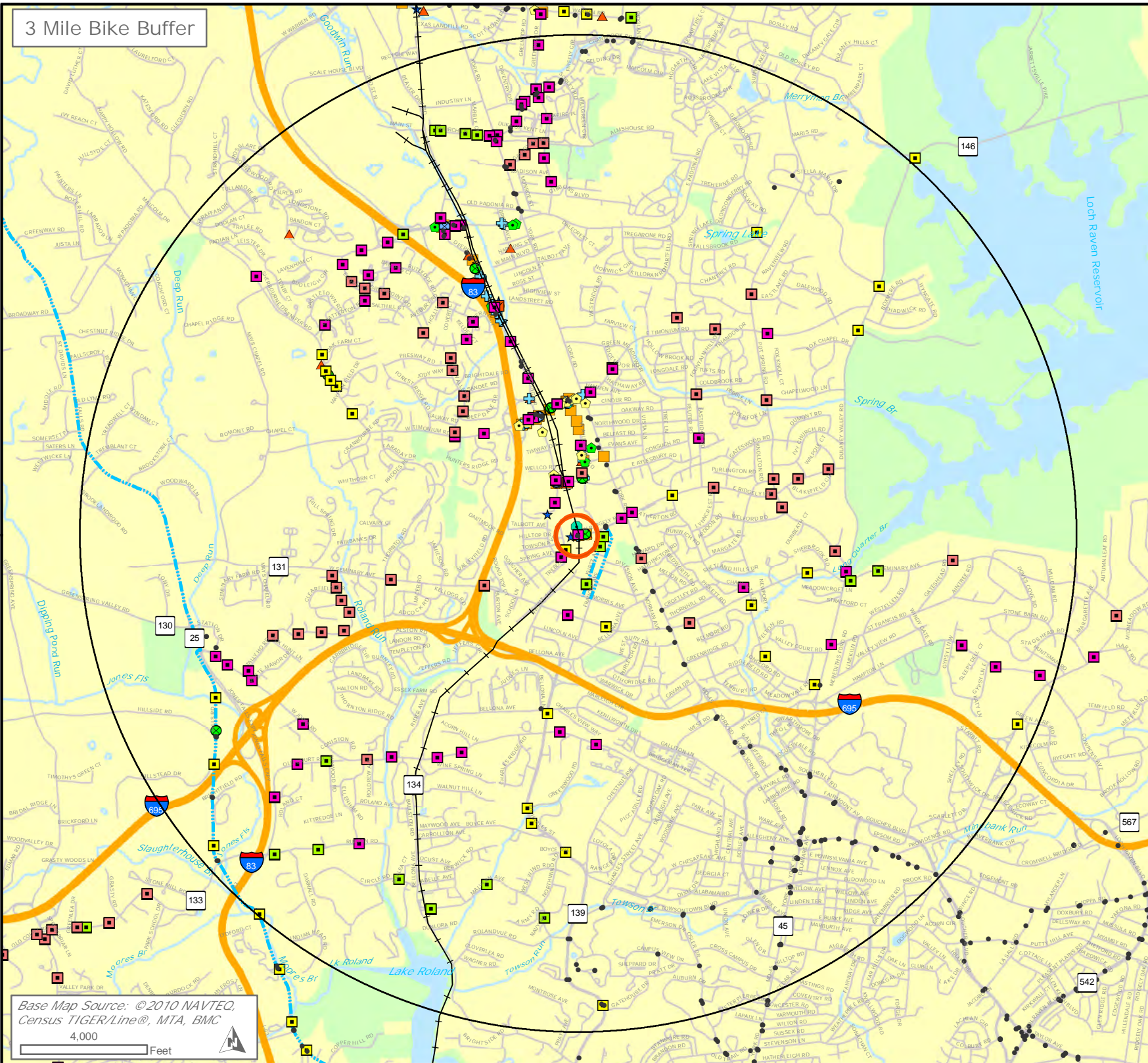
**PEDESTRIAN DEFICIENCIES**

- Crosswalks are needed in several locations including at the junction of Ridgeley Road and the station entrance.
- A curb ramp is missing between the parking lot and the station platform and should be installed.
- A worn path is evident from the residential community to the west of the rail line. Costs are shown for a 5’ wide paved pedestrian path. The MTA has proposed a 10’ wide multi-use crusher run path which would be an alternative improvement.

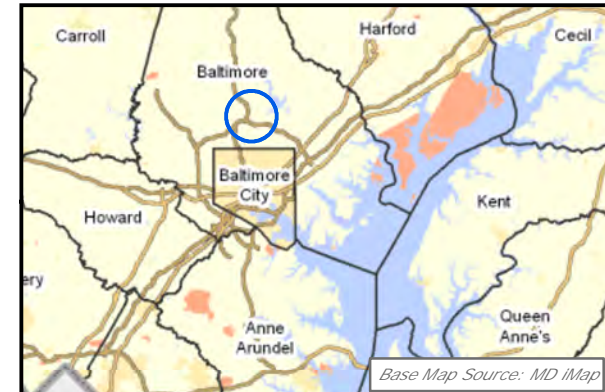
**BIKE DEFICIENCIES**

- In order to provide safe shared lane accommodations on several roads in the area Share the Road signs, and marking in some locations is needed on Business Park Drive, East & West Timonium Road, Girdwood Road, Greenspring Drive. Signage, marking and bicycle compatible drains are needed on Eastridge Road, Pot Spring Road and West Aylesbury Road.

For more detailed information refer to the project database.

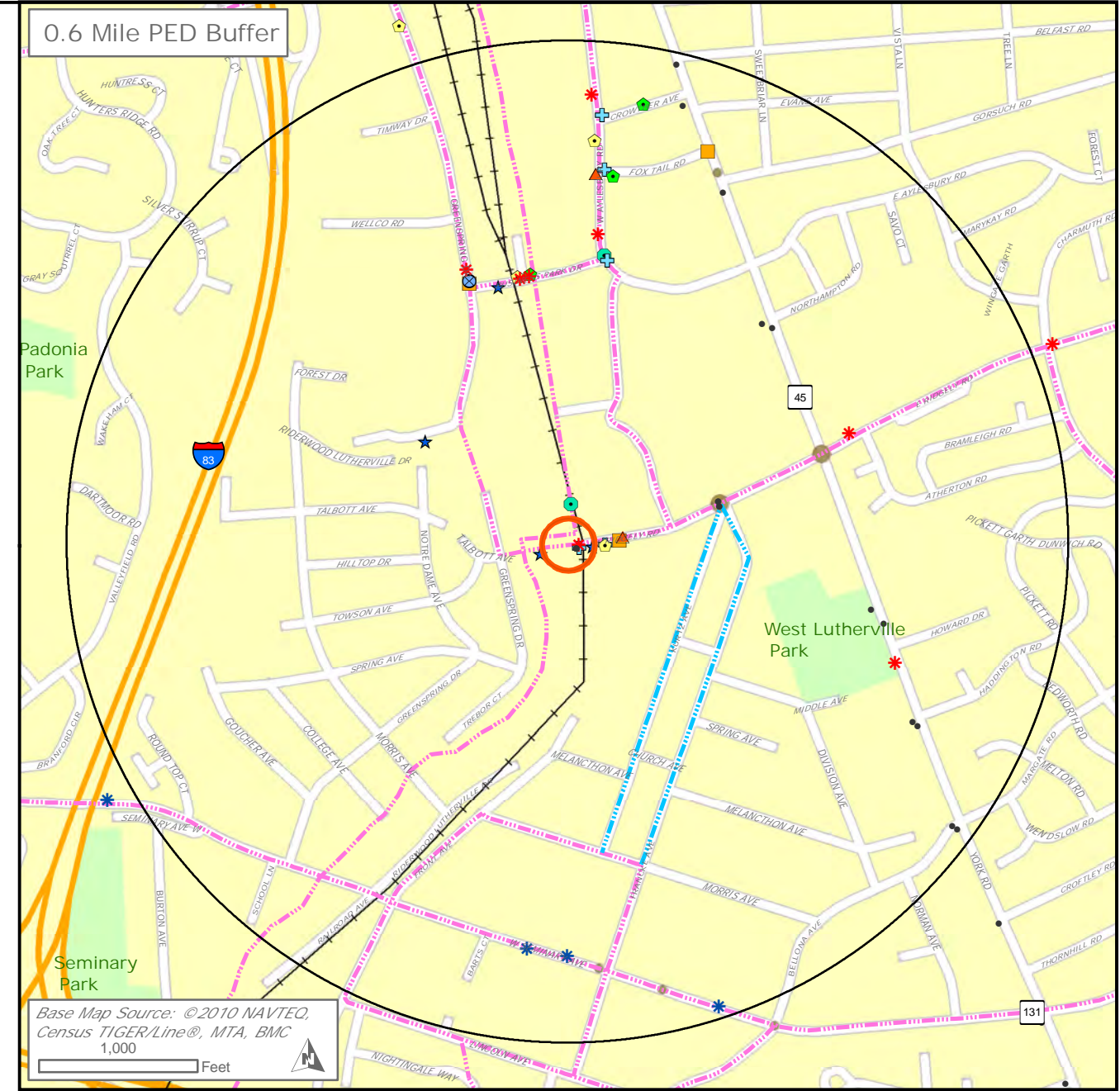


Existing Conditions  
 Station: Lutherville  
 Rail Line: Light Rail  
 Jun 20, 2011



### 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: Lutherville  
Rail Line: Light Rail

Jun 20, 2011



### Legend

	Train Station		Lighting Improvement		<b>Bicycle Traffic Incidents</b>
	Bus Stop		Pedestrian Crossing Improvement		
	Bike Lane / Bike Path		Proposed Bicycle Route		
	Shoulder		Existing Bicycle Route		
	Wide lane		Rail Line		
	Directional Sign Improvement				<b>Pedestrian Traffic Incidents</b>
	Repair Sidewalk				
	Add Sidewalk Segment				
	Crosswalk Improvement				
	Add Curb Ramp				
	Desire Line Present				

**RECOMMENDED IMPROVEMENTS**

**LUTHERVILLE- LRT**

Station No. 22

Lutherville LRT		Baltimore County	150 W Ridgely Road						
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		LUTHERVILLE STATION			STATE	INSTALL 2-PED CROSSING SIGNS INSIDE THE PARKING LOT ON LUTHERVILLE STATION		
	LIGHTING AT INTERSECTION	W. RIDGELY ROAD AND ENT. TO LUTHERVILLE STATION				COUNTY	INSTALL 2-LIGHT POLES AT THIS LOCATION		
	DESIRED LINE PRESENT		GREENSPRING DRIVE	RESIDENTIAL ON THE WEST SIDE OF THE STATION	TO THE STATION	STATE	INSTALL 450'X5' OF PATHWALK FROM RESIDENTIAL AREA ON THE WESTSIDE OF THE STATION TO THE STATION		
	DESIRED LINE PRESENT		W. RIDGELY ROAD	STATION MAIN ENTRANCE	PARKING ON SOUTH SIDE OF W RIDGELY ROAD	STATE	INSTALL CROSSWALKS AT THE INTERSECTION OF W RIDGELY ROAD AND LIGHT RAIL MAIN ENTRANCE, 2-STOP BARS		
	CURB RAMP MISSING	LUTHERVILLE LRT				STATE	INSTALL 1-CURB RAMP FROM PARKING TO ACCESS THE PLATFORM		
	CROSSWALK MISSING		LUTHERVILLE STATION			STATE	INSTALL 230' XWALK, 20' S.B., 2-RAMPS		
	CROSSWALK MISSING		LUTHERVILLE STATION FROM PARKING LOT TO PLATFORM			STATE	INSTALL 320' XWALK, 2-PED SIGNS, 2 RAMPS		
BIKE	WIDE LANE		CHARMUTH ROAD	MARGATE ROAD	MARGATE ROAD	DULANEY VALLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.227273
	WIDE LANE		EAST RIDGELY ROAD	EASTRIDGE ROAD	EASTRIDGE ROAD	DULANEY VALLEY ROAD	COUNTY	ROUTE, DRAINAGE	0.225379
	WIDE LANE		EAST RIDGELY ROAD			DULANEY VALLEY ROAD	COUNTY	ROUTE, DRAINAGE	0.225379
	WIDE LANE		EAST RIDGELY ROAD	MD 45	MD 45	EASTRIDGE ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.24053
	WIDE LANE		EAST RIDGELY ROAD			EASTRIDGE ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.24053
	WIDE LANE		HAMPTON LANE	GYPSY LANE WEST	GYPSY LANE WEST	PROVIDENCE ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.214015
	WIDE LANE		MD 146	I-695 (UNDERPASS)	I-695 (UNDERPASS)	OLD BOSLEY ROAD	STATE	ROUTE, SIGNING, MARKING	0.578598
	WIDE LANE		MD 45	WEST RIDGELY ROAD	WEST RIDGELY ROAD	EAST SEMINARY AVENUE	STATE	ROUTE, DRAINAGE	0.698864
	WIDE LANE		POT SPRING ROAD	GIRDWOOD ROAD	GIRDWOOD ROAD	DULANEY VALLEY ROAD	COUNTY	ROUTE, DRAINAGE	0.430871
	WIDE LANE		TALLY HO ROAD	WEST JOPPA ROAD	WEST JOPPA ROAD	WEST SEMINARY AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.116477
	WIDE LANE		TALLY HO ROAD					ROUTE, SIGNING, MARKING, DRAINAGE	0.116477
	WIDE LANE		WEST JOPPA ROAD	FALLS ROAD	FALLS ROAD	MISSION HELPERS DRIVEWAY	COUNTY	ROUTE, SIGNING, MARKING	0.273674
	WIDE LANE		WEST RIDGELY ROAD	STATION	STATION	MD 45	COUNTY	ROUTE, SIGNING, MARKING	0.30303
	WIDE LANE		WEST SEMINARY AVENUE	BELLONA AVENUE	BELLONA AVENUE	OAK HAMPTON DRIVE	COUNTY	ROUTE, DRAINAGE	0.99053
	WIDE LANE		WEST SEMINARY AVENUE	DULANEY VALLEY ROAD	DULANEY VALLEY ROAD	BIKE BUUFFER	COUNTY	ROUTE, DRAINAGE	0.485795
	SHOULDER		PROVIDENCE ROAD	BREEZEWICK ROAD	BREEZEWICK ROAD	COWPENS AVENUE	COUNTY	ROUTE, SIGNING	0.395833
	SHOULDER		WEST SEMINARY AVENUE	HILL SPRING DRIVE	HILL SPRING DRIVE	BELLONA AVENUE	STATE	ROUTE, DRAINAGE	0.376894
	SHOULDER		WEST SEMINARY AVENUE					ROUTE, SIGNING	0.376894
	SHOULDER		WEST SEMINARY AVENUE	OAK HAMPTON DRIVE	OAK HAMPTON DRIVE	DULANEY VALLEY ROAD	COUNTY	ROUTE, SIGNING	0.157197
	SHOULDER		WEST SEMINARY AVENUE				STATE	ROUTE, SIGNING	0.157197

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility	
\$799,100	Anne Arundel County	\$0	\$301,790
	Baltimore City	\$0	\$497,315
	Baltimore County	\$799,100	\$0
	Harford County	\$0	
	Howard County	\$0	
	Prince George's County	\$0	





**CHARACTER:**

The station and parking lot sit in a low lying area that has a flood plain designation. The surrounding area consists of commercial properties with mainly older residential areas nearby as well. There may be opportunities for redevelopment of older business properties, but the area is not planned as a transit oriented development.

**LAND USE CONTEXT:**

The Falls Road Light Rail station is located in an area that is classified as Sub-Urban land use. The majority of area is developed as low density rural residential in this area. There are buildings lining Falls Road, many of which are historic.

<b>Year 2000 Population within 3 mile radius -</b>	<b>134,824</b>
<b>Weekday Station Ridership</b>	<b>527</b>
<b>Saturday Station Ridership:</b>	<b>329</b>
<b>Transit Connections:</b>	<b>MTA Route 60</b>

**PARKING:**

Surface parking is provided. There are 191 spaces and a 73% occupancy was observed.

**PEDESTRIAN ENVIRONMENT:**

The pedestrian access in the station area is inadequate due to lack of sidewalks and crosswalks in the immediate surroundings. The residential/commercial area south of the station has an adequate pedestrian environment, where the majority of the streets have sidewalks in good condition. The pedestrian environment could be vastly improved by filling the sidewalk gap between the neighborhood and the station. For the remaining area within 0.6 miles of the station, the nature of development does not allow for efficient pedestrian connections.

**BICYCLING ENVIRONMENT:**

There are no bike racks provided and bicycles were observed locked to fences. There are 10 bike lockers at this station but usage is low. This area does not have any marked bike lanes or marked shared routes. Streets are wide enough to accommodate bicycles. There are plans to extend the Jones Falls Trail to the station. 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	12

**HIGHLIGHTS FROM FINDINGS**

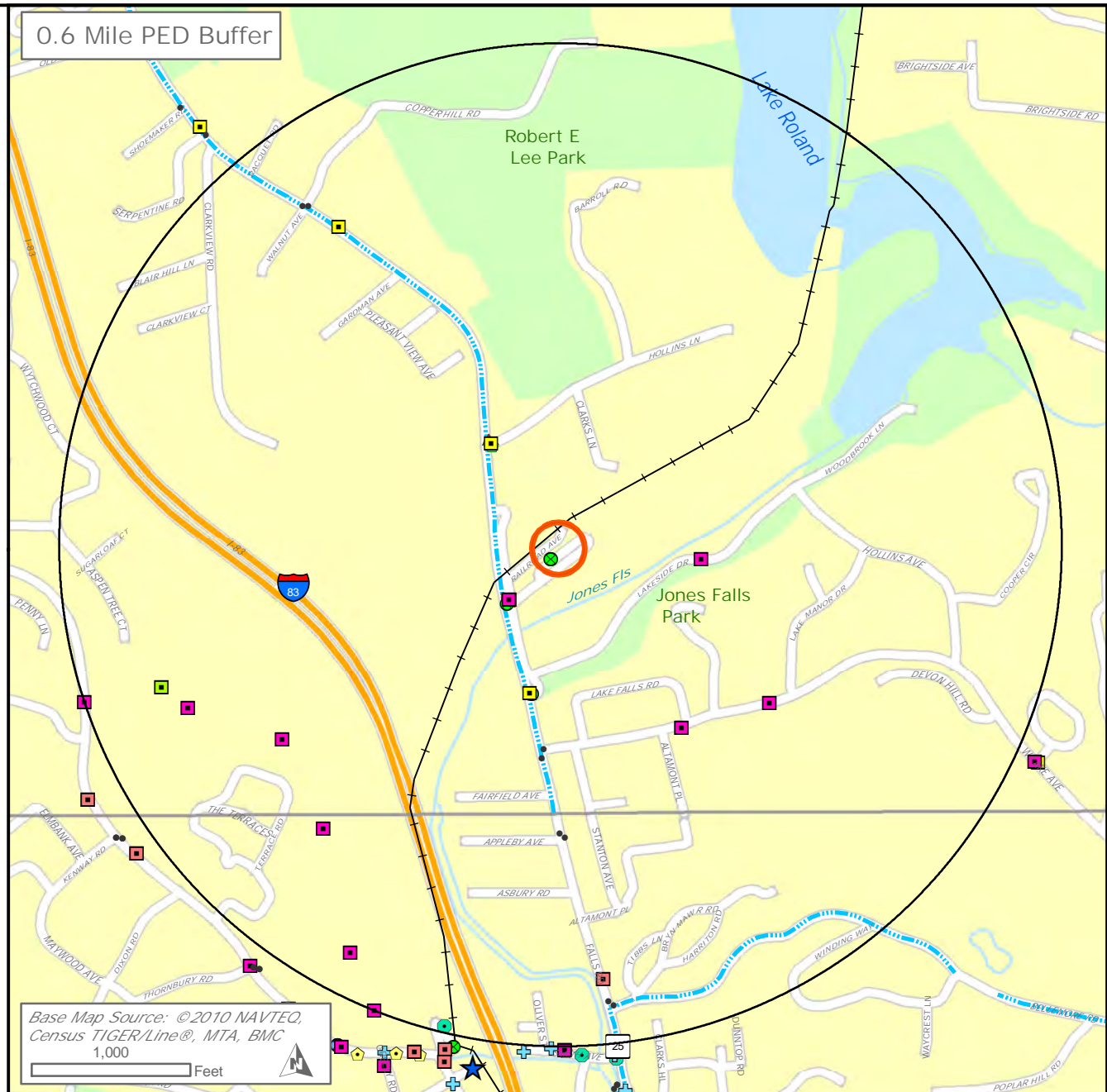
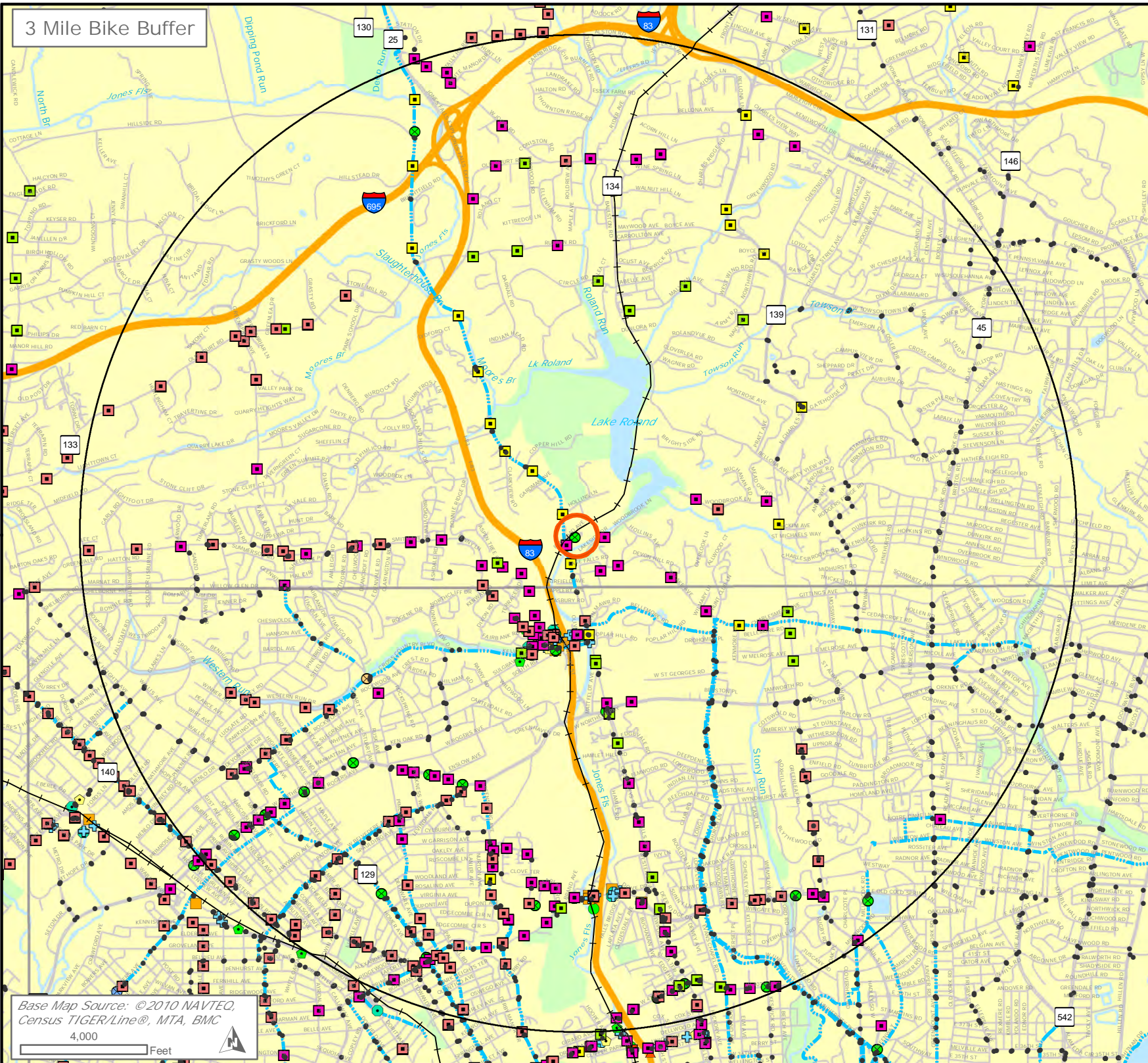
**PEDESTRIAN DEFICIENCIES**

- A 4,000 foot sidewalk gap exists on Falls Road.
- Pedestrian crosswalk, crossing signs and warning signs are recommended along Lakeside Drive.
- Street lighting is recommended along Falls Road @ Walnut/Copper Hill.

**BIKE DEFICIENCIES**

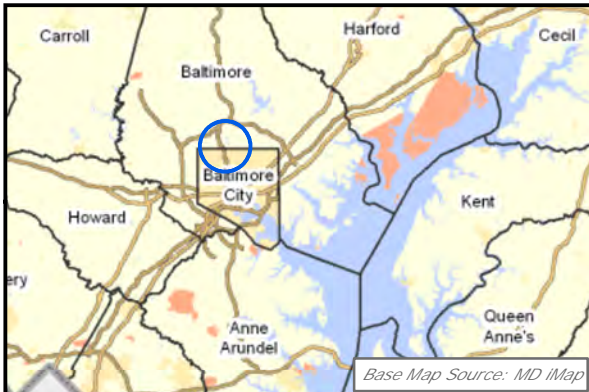
- To improve bike path along Lakeside Drive from Falls to Hollins – signage and marking are recommended.
- Shoulder accommodations along Falls Road should be supported with bicycle signage.
- Bicycle compatible drainage should be provided for the shared-use lane along Old Court Road from Stevenson to Falls Road.
- Drainage, signing and marking recommended for Woodbrook Lane from Park Trail to North Charles Street.
- Widening, signage and marking would be needed to provide wide outside lane along Ruxton Road from Falls to Bellona.
- A signs should be posted to explain how to rent a bike locker and an additional bicycle rack may be needed at the station.

For more detailed information refer to the project database.



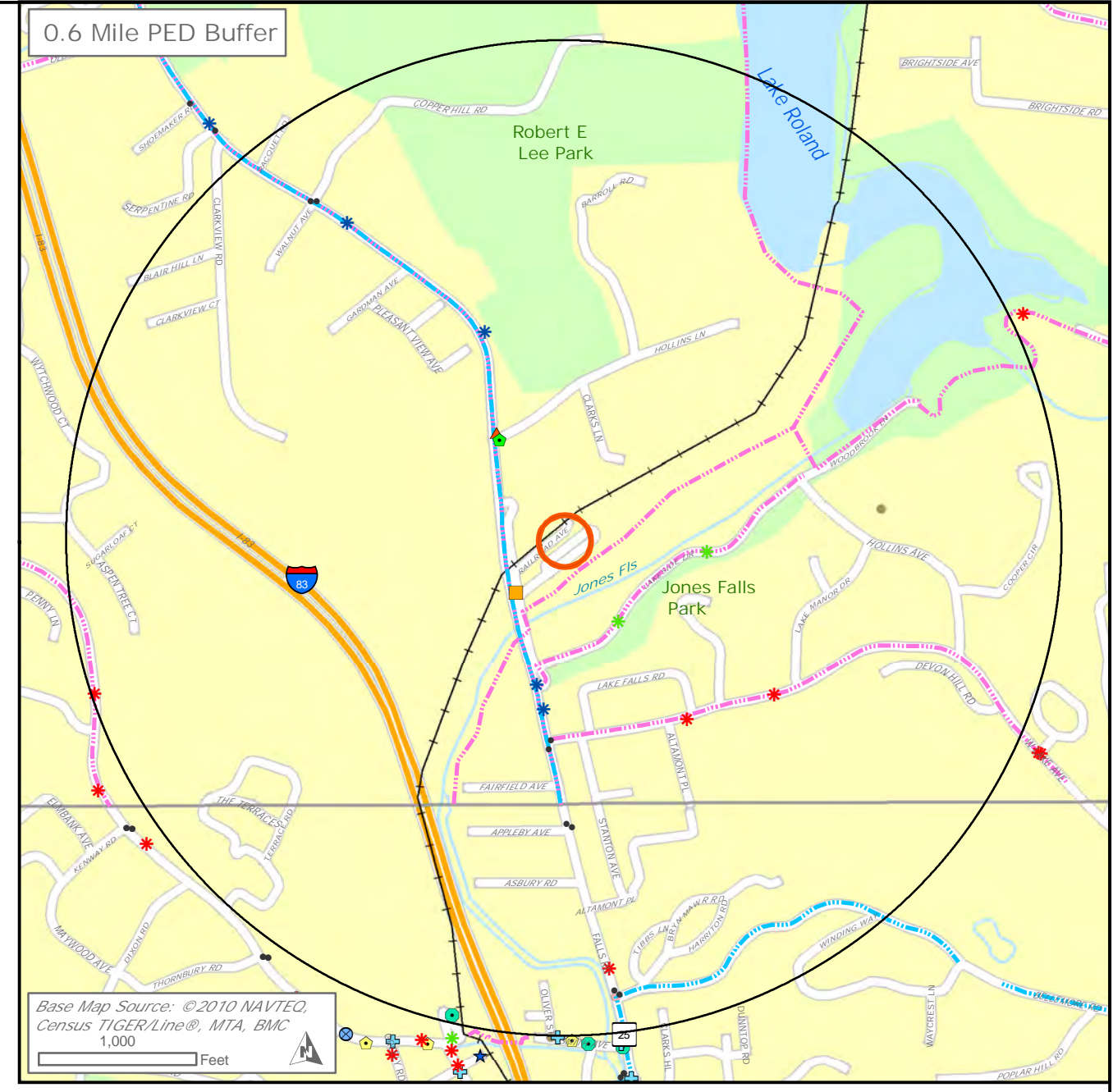
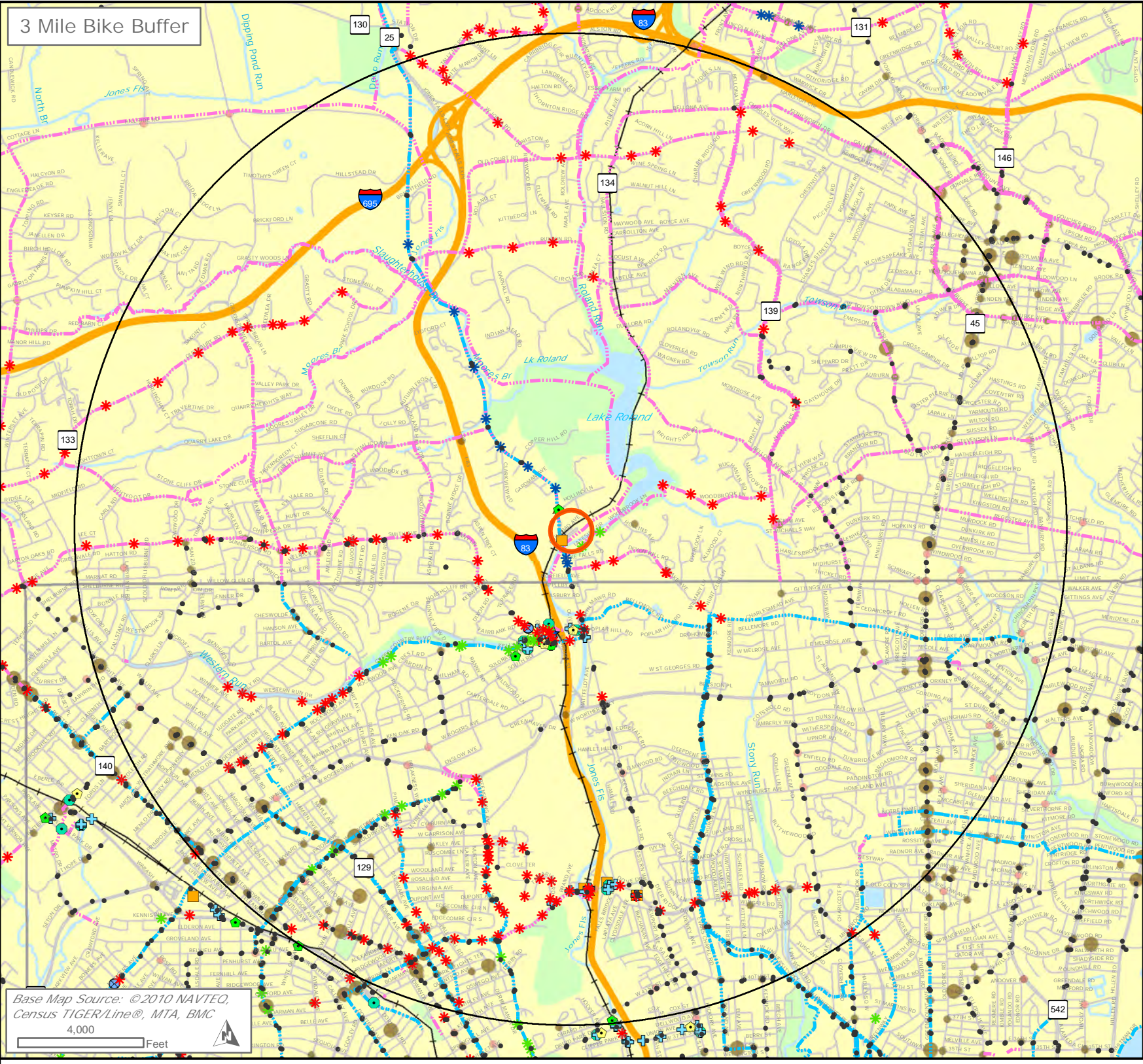
Existing Conditions  
 Station: Falls Road  
 Rail Line: Light Rail

Jun 20, 2011



### Legend

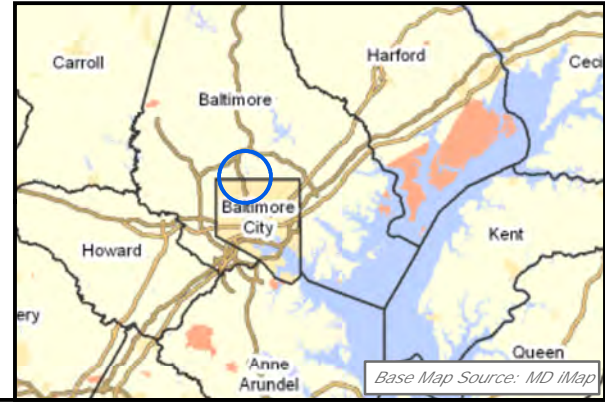
Train Station	Crosswalk Deficient
Bus Stop	Curb Ramp Missing
Parallel Drainage Grate	Desire Line Present
Wide Outside Lane Missing	Lighting Deficient
Paved Shoulder Missing	Pedestrian Crossing Deficient
Marked Bike Lane Missing	Bicycle Storage Not Visible
Directional Signing at Station Missing	Bicycle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



**Recommended Improvements**

Station: Falls Road  
Rail Line: Light Rail

Jun 20, 2011



**Legend**

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

**RECOMMENDED IMPROVEMENTS**

**FALLS ROAD - LRT**

Station No. 23

Falls Road LRT		Baltimore County	Falls Road @ Railroad Ave						
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	SIDEWALK SEGMENT MISSING		FALLS ROAD	WOOLWORKS BUSINESS	CLARKVIEW ROAD	STATE	INSTALL 4250'X5' OF SIDEWALK		
	PEDESTRIAN CROSSING SIGNS MISSING		LAKESIDE DRIVE			COUNTY	INSTALL 360' XWALK, 2-PED SIGNS, 2-ADV. PED SIGNS		
	LIGHTING ALONG ROADWAY		FALLS ROAD			STATE	INSTALL A LUMINAIRE ON THE UTILITY POLE AT FALLS ROAD AND WALNUT/COPPER HILL		
BIKE	WIDE LANE		MD 139	BELLONA AVENUE	STEVENSON LANE	STATE	ROUTE, SIGNING, MARKING	0.375947	
	WIDE LANE			NORTH CHARLES STREET	WOODBROOK LANE	STATE	ROUTE, SIGNING, MARKING	0.422348	
	WIDE LANE			OLD COURT ROAD	STEVENSON ROAD	STATE	ROUTE, WIDENING, SIGNING	0.268939	
	WIDE LANE			RUXTON ROAD	FALLS ROAD	BELLONA AVENUE	COUNTY	ROUTE, WIDENING, SIGNING	0.359848
	WIDE LANE			WEST JOPPA ROAD	FALLS ROAD	MISSION HELPERS DRIVEWAY	COUNTY	ROUTE, DRAINAGE	0.273674
	WIDE LANE			WEST JOPPA ROAD	FALLS ROAD	MISSION HELPERS DRIVEWAY	COUNTY	ROUTE, SIGNING, MARKING	0.273674
	WIDE LANE			WEST LAKE AVENUE	COUNTY LINE	NORTH CHARLES STREET	CITY	SIGNING, MARKING	0.368371
	WIDE LANE			WEST LAKE AVENUE	FALLS ROAD	COUNTY LINE	COUNTY	ROUTE, SIGNING, MARKING	0.1875
	WIDE LANE			WOODBROOK LANE	PARK TRAIL	NORTH CHARLES STREET	COUNTY	ROUTE, SIGNING	0.181818
	WIDE LANE			WOODBROOK LANE	PARK TRAIL	NORTH CHARLES STREET	COUNTY	ROUTE, SIGNING, DRAINAGE	0.181818
	SHOULDER			FALLS ROAD	BRIGHTFIELD ROAD	HOLLINS LANE	STATE	ROUTE, SIGNING	0.305871
	SHOULDER			FALLS ROAD	HOLLINS LANE	LAKESIDE DRIVE	STATE	ROUTE	0.139205
	SHOULDER			FALLS ROAD	LAKESIDE DRIVE	COUNTY LINE	STATE	ROUTE, SIGNING	0.08428
	SHOULDER			FALLS ROAD	WEST JOPPA ROAD	BRIGHTFIELD ROAD	STATE	ROUTE	0.451705
	BIKE PATH			LAKESIDE DRIVE	FALLS ROAD	HOLLINS AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.201705

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>		
	\$7,850,590	Anne Arundel County	\$0	State Roads/Stations	\$4,225,855
		Baltimore City	\$47,810	County Roads	\$3,576,930
		Baltimore County	\$7,802,780	City Roads	\$47,810
		Harford County	\$0		
		Howard County	\$0		
Prince George's County		\$0			