

**CHARACTER:**

The station is located in the City of Aberdeen, at the intersection of US 40 and Bel Air Avenue. It is bounded by the railroad right of way on the east (where Amtrak and MARC trains operate) and US 40, a major highway corridor on the west. The area immediately east of the station is characterized by a low density residential area for a few blocks. Just beyond the residential area is one of the secured gates to the Aberdeen Proving Ground (APG). APG is a very large military facility site with restricted access. The APG has development occurring inside and outside the facility gates as a result of base re-alignment activities.

**LAND USE CONTEXT:**

The Aberdeen Station is located in an area that is designated for a mix of land uses including Central Commercial, Highway Commercial, High Density Residential, Medium Density Residential and Light Industrial. The area south and north of the station along US 40 is characterized by highway oriented commercial land uses. West of US 40 land uses are mainly low density residential land uses, with small businesses and small government offices.

The City of Aberdeen, Harford County’s Office of Economic Development and the MTA have recently completed a feasibility study of the station site (and potential alternate sites) for expansion as a multi-modal transit center. The study recommended that the station site be retained and enhanced to strengthen the downtown business community. The City has a designated Enterprise Zone and a BRAC Revitalization Zone to incentivize redevelopment in the area.

<b>Year 2000 Population within 3 mile radius -</b>	<b>19,790</b>
<b>Weekday Station Ridership</b>	248
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	MTA Commuter Bus Route # 420, Harford County Transit Routes 1, 1A, 6, 6A and Doodle Bug Shuttle

**PARKING:**

There are 273 spaces provided in surface lots at the station. A 100% occupancy was observed. The MTA has been trying to find opportunities to expand parking at the station. Plans for transforming the station into a multimodal center will likely lead to improved parking, bus and bicycle connections.

**PEDESTRIAN ENVIRONMENT:**

Pedestrian access to the station from the east is possible only by way of a pedestrian bridge over the railroad tracks. The bridge structure is large and imposing on the station area. Pedestrian access from the heart of Aberdeen, west of the station is adequate with sidewalks and crosswalks generally found. Some local streets lack sidewalks and some crossings need to be improved. Sidewalks are generally provided along US 40 but the volume and speed of traffic, number of lanes and width of the highway create a negative pedestrian experience.

**BICYCLING ENVIRONMENT:**

Local streets with low traffic volumes are adequate for bicycling. Most of the major routes do not provide bicycle accommodations lanes or signage. The City’s Comprehensive Plan identifies needs for bicycling improvements. The City seeks secure bicycle

parking at the rail station and designated bike routes along MD 22, MD 132 and MD 462. These State roads currently have minimal markings and signage.

No off road trails were observed in the vicinity of the station.

**2007-2009 CRASH DATA:**

Number of Pedestrian Crashes within .6 miles	13
Number of Bicycle Crashes within 3 miles	4

**HIGHLIGHTS FROM FINDINGS**

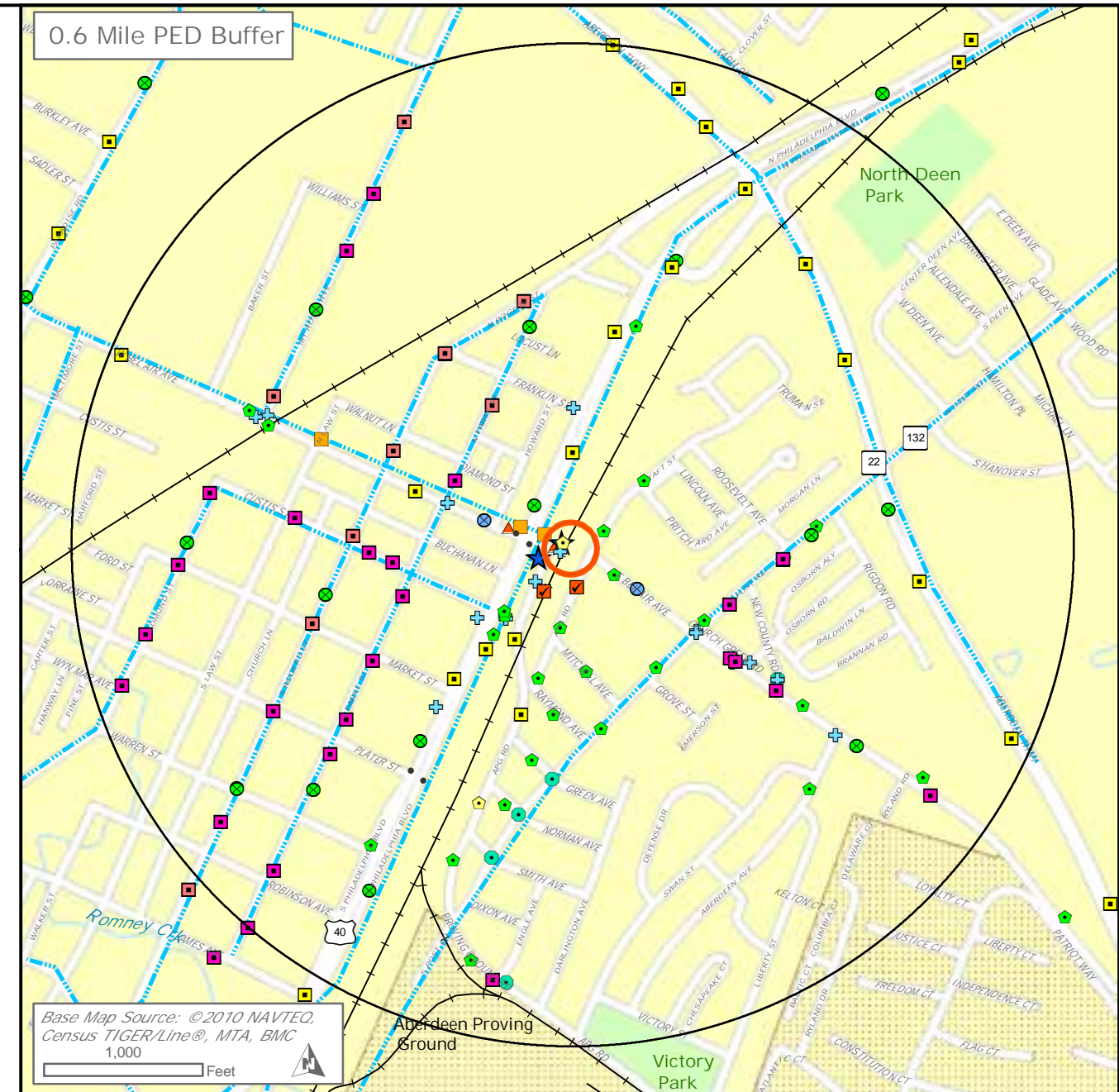
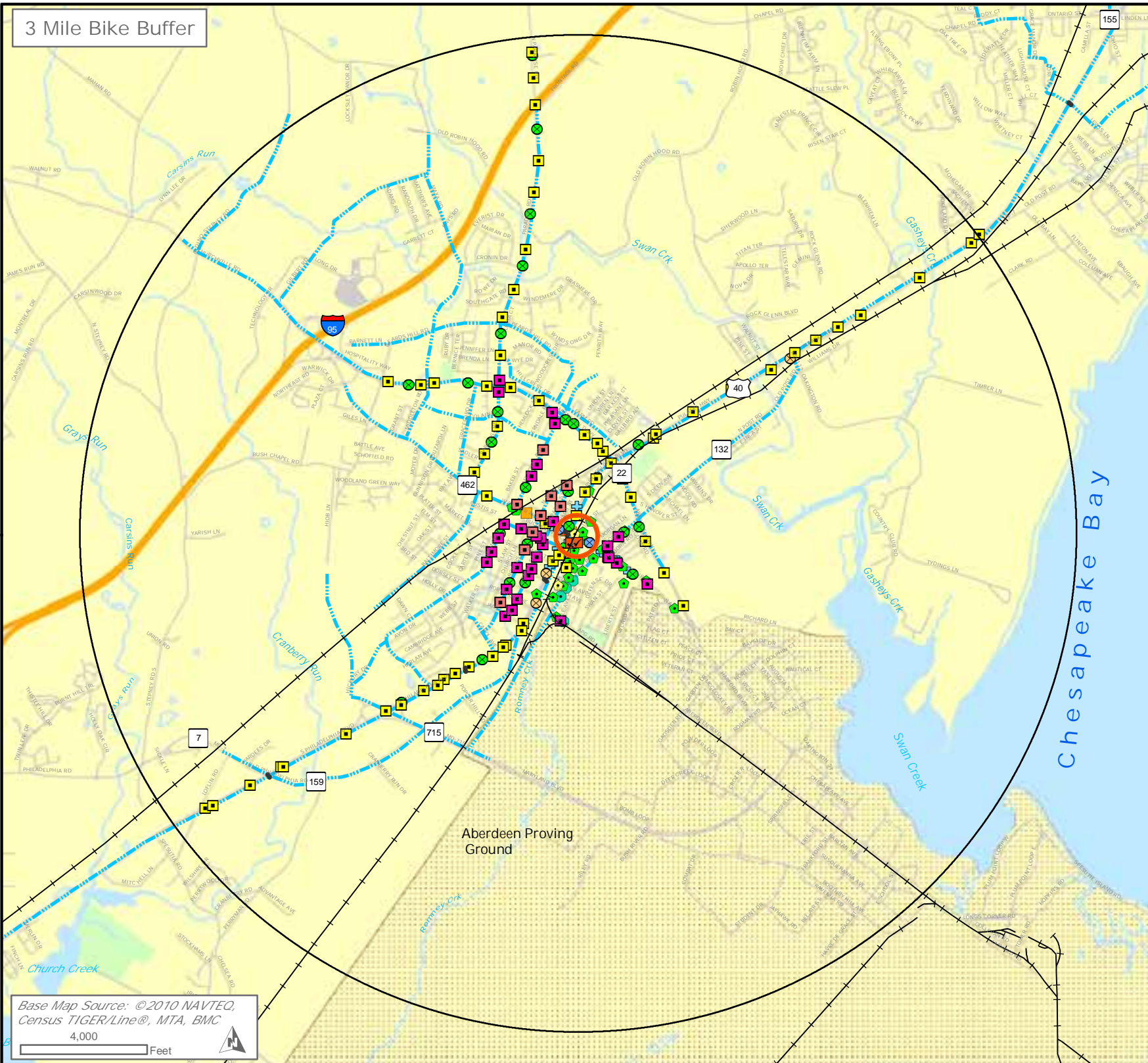
**PEDESTRIAN DEFICIENCIES**

- Small segments of missing sidewalk documented in the City of Aberdeen Plan should be provided.
- Providing sidewalks where missing along N Post Road and Pulaski Highway should help address safety.
- To improve safety, crosswalks that are missing or faded in several locations should be replaced including: Pulaski Highway @ Bel Air Ave; Bel Air @ Park; Bel Air @ Mount Royal; Bel Air @ Post; Bel Air @Aberdeen Ave.
- Curb ramps are needed along Post Road at Norman, Green and Smith.
- Street lighting is recommended for the bus stop area at the station.
- Station way finding signs are recommended for West and East Bel Air Avenue.
- Pedestrian crossing signs and advanced pedestrian warning signs are recommended for the intersection of Aberdeen Throughway and Pulaski Highway.

**BIKE DEFICIENCIES**

- Bicycle route signage is recommended along Pulaski Highway US 40 from Old Stepney Road to MD 7 to support shoulder facilities.
- For shared use lanes in many locations signage and marking is needed. Examples include MD 132, MD 22, MD 462 (Bel Air Ave) and smaller streets such as Edmund and James.
- For shared use lanes, bicycle compatible drainage is needed along with signage along Mt Royal Ave, Parke Street, and Rogers Street.
- Bicycle lockers should be provided.

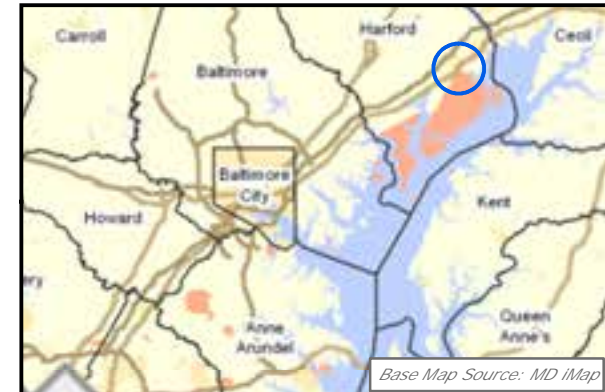
For more details refer to the project database.



**Existing Conditions**

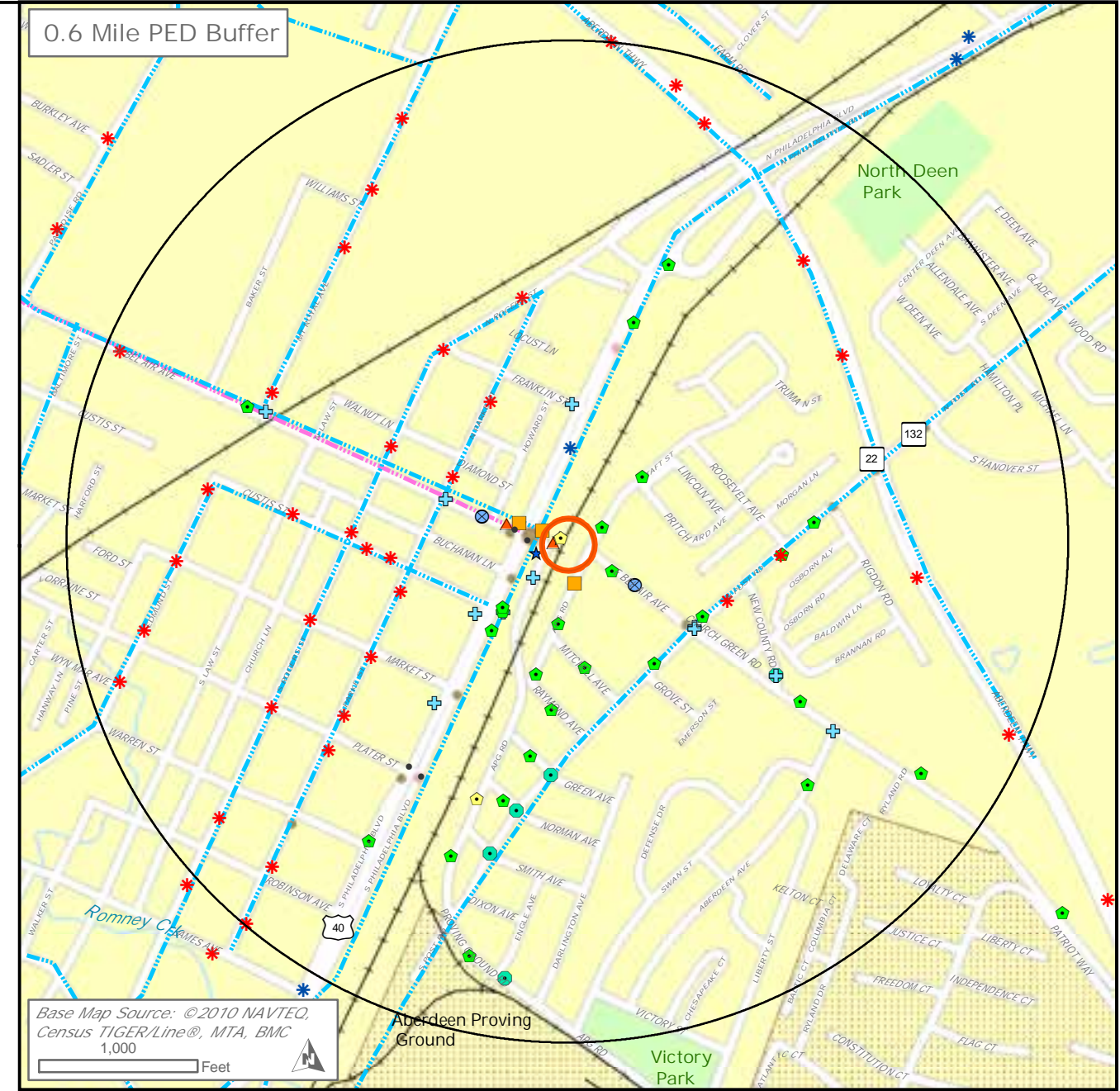
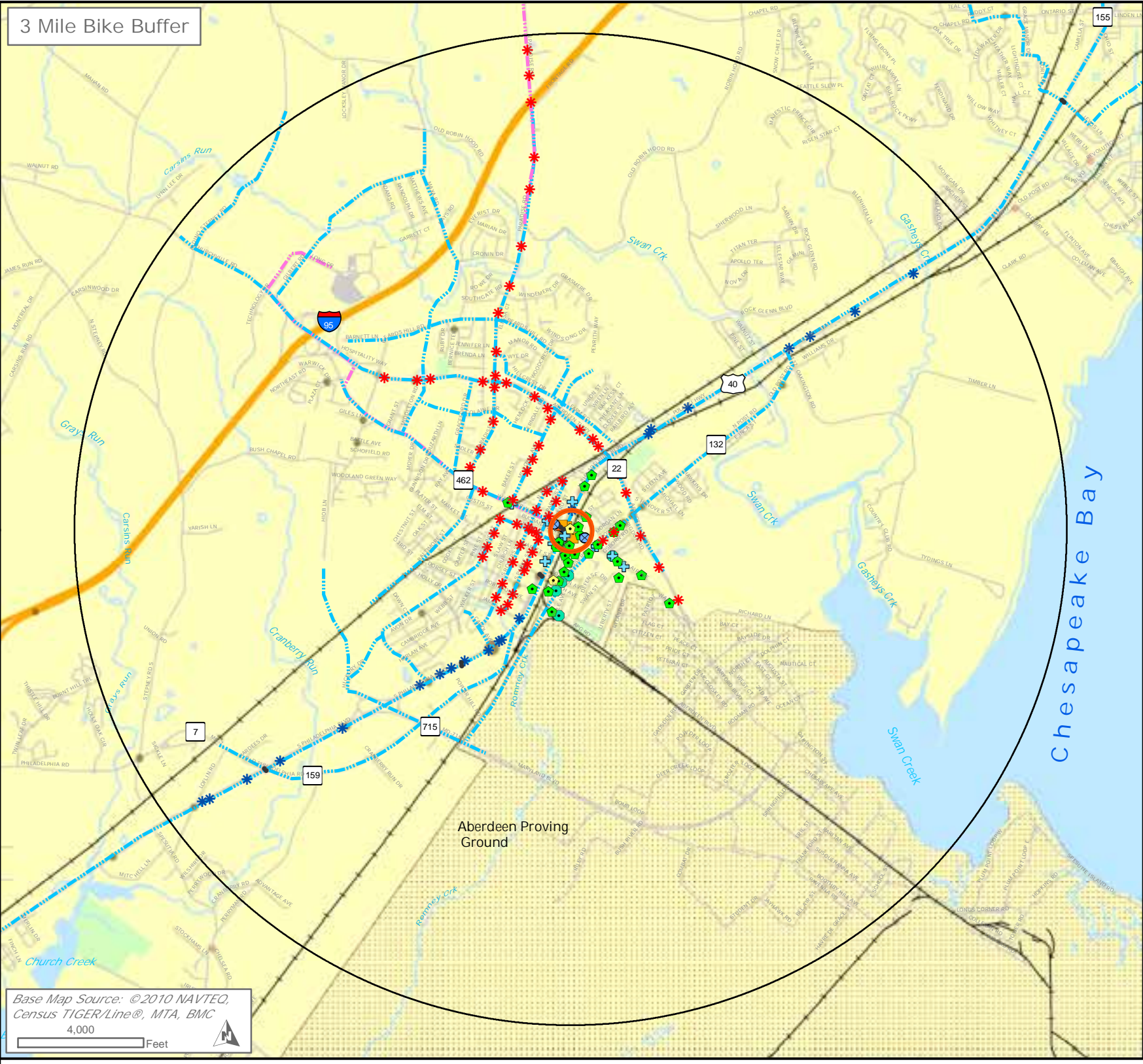
Station: Aberdeen  
Rail Line: MARC Penn

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: Aberdeen  
Rail Line: MARC Penn

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  
ABERDEEN - MARC PENN/AMTRAK**

Station No. 48

Aberdeen MARC Penn/Amtrak

Harford County

18 E Bel Air Ave

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		ABERDEEN AVE.	SWAN ST	LIBERTY ST	COUNTY	INSTALL 230'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		ABERDEEN BLVD.	NORMAN AVENUE	END OF PEDESTRIAN BUFFER	COUNTY	IMPROVE/REPLACE 2100'X4' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		ABERDEEN BLVD.	PULASKI HIGHWAY	NORMAN AVENUE	COUNTY	IMPROVE/REPLACE 2100'X4' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		APG ROAD	E BEL AIR AVE.	THE END OF THE ROAD	COUNTY	INSTALL 900'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		APG ROAD	RAYMOND AVE.	TO THE STATION	COUNTY	INSTALL 900'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		APG ROAD	ROOSEVELT AVE.	E BEL AIR AVE.	COUNTY	INSTALL 100'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		E BEL AIR AVE.	CHURCH	THE END	COUNTY	INSTALL 1250'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		E BEL AIR AVE.	N POST ROAD	TO THE STATION	COUNTY	INSTALL 300'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		E BEL AIR AVE.	SCHOOL	CHURCH	COUNTY	INSTALL 800'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		E. BEL AIR AVE.	800' SOUTH OF POST ROAD		COUNTY	INSTALL 220'X5' OF SIDEWALK IN FRONT OF BUSINESSES	
	SIDEWALK SEGMENT MISSING		GREEN AVE.	POST ROAD	TO THE END	COUNTY	INSTALL 330'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		MICHELL AVE.	POST ROAD	APG ROAD	COUNTY	INSTALL 600'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		N POST ROAD	E.BEL AIR AVE.	ROOSEVELT AVE.	COUNTY	INSTALL 450'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		N POST ROAD	ROOSEVELT AVE.	RIGDON ROAD	COUNTY	INSTALL 750'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		N POST ROAD	ROOSEVELT AVENUE AND	POST ROAD	COUNTY	INSTALL 100'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		NORMAN AVE.	POST ROAD	TO THE END	COUNTY	INSTALL 230'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		POST ROAD	E. BEL AIR AVE.	ABERDEEN PROVING GROUND ROAD	COUNTY	INSTALL 2300'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		PULASKI HWY	CUSTIS STREET	JAMES AVE.	STATE	INSTALL 2500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		PULASKI HWY	N ROGERS	1500' SOUTH	STATE	INSTALL 1500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		PULASKI HWY	N ROGERS ST	1500' NORTH	STATE	INSTALL 1500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		PULASKI HWY	PLATER ST	STATION	STATE	INSTALL 1000'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		PULASKI HWY	TRAIN STATION	PLATER STREET	STATE	INSTALL 1000'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		PULASKI HWY	WARREN STREET	JAMES AVE.	STATE	INSTALL 450'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		RAYMOND AVE.	POST ROAD	APG ROAD	COUNTY	INSTALL 500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING	APG/E BEL AIR AVE.	APG ROAD	RAYMOND AVENUE	POST ALLEY	COUNTY	INSTALL 100'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING	MT. ROYAL AVE./W. BEL AIR AVE.	W. BEL AIR AVE.	270' SOUTH OF BAKER STREET		STATE	INSTALL 100'X5' OF SIDEWALK INFRONT OF BUSINESS	
SIDEWALK DAMAGED		ABERDEEN BLVD.	NORMAN AVE.	POST ROAD	STATE	REPLACE 930'X4' OF SIDEWALK		
SIDEWALK DAMAGED		ABERDEEN BLVD.	PED BRIDGE CLOSE TO ABERDEEN STATION		STATE	PED BRIDGE --CONCRETE SLABS NEED TO BE LEVELED		
PEDESTRIAN CROSSING SIGNS MISSING						STATE	INSTALL 2--PED XING SIGNS, 1-ADV. PED XING SIGN FOR CHANNELIZED RIGHT-PULASKI HWY TO W. BEL AIR AVE	

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)	
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING	ABERDEEN BLVD. AND PULASKI HWY				STATE	INSTALL 2-PED XING SIGNS, 1-ADV. PED XING SIGN FOR CHANNELIZED RIGHT-ABERDEEN BLVD. TO PULASKI HWY		
	PEDESTRIAN CROSSING MISSING		APG ROAD			COUNTY	INSTALL 250' OF CROSSWALK, 2-PED CROSSING SIGNS		
	LIGHTING AT BUS STOP		AT ABERDEEN STATION			STATE	INSTALL LIGHTING AT BUS STOP		
			PULASKI HWY AND WEST BEL AIR AVE.	W. BEL AIR AVE.			STATE	INSTALL LIGHTING AT BUS STOP	
	DIRECTIONAL SIGNING STATION MISSING		EAST BELAIR AVE.			COUNTY	INSTALL A MARC/AMTRAC SIGN AT ABERDEEN BLVD.		
	DIRECTIONAL SIGNING STATION MISSING		WEST BELAIR AVE.			STATE	INSTALL A MARC/AMTRAC SIGN AT W. BEL AIR AVE. FOR ABERDEEN MARC STATION		
	DESIRED LINE PRESENT		APG ROAD	FROM EAST SIDE PARKING	STATION	STATE	INSTALL CROSSWALK, STOP BARS ON EACH SIDE, PED CROSSING SIGNS ACROSS APG ROAD		
	DESIRED LINE PRESENT		PULASKI HWY	GAS STATION	STATION PARKING LOT	STATE	INSTALL 150'X4' OF PATHWALK		
	CURB RAMP MISSING	ABERDEEN BLVD. AND ENGLE AVE.				COUNTY	INSTALL 2-CURB RAMPS AND 70' OF CROSSWALKS		
	CURB RAMP MISSING	EAST BEL AIR AND NEW COUNTY RD				COUNTY	INSTALL 2-CURB RAMPS TO CROSS NEW COUNTY ROAD		
	CURB RAMP MISSING	S POST RD @ SMITH AVE				COUNTY	INSTALL 2-CURB RAMPS ON THE EAST LEG OF INTERSECTION		
	CURB RAMP MISSING	S POST RD AND GREEN AVE				COUNTY	INSTALL 2-CURB RAMPS ON THE EAST LEG OF INTERSECTION		
	CURB RAMP MISSING	S POST RD AND NORMAN AVE				COUNTY	INSTALL 2-CURB RAMPS ON THE EAST LEG OF INTERSECTION		
	CROSSWALK MISSING		ABERDEEN STATION			STATE	INSTALL 200' CROSSWALK, 2-PED XING SIGNS		
	CROSSWALK MISSING		ABERDEEN STATION				INSTALL 90' CROSSWALK, 2-PED XING SIGNS		
	CROSSWALK MISSING	E. BEL AIR VE. AND N POST ROAD				COUNTY	INSTALL 90' CROSSWALK, 15' S.B. ON W LEG		
	CROSSWALK MISSING	EAST BEL AIR AND ABERDEEN AVE				COUNTY	INSTALL 220' XWALK, 20' S.B.		
	CROSSWALK MISSING	EAST BEL AIR AND NEW COUNTY RD				COUNTY	INSTALL 180' XWALK, 2PED SIGNS		
	CROSSWALK MISSING	EAST BEL AIR AVE. AND N. POST ROAD				STATE	INSTALL 250'XWALK, 30'SB ON NW LEG		
	CROSSWALK MISSING	S. PHILADELPHIA BLVD. AND CURTIS ST.				STATE	INSTALL 80' OF CROSSWALK ACROSS CURTIS ST.		
CROSSWALK FADED	PULASKI HWY AND W. BEL AIR AVE.				STATE	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 1500' OF PAVEMENT MARKINGS			
CROSSWALK FADED	US 40 AND FRANKLIN ST				STATE	REPAINT CROSSWALK ON W LEG-TOTAL OF 80' OF P.M.			
CROSSWALK FADED	W. BEL AIR AVE. AND N. PARKE ST.				COUNTY	REPAINT CROSSWALKS ON ALL 4 SIDES-TOTAL OF 600' OF PAVEMENT MARKINGS			
CROSSWALK FADED	WEST BEL AIR AND MT ROYAL AVE				STATE	REPAINT CROSSWALKS ON N AND W LEG -TOTAL OF 250' OF P.M.			
BIKE	WIDE LANE		CUSTIS STREET	S PHILADELPHIA BLVD	EDMUND ST	COUNTY	ROUTE, SIGNING, MARKING	0.123106	
	WIDE LANE		EDMUND STREET	CUSTIS ST	S PHILADELPHIA BLVD	COUNTY	ROUTE, SIGNING, MARKING	0.369318	
	WIDE LANE		JAMES AVENUE	S PHILADELPHIA BLVD	EDMUND ST	COUNTY	ROUTE, SIGNING, MARKING	0.454545	
	WIDE LANE		LAUREL LANE	MT ROYAL AVE	HEMLOCK LN	COUNTY	ROUTE, SIGNING, MARKING	0.160985	
	WIDE LANE		MD 132	PARADISE RD	MT ROYAL AVE	STATE	ROUTE, SIGNING, MARKING	0.311553	
	WIDE LANE		MD 22	GARDEN DR	BEARDS HILL RD	STATE	ROUTE, SIGNING	0.214015	
	WIDE LANE		MD 22	GARDEN DR	BEARDS HILL RD	STATE	ROUTE, SIGNING, MARKING	0.214015	
	WIDE LANE		MD 462	W BEL AIR AVE	LEE RD	STATE	ROUTE, SIGNING	0.206439	
	WIDE LANE		MD 462	W BEL AIR AVE	LEE RD	STATE	ROUTE, SIGNING, MARKING	0.206439	
	WIDE LANE		MT ROYAL AVENUE	ABERDEEN THWY	W BEL AIR AVE	COUNTY	ROUTE, DRAINAGE	0.128788	

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
BIKE	WIDE LANE		MT ROYAL AVENUE	ABERDEEN THWY	W BEL AIR AVE	COUNTY	ROUTE, SIGNING, MARKING	0.128788
	WIDE LANE		NORTH PARKE STREET	CUSTIS ST	N ROGERS ST	COUNTY	ROUTE, DRAINAGE	0.189394
	WIDE LANE		NORTH PARKE STREET	CUSTIS ST	N ROGERS ST	COUNTY	ROUTE, SIGNING, MARKING	0.189394
	WIDE LANE		NORTH POST ROAD	PROVING GROUND RD	ABERDEEN THWY	COUNTY	ROUTE, SIGNING, MARKING	0.378788
	WIDE LANE		NORTH ROGERS STREET	W BEL AIR AVE TO NORTH	WHERE THE ROAD BECOMES 4 LANES	COUNTY	ROUTE, DRAINAGE	0.135417
	WIDE LANE		SOUTH PARKE STREET	JAMES AVE	W BEL AIR AVE	COUNTY	ROUTE, SIGNING, MARKING	0.104167
	WIDE LANE		SOUTH ROGERS STREET	CAROL AVE	W BEL AIR AVE	COUNTY	ROUTE, DRAINAGE	0.159091
	WIDE LANE		SOUTH ROGERS STREET	CAROL AVE	W BEL AIR AVE	COUNTY	ROUTE, SIGNING, MARKING	0.159091
	SHOULDER		US 40	OLD STEPNEY RD	MD 7	STATE	ROUTE, SIGNING	0.142992

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>		
	\$5,349,520	Anne Arundel County	\$0	State Roads/Stations	\$2,154,730
		Baltimore City	\$0	County Roads	\$3,194,790
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$5,349,520		
		Howard County	\$0		
		Prince George's County	\$0		

**CHARACTER:**

The station area is predominately rural residential in nature with commercial properties near the station. Auto oriented commercial activities are located west of the station along Edgewood Road. East of the station are very low density residential land uses and the secured border of the Aberdeen Proving Ground. Portions of Edgewood have been designated as an Enterprise Zone, which is intended to facilitate revitalization. The Edgewood Community Plan seeks sustainable redevelopment as a traditional neighborhood and a Main Street community.

**LAND USE CONTEXT:**

The Edgewood Station is located in an area that is a mix of land uses based on the Edgewood Community Plan. An overlay zone allows for zoning flexibility for live/work housing. MDOT has not designated this station for transit oriented development; however the Edgewood Community Plan indicates that this area should be redeveloped as a transit hub for buses and the MARC trains.

<b>Year 2000 Population within 3 mile radius -</b>	<b>27,374</b>
<b>Weekday Station Ridership</b>	307
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	None

**PARKING:**

Surface parking lots provide for 294 vehicles. 88% occupancy rate was observed.

**PEDESTRIAN ENVIRONMENT:**

Because of the existing low density character of the environs, pedestrian activity is low. Sidewalks are not provided on many surrounding roads. The County’s 2010 Transportation Plan seeks improvements to pedestrian accommodations.

**BICYCLING ENVIRONMENT:**

No bicycle accommodations were observed. No bicycle lockers are provided at this station but there is one bike rack. The Winters Run proposed Greenway is in the vicinity of the station. Websites for regional trails are listed in the Appendix.

**2007-2009 CRASH DATA:**

Number of Pedestrian Crashes within .6 miles	2
Number of Bicycle Crashes within 3 miles	9

**HIGHLIGHTS FROM FINDINGS**

**PEDESTRIAN DEFICIENCIES**

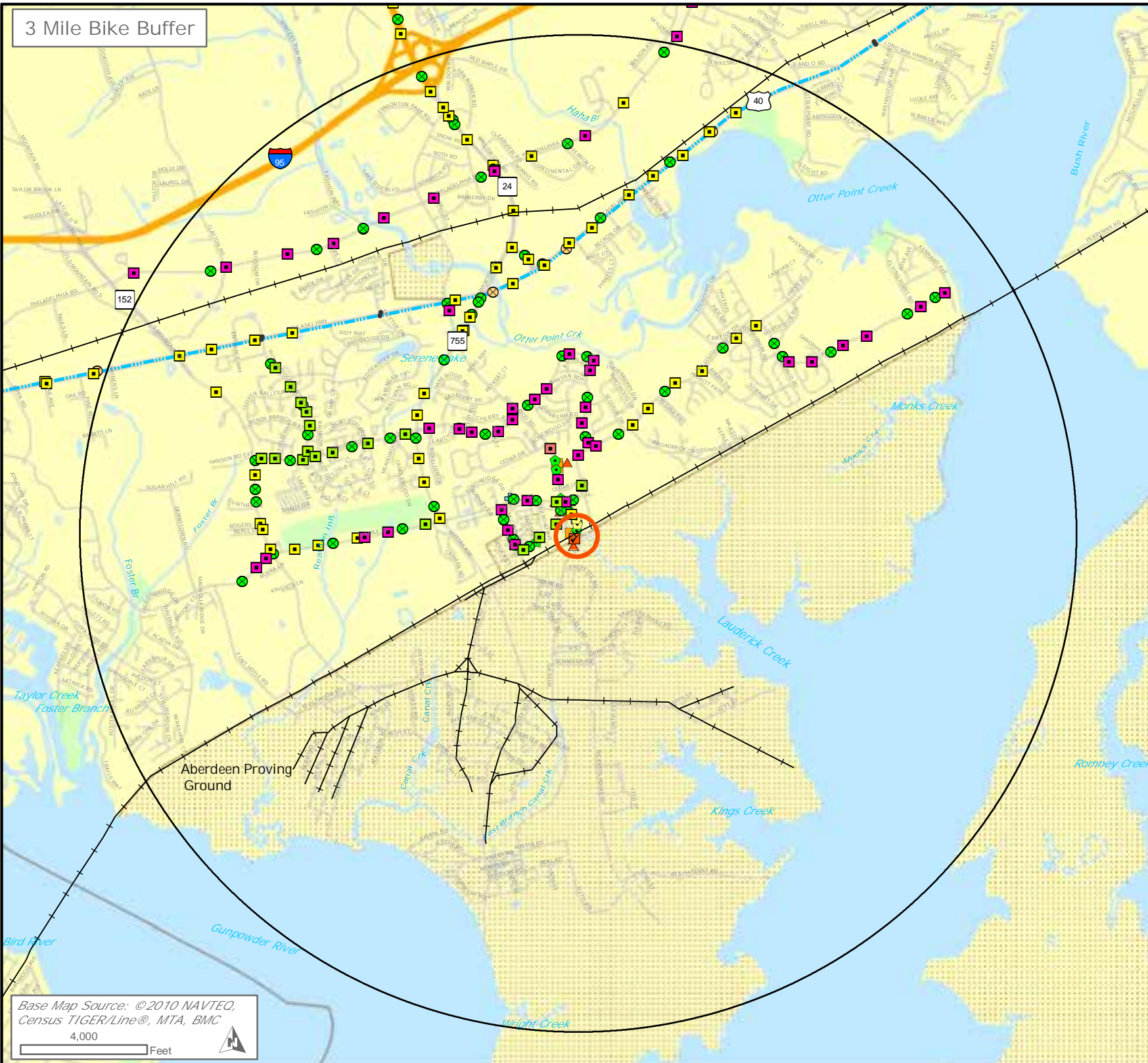
- Sidewalk gaps and missing segments in the vicinity of the station should be corrected as the area is redeveloped particularly along Edgewood Road.
- Crosswalks, curb ramps and advanced warning signs are recommended for Old Edgewood Drive at the station.
- Pedestrian crossing improvements are recommended for the intersection of Edgewood Road @ Willoughby Beach Road.
- Street lighting is recommended at the bus stops on MD 755 at Nuttal Road and Trimble Road.
- Street lighting is recommended at the station entrance at Wise Road.

**BIKE ROUTE DEFICIENCIES**

- For the bike lane on Woodbridge Center Way from Pulaski Highway to Hanson Road, restriping, signing and marking is recommended.
- To promote shoulder use on US 40 and MD 152 bicycle signage is recommended.
- To improve safety, share the road signs should be provided along MD 24, MD 7, Trimble Road, Willoughby Beach Road among others to support shared use lanes.

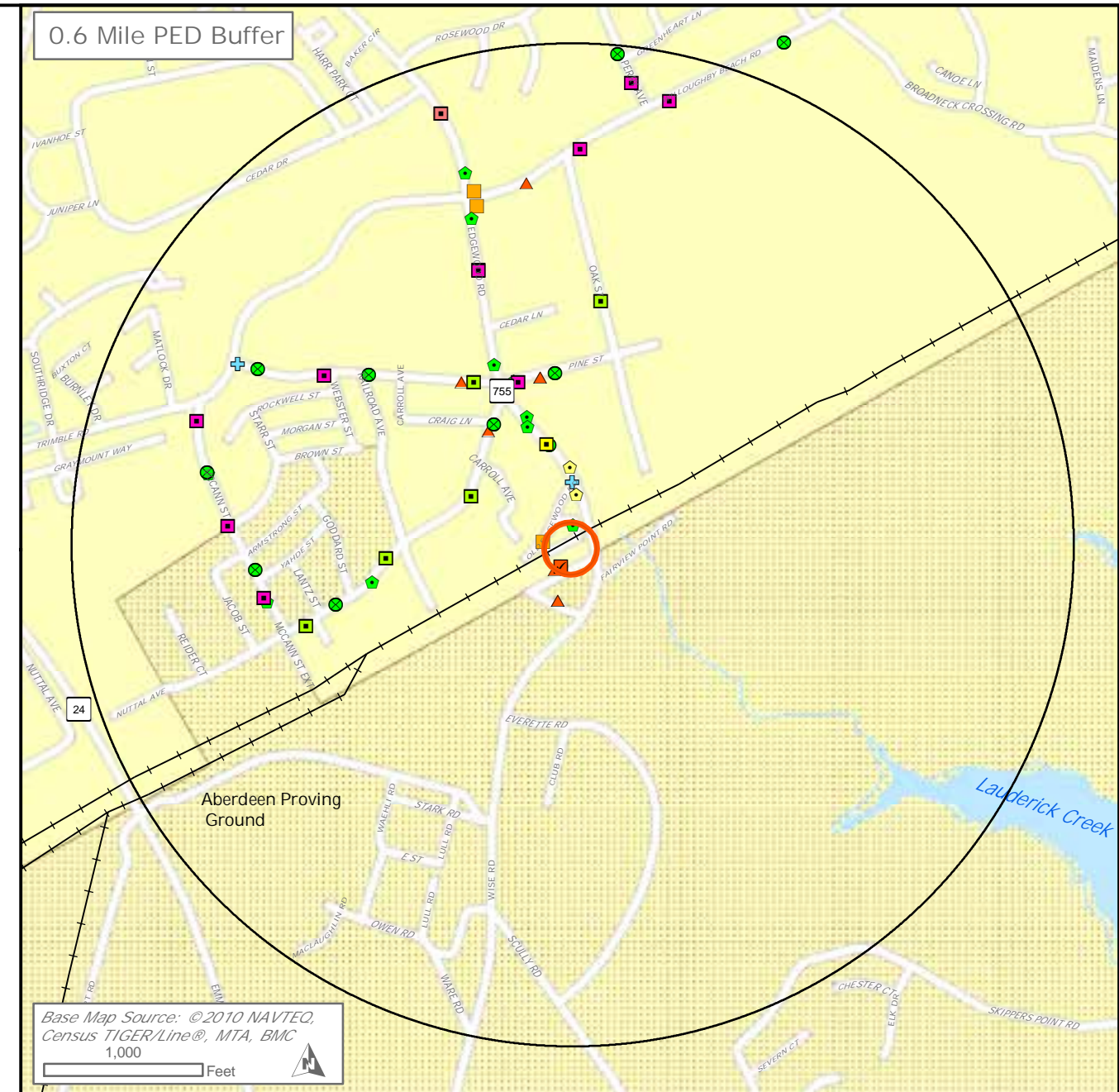
For more details refer to the project database.

### 3 Mile Bike Buffer



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

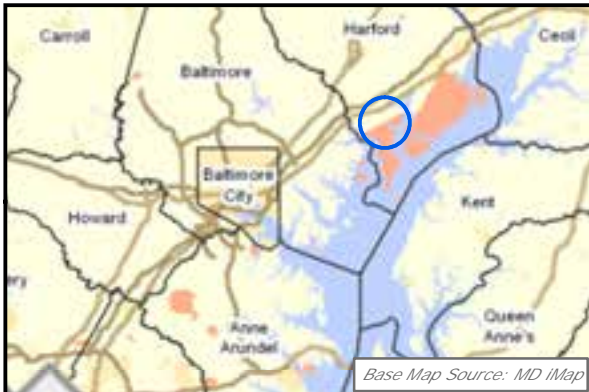
### 0.6 Mile PED Buffer



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

**Existing Conditions**  
Station: Edgewood  
Rail Line: MARC Penn

Jun 20, 2011

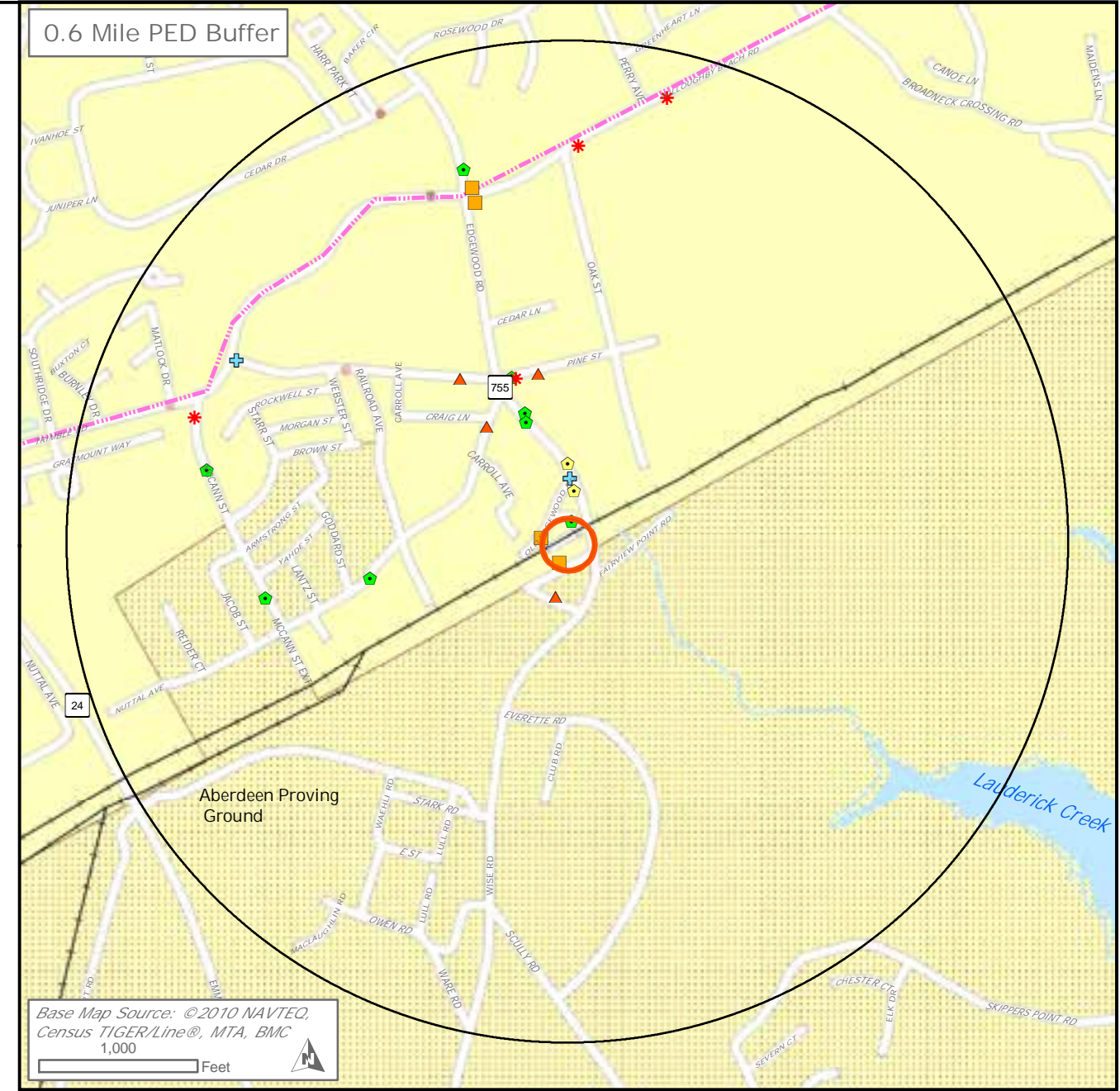
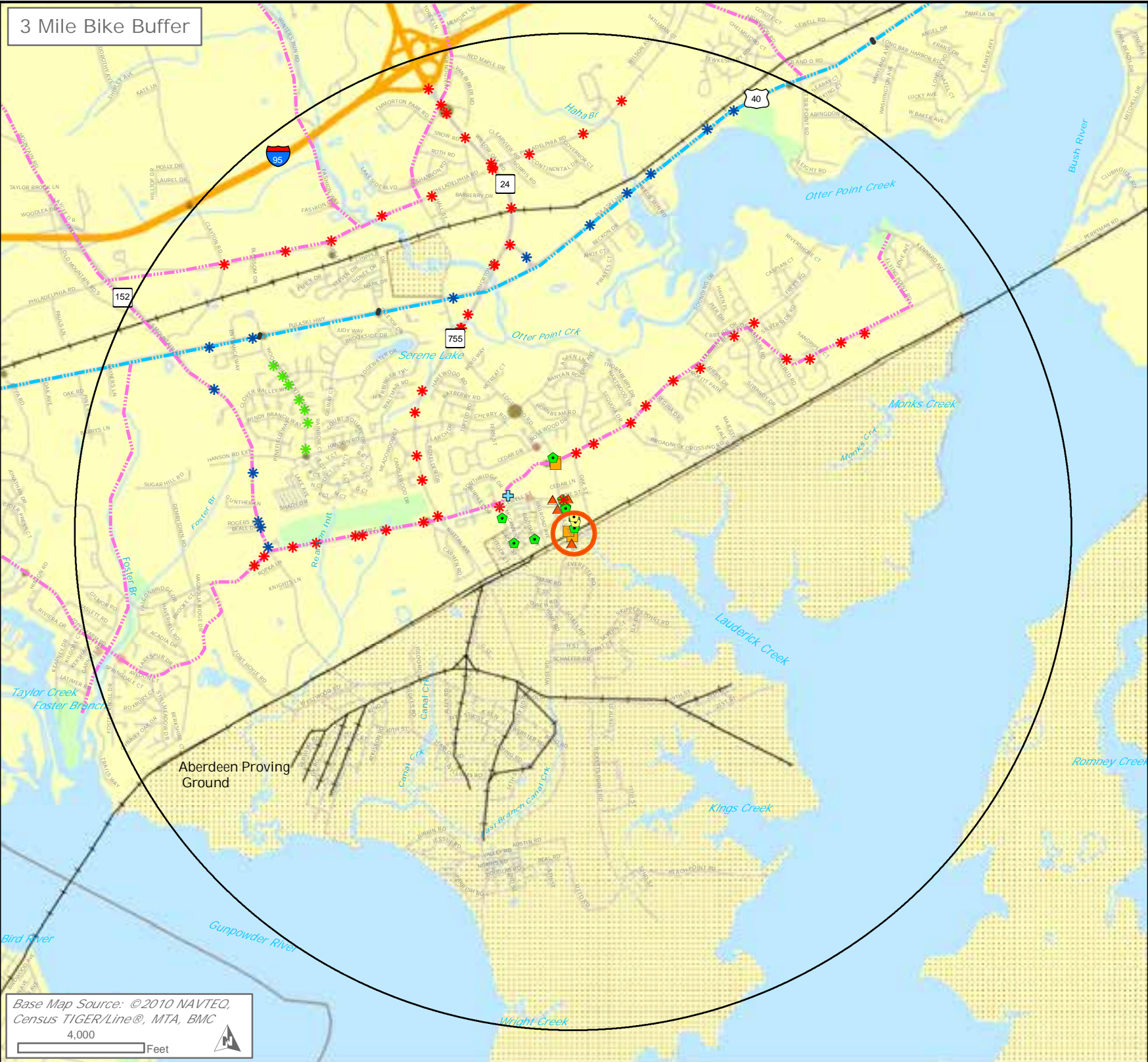


Base Map Source: MD IMap

### 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: Edgewood  
Rail Line: MARC Penn

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**  
**EDGEWOOD - MARC PENN**

Station No. 49

Edgewood MARC Penn Harford County 2127 Old Edgewood Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		AT EDGEWOOD STATION	PARKING LOT ACROSS EDGEWOOD ROAD	TO TICKET OFFICE	STATE	INSTALL 750'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		MC CANN STREET	TRIMBLE ROAD	ARMSTRONG STREET	COUNTY	INSTALL 1100'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		MCCANN STREET	ARMSTRONG ST.	NUTTAL AVE.	COUNTY	INSTALL 500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		NUTTAL AVE.	STATION	.6 MILES PED BUFFER	COUNTY	INSTALL 3200'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		PINE STREET	STATE HWY 755	TO THE END OF THE ROAD	COUNTY	INSTALL 1000'X5' OF NEW SIDEWALK ON 1 SIDE	
	SIDEWALK SEGMENT MISSING		STATE HWY 755	EDGEWOOD AUTO SERVICES	TO THE END OF .6 MILES PED BUFFER	STATE	INSTALL 2500'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		STATE HWY 755		TO THE END OF THE .6 MILES PED BUFFER	STATE	INSTALL 2500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING	STATE HWY 755 AND WILLOUGHBY BEACH ROAD	EDGEWOOD ROAD	INTERSECTION	TO 500' NORTH	STATE	INSTALL 500'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		STATE HWY 755	OLD EDGEWOOD ROAD	STATE HWY 755	STATE	REPLACE 100 'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		STATE HWY. 755	OLD EDGEWOOD RD.	80' TO THE NORTH	STATE	REPLACE 550'X4' OF SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING		AT EDGEWOOD STATION			STATE	INSTALL 2-PED CROSSING SIGNS FOR THE CROSSING BETWEEN THE TWO PARKING LOTS AT EDGEWOOD	
	PEDESTRIAN CROSSING SIGNS MISSING	EDGEWOOD ROAD AND WILLOUGHBY BEACH ROAD				STATE	INSTALL 150' XWALK 2PED XING SIGNS, 1ADV PED XING SIGN, 4 CURB RAMPS EB CHAN. RIGHT,4PED SIG N&S LEG	
	PEDESTRIAN CROSSING SIGNS MISSING	EDGEWOOD ROAD AND WILLOUGHBY BEACH ROAD				STATE	INSTALL 150' XWALK 2PED XING SIGNS, 1ADV PED XING SIGN, 4 CURB RAMPS WB CHAN. RIGHT,4PED SIG N&S LEG	
	PEDESTRIAN CROSSING MISSING		AT EDGEWOOD STATION			STATE	INSTALL 200' CROSSWALK, 2-PED CROSSING SIGNS FROM PARKING LOT TO THE PLATFORM AREA	
	LIGHTING AT BUS STOP	STATE HWY 755 AND NUTTAL ROAD	NUTTAL ROAD			COUNTY	INSTALL LIGHTING AT BUS STOP	
	LIGHTING AT BUS STOP	STATE HWY 755 AND PINE STREET	PINE STREET			COUNTY	INSTALL LIGHTING AT BUS STATION	
	LIGHTING AT BUS STOP	STATE HWY 755 AND TRIMBLE ROAD	TRIMBLE ROAD			COUNTY	INSTALL LIGHTING AT BUS STATION	
LIGHTING ALONG ROADWAY		EDGEWOOD GATE ROAD	AT EDGEWOOD STATION		STATE	INSTALL 2- LIGHT POLES AT THE ENTRANCE OF EDGEWOOD STATION WITH WISE ROAD		
CROSSWALK MISSING	OLD EDGEWOOD DR. TO EDGEWOOD STATION	OLD EDGEWOOD DR.			STATE	INSTALL 400' XWALK,4CURBRAMPS,4PEDSIGNS,60'SB,2ADV		
CROSSWALK MISSING	TRIMBLE RD AND WILLOUGHBY BEACH RD				COUNTY	INSTALL 420' XWALK ON E. LEG		
BIKE	WIDE LANE		MCCANN STREET	TRIMBLE RD	NUTTAL AVE	COUNTY	ROUTE, SIGNING, MARKING	0.100379
	WIDE LANE		MD 24	TRIMBLE RD	I-95	STATE	ROUTE, SIGNING	0.179924
	WIDE LANE		MD 7	CLAYTON RD	SAM HILL RD	STATE	ROUTE, SIGNING, MARKING	0.32197
	WIDE LANE		PINE STREET	EDGEWOOD RD	OAK ST	COUNTY	ROUTE, SIGNING, MARKING	0.137311
	WIDE LANE		TRIMBLE ROAD	FOSTER KNOLL DR	EMMORTON RD	COUNTY	ROUTE, SIGNING, MARKING	0.257576
	WIDE LANE		WILLOUGHBY BEARCH ROAD	KENNARD AVE	EDGEWOOD RD	COUNTY	ROUTE, SIGNING, MARKING	0.241477
	SHOULDER		MD 152	TRIMBLE RD	US 40	STATE	ROUTE, SIGNING	0.284091
	SHOULDER		US 40	ABINGDON RD	MD 152	STATE	ROUTE, SIGNING	0.300189
	BIKE LANE		WOODBRIIDGE CENTER WAY	PULASKI HWY	HANSON RD	COUNTY	RESTRIPIPING, SIGNING, MARKING	0.116477

Total Cost Station (\$)	Total Cost per Jurisdiction		Total Cost By Responsibility	
\$3,763,095	Anne Arundel County	\$0	State Roads/Stations	\$1,989,435
	Baltimore City	\$0	County Roads	\$1,773,665
	Baltimore County	\$0	City Roads	\$0
	Harford County	\$3,763,095		
	Howard County	\$0		
	Prince George's County	\$0		



**CHARACTER:**

The area’s main land use feature is the Martin State Airport. The station is situated between Eastern Boulevard and the Airport. There are large industrial facilities and residential areas located in Middle River.

**LAND USE CONTEXT:**

The area is part of the County’s Eastern Revitalization Area intended to support new and expanded business activity. The Baltimore County Plan shows the Middle Rive area as an employment center where concentrations of industrial and commercial development are anticipated. A portion of Middle River falls within the Chesapeake Bay Critical Area.

MDOT lists a 4.5 acre parcel at this station as a possible location for joint development activity although no active projects are identified.

<b>Year 2000 Population within 3 mile radius -</b>	<b>55,842</b>
<b>Weekday Station Ridership</b>	412
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	None

**PARKING:**

A surface lot with 321 spaces is provided. A 90% occupancy was observed.

**PEDESTRIAN ENVIRONMENT:**

The immediate environs of the station are commercial/industrial and auto oriented, rather than pedestrian, oriented. There are segments of Eastern Ave and other roadways that lack sidewalks. Planned facility improvements are shown in the Eastern Baltimore County Pedestrian and Bicycle Access Plan.

**BICYCLING ENVIRONMENT:**

There are 10 bike lockers at this station, but utilization is low. Existing bicycle accommodations on the road network were not evident but planned improvements are shown in the Eastern Baltimore County Pedestrian and Bicycle Access Plan.

The area is under consideration for a segment of the East Coast Greenway, intended to link Maine to Florida. 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	29

**HIGHLIGHTS FROM FINDINGS**

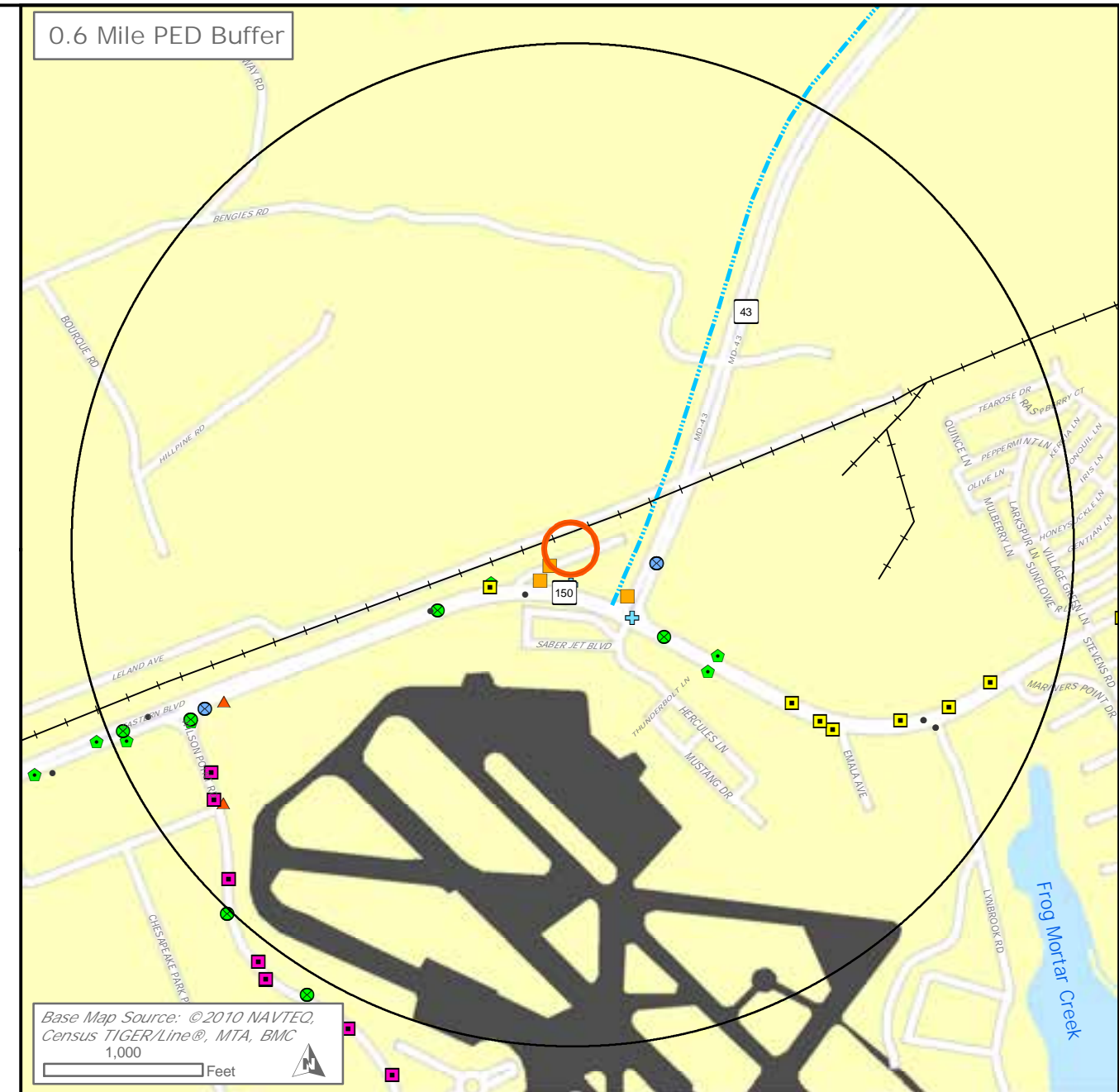
**PEDESTRIAN DEFICIENCIES**

- Several segments of sidewalk are missing along Eastern Ave and should be provided to improve safety. (Whitemarsh to Stevens; Wilson Point to Chesapeake Park Drive.) Sidewalks are also missing and should be provided on Wilson Point Road from Eastern to Dark Head Cove Road.
- Pedestrian crossing signs and a crosswalk are missing at the station.
- Street lighting is recommended for the intersection of Wilson Point Road and Chesapeake Park Drive.

**BIKE ROUTE DEFICIENCIES**

- To implement the shared use lanes in the County’s Plan, and to address safety signage and bicycle compatible drainage is recommended on Back River Neck Road and Carroll Island Road.
- Signage and some marking are needed to support share use lanes along several other roads in the vicinity including Bird River, Bowley’s Quarters Road, MD 150, Middle River Road and others.
- Shoulder use along MD 150 and US 40 should be supported with bicycle route signage.
- Bike path designations along portions of MD 43 and MD 150 should include signage and marking.

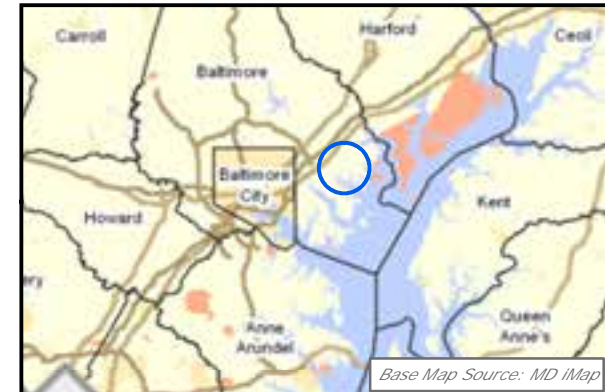
For more details refer to the project database.



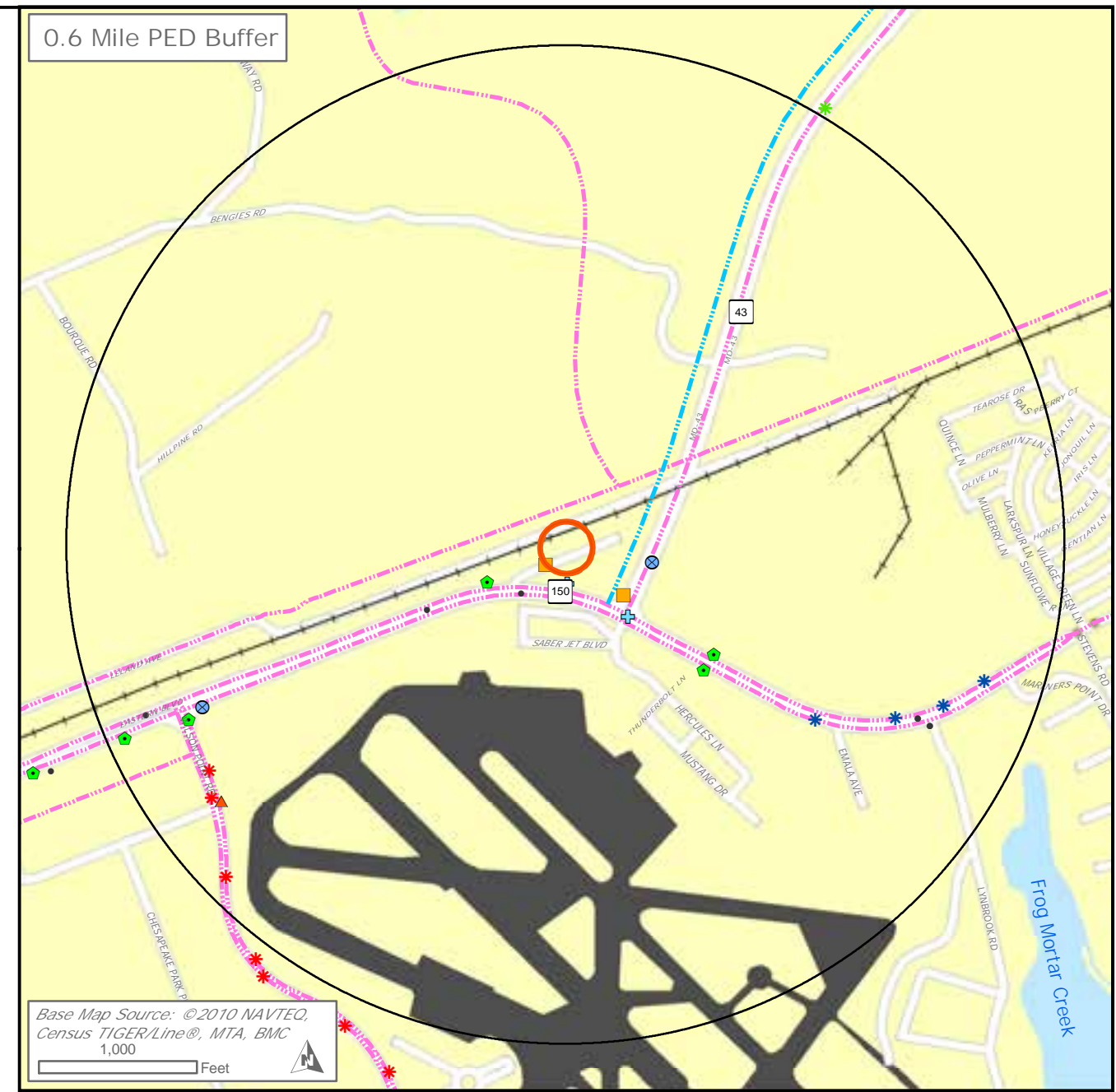
Existing Conditions

Station: Martin Airport  
Rail Line: MARC Penn

Jun 20, 2011



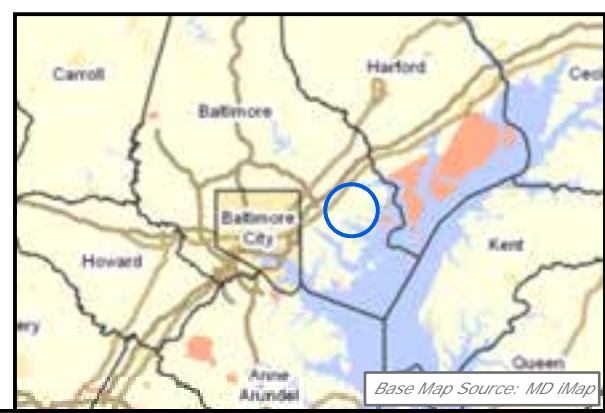
- ### Legend
- Train Station
  - Bus Stop
  - Parallel Drainage Grate
  - Wide Outside Lane Missing
  - Paved Shoulder Missing
  - Marked Bike Lane Missing
  - Directional Signage at Station Missing
  - Bike Signage Missing
  - Sidewalk Damaged
  - Sidewalk Segment Missing
  - Crosswalk Deficient
  - 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: Martin Airport  
Rail Line: MARC Penn

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  
MARTIN AIRPORT - MARC PENN**

Station No. 50

**Martin Airport MARC Penn      Baltimore County      2710 Eastern Blvd.**

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		EASTERN AVE.	WHITEMARSH BOULEVARD	STEVENS ROAD	STATE	INSTALL 3200'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		EASTERN AVE.				INSTALL 3200'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		EASTERN AVE.	WILSON POINT ROAD	CHESAPEAKE PARK DRIVE	STATE	INSTALL 500'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		EASTERN AVE.		CHESAPEAKE PARK DRIVE	STATE	INSTALL 700'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		EASTERN AVE.		WHITEMARSH BOULEVARD	STATE	INSTALL 2900'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		WILSON POINT ROAD	EASTERN AVE.	DARK HEAD COVE ROAD	STATE	INSTALL 1400'X5' OF NEW SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING		INSIDE MARTIN AIR PORT STATION			STATE	INSTALL 2- PED CROSSING SIGNS AT THE ENTRANCE OF PARKING LOT	
	PEDESTRIAN CROSSING SIGNS MISSING	EASTERN BLVD. AND WHITEMARSH BLVD.				STATE	INSTALL 2-PED CROSSING SIGNS, 1-ADV. PED CROSSING SIGNS FOR RIGHT FROM SB WHITEMARSH BLVD.	
	LIGHTING ALONG ROADWAY	WILSON POINT RD. AND CHESAPEAKE PARK DRIVE	WILSON POINT ROAD			STATE	INSTALL 2- LIGHT POLES AT THIS INTERSECTION	
	DIRECTIONAL SIGNING STATION MISSING		EASTERN BLVD.			STATE	INSTALL A "MARC" SIGN AT EASTERN BLVD. FOR MARTIN AIRPORT MARC STATION	
	DIRECTIONAL SIGNING STATION MISSING		WHITEMARSH BLVD.			STATE	INSTALL A "MARC" SIGN AT WHITEMARSH BLVD. FOR MARTIN AIRPORT MARC STATION	
	CROSSWALK MISSING		MARTIN AIR PORT STATION			STATE	INSTALL 190' CROSSWALK, 2-PED XING SIGNS	
	CROSSWALK MISSING	EASTERN AVE. AND WHITEMARSH BLVD.				STATE	INSTALL 360' XWALK,6PED SIGNALS,6RAMPS,4PEDSIGN	
BIKE	WIDE LANE		BACK RIVER NECK ROAD	HILLTOP AVENUE	BROWNS ROAD	COUNTY	ROUTE, DRAINAGE	0.151515
	WIDE LANE		BIRD RIVER ROAD	INTERMEDIATE	EBENEZER ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.172348
	WIDE LANE		BIRD RIVER ROAD		EBENEZER ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.172348
	WIDE LANE		BIRD RIVER ROAD	MIDDLE RIVER ROAD	INTERMEDIATE	COUNTY	ROUTE, DRAINAGE	0.142045
	WIDE LANE		BOWLEYS QUARTERS ROAD	EASTERN AVENUE	NEW SECTION ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.13447
	WIDE LANE		CARROLL ISLAND ROAD	BOWLEYS QUARTERS ROAD	HOLLY HUNT ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.107008
	WIDE LANE		CARROLL ISLAND ROAD	BOWLEYS QUARTERS ROAD	HOLLY HUNT ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.107008
	WIDE LANE		CARROLL ISLAND ROAD	HOLLY HUNT ROAD	HUNTING FIELDS ROAD	COUNTY	ROUTE, DRAINAGE	0.142045
	WIDE LANE		CARROLL ISLAND ROAD	HOLLY HUNT ROAD	HUNTING FIELDS ROAD	COUNTY	ROUTE, DRAINAGE	0.142045
	WIDE LANE		CARROLL ISLAND ROAD	HUNTING FIELDS ROAD	DEAD END	COUNTY	ROUTE, SIGNING, MARKING	0.158144
	WIDE LANE		EARLS ROAD	EASTERN AVENUE	EBENEZER ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.161932
	WIDE LANE		EBENEZER ROAD	BIRD RIVER ROAD	BIKE BUFFER	COUNTY	ROUTE, SIGNING, MARKING	0.178977
	WIDE LANE		MD 150	BOWLEYS QUARTERS ROAD	BIKE BUFFER	STATE	ROUTE, SIGNING, MARKING	0.142045
	WIDE LANE		MD 150	MD 702 (OVERPASS)	MARTIN BOULEVARD	STATE	ROUTE, SIGNING, MARKING	0.198864
	WIDE LANE		MD 150	STEVENS ROAD	CARROLL ISLAND ROAD	STATE	ROUTE, SIGNING, MARKING	0.116477
	WIDE LANE		MD 587	MD 150	FERN PLACE	STATE	ROUTE, SIGNING, MARKING	0.087121



Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
BIKE	WIDE LANE		MD 7	HOSPITAL DRIVE	SILVER SPRING ROAD	STATE	ROUTE, SIGNING, MARKING	0.238636
	WIDE LANE		MD 700	MIDDLE RIVER ROAD	MD 150	STATE	ROUTE, SIGNING, MARKING	0.184659
	WIDE LANE		MD 700	US 40	MIDDLE RIVER ROAD	STATE	ROUTE, SIGNING	0.244318
	WIDE LANE		MIDDLE RIVER ROAD	BIRD RIVER ROAD	US 40	COUNTY	ROUTE, DRAINAGE	0.128788
	WIDE LANE		MIDDLE RIVER ROAD	COMPASS ROAD	BIRD RIVER ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.170455
	WIDE LANE		MIDDLE RIVER ROAD	MD 700	COMPASS ROAD	COUNTY	ROUTE, DRAINAGE	0.151515
	WIDE LANE		MIDDLE RIVER ROAD	OREMS ROAD	MD 700	COUNTY	ROUTE, SIGNING, MARKING	0.0625
	WIDE LANE		OLD EASTERN AVENUE	BACK RIVER NECK ROAD	EASTERN BOULEVARD	COUNTY	ROUTE, SIGNING, MARKING	0.193182
	WIDE LANE		OREMS ROAD	ROSSVILLE BOULEVARD	MIDDLE RIVER ROAD	COUNTY	ROUTE, DRAINAGE	0.125
	WIDE LANE		OREMS ROAD				ROUTE, SIGNING, MARKING	0.125
	WIDE LANE		REAMES ROAD	US 40	WHITEMARSH RUN	COUNTY	ROUTE, WIDENING	0.119318
	WIDE LANE		REAMES ROAD	WHITEMARSH RUN	BIRD RIVER ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.118371
	WIDE LANE		STEMMERS RUN ROAD	EASTERN BOULEVARD	OLD EASTERN AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.388258
	WIDE LANE		US 40	ROSSVILLE BOULEVARD	MD 700	STATE	ROUTE, SIGNING	0.795455
	SHOULDER		MD 150	MD 43	STEVENS ROAD	STATE	ROUTE, SIGNING	0.151515
	SHOULDER		US 40	MD 700	EBENEZER ROAD	STATE	ROUTE, SIGNING	0.225379
	BIKE PATH		MD 43	BIRD RIVER ROAD	MD 150	STATE	ROUTE, SIGNING	0.861742
	BIKE LANE		MD 150	MD 702 (OVERPASS)	MARTIN BOULEVARD	STATE	ROUTE, MARKING	0.198864

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>	
	\$5,072,605	Anne Arundel County \$0 Baltimore City \$2,890 Baltimore County \$5,069,715 Harford County \$0 Howard County \$0 Prince George's County \$0	State Roads/Stations \$3,235,175 County Roads \$1,837,435 City Roads \$0	



**CHARACTER:**

Penn Station is located in the northern portion of Baltimore’s traditional downtown. A short spur from the main Light Rail line extends to Penn Station providing for easier transfer between the MARC/Amtrak lines and LRT. The area’s generalized land use is medium intensity residential and commercial. 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. Two theaters and several restaurants are within walking distance. 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 as a TOD but there have been concepts proposed for more intensive use of Penn Station the structure itself.

<b>Year 2000 Population within 3 mile radius -</b>	332,999
<b>Weekday Station Ridership</b>	2470
<b>Saturday Station Ridership:</b>	No MARC service on weekend
<b>Transit Connections:</b>	MTA Routes 3,3x,11,61,64,64x Charm City Circulator Purple Route MTA Light Rail Amtrak

**PARKING:**

Paid parking is available in an adjacent garage. 550 spaces provided for cars as well as parking for bicycles.89% occupancy observed. The station garage is fully utilized presumably by MARC and Amtrak customers. Nearby surface parking lots are also utilized by rail customers.

**PEDESTRIAN ENVIRONMENT:**

Penn Station has an adequate walking environment. All the streets in the area have sidewalks, usually on both sides. Sidewalks in the area are in good condition. East sidewalk on North Charles Street between E Mt. Royal Avenue and the station entrance was closed during the field visit. However, this is temporary condition and sidewalks are expected to be open soon.

**BICYCLING ENVIRONMENT:**

This station is served by the Jones Falls Trail. The Jones Falls Trail /route wraps around the station. E Lanvale Street is a shared use bike route with shared use pavement marking. Even though St Paul Street and N Charles Street are shown as the part of Jones Falls route, no bicycle facilities were observed on these streets. The majority of streets in the area are wide enough to accommodate bicycles. Websites for regional trails are listed in the Appendix.

**2007-2008 CRASH DATA:**

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

**HIGHLIGHTS FROM FINDINGS**

**PEDESTRIAN DEFICIENCIES**

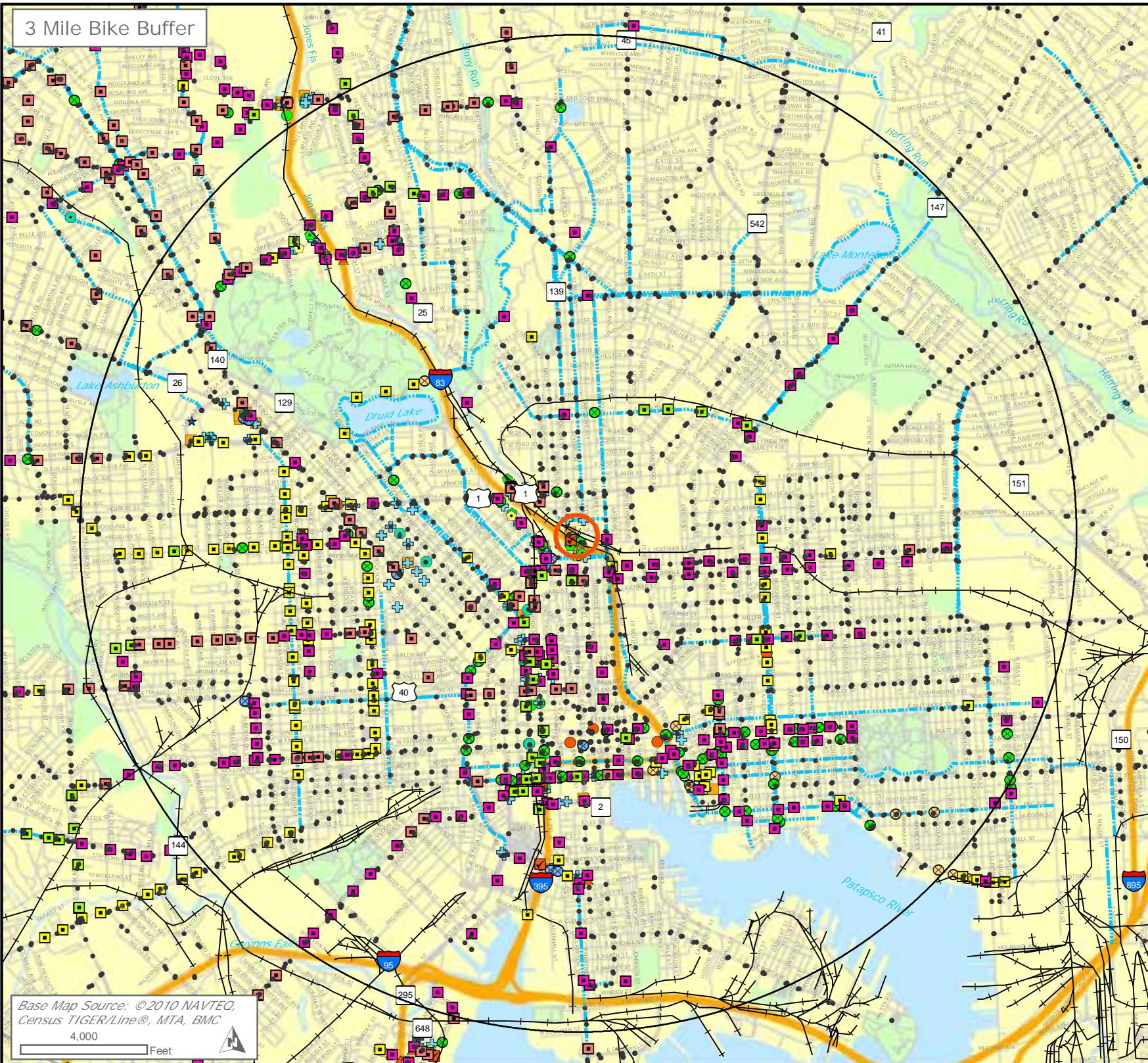
- It was assumed that a missing section of sidewalk observed on Charles Street near the station would be replaced when construction is completed.
- A segment of missing sidewalk was documented on West Mt Royal Ave and should be installed.
- Crosswalks are faded or missing in the following locations and 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 details refer to the project database.

**Note: Weekday ridership corrected 10-4-2011**

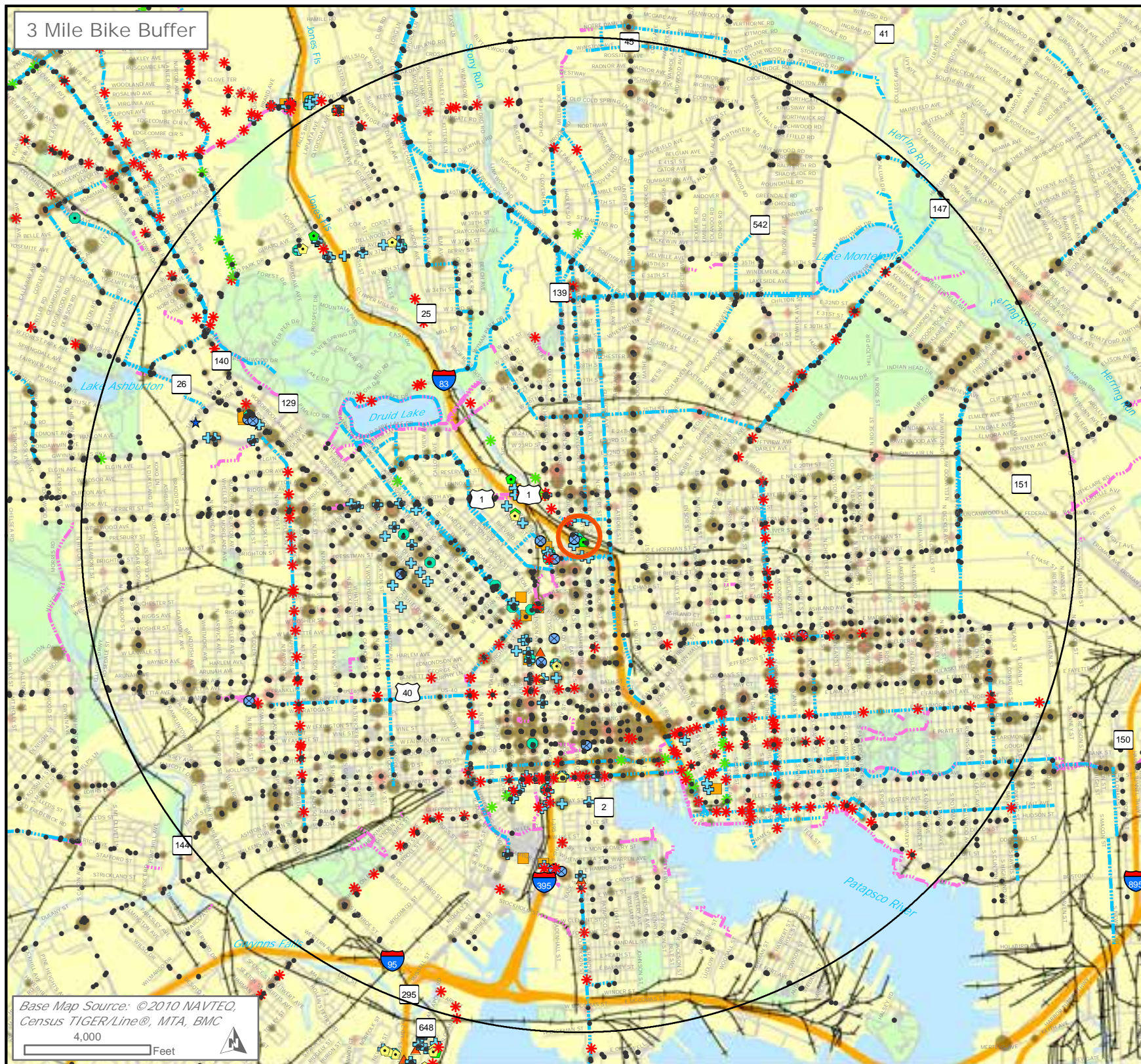


- ### Legend
- Train Station
  - Bus Stop
  - Parallel Drainage Grate
  - Wide Outside Lane Missing
  - Paved Shoulder Missing
  - Marked Bike Lane Missing
  - ⊗ Directional Signing at Station Missing
  - Bike Signing Missing
  - ◇ Sidewalk Damaged
  - ◆ Sidewalk Segment Missing
  - + Crosswalk Deficient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

Existing Conditions  
 Station: Penn Station  
 Rail Line: MARC Penn

Jun 20, 2011





### Legend

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

## Recommended Improvements

Station: Penn Station  
 Rail Line: MARC Penn

Jun 20, 2011



## RECOMMENDED IMPROVEMENTS

### PENN STATION - MARC

Station No. 28b

Penn Station MARC		Baltimore City	1500 N Charles Street					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
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 (MARC) Station is adjacent to Penn (LRT) Station (or Station No. 28b).

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility
<b>\$202,870</b>	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 located along US 40 which is heavily travelled by motorists. The area is a mix of medium density residential, schools, commercial and industrial properties. An industrial building adjacent to the station has been vacant for the last decade. In the 1970's an interstate highway from downtown to I -70 was partially built and was terminated in the vicinity of the station in West Baltimore. The wide expanse of highway (now US 40) bisects the residential community and is thought to have contributed to neighborhood deterioration. The City is in the process of revitalizing the area including removal of the unused portion of the highway and provision of increased commuter parking. The City has recently developed a concept for a linear park featuring a landscaped pedestrian loop that would improve connections between the communities on the north and south side of the highway.

**LAND USE CONTEXT:**

The West Baltimore Station area has a mix of land uses surrounding it including medium density residential, Industrial, Low Intensity Commercial and Public Institutional Facilities/City. Row houses are the typical type of housing in the area.

The MTA's planned Red Line would operate along the US 40 corridor in this area with a major hub at the West Baltimore MARC station. The Baltimore City Comprehensive Plan designates the West Baltimore Station as a top priority for a TOD Pilot Project. MDOT and Baltimore City have worked with the community on the West Baltimore MARC Station Master Plan for redevelopment of the West area into a Transit Centered Community Development. Among the goals for the mixed use development is to improve the area but maintain affordability for existing residents.

<b>Year 2000 Population within 3 mile radius -</b>	263,107
<b>Weekday Station Ridership</b>	745
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	MTA Routes 15, 23, 40, 51 Coppin State University Eagle Shuttle

**PARKING:**

A surface lot with 327 spaces of free parking is provided. An occupancy rate of 100% was observed. The MTA has sought to expand available parking to meet demand at the station for several years. The MTA plans to build 645 additional spaces at the station between Smallwood and Street and North Monroe Street. This parking will function for both existing MARC and future Red Line customers. Once parking is expanded, this may be a suitable location for an electric vehicle charging station since it intercepts commuters from the west who are destined for downtown. As the TOD occurs there may also be demand for vehicle charging at night by residents of the new development.

Parking lots could be utilized on weekends for other purposes. Within the last year, a weekend community farmers market has been established at the site.

**PEDESTRIAN ENVIRONMENT:**

In order to get to the station, pedestrians must cross busy roadways that lack pedestrian signals. The station is basically situated in the median of US 40 and is isolated from the pedestrian network.

**BICYCLING ENVIRONMENT:**

The bicycling environment is currently inadequate and could be improved. There are plans for bike routes in the surrounding area of the station but they do not exist at this time.

The West Baltimore Community Development strategy includes making biking and walking safer, more convenient and more inviting. Traffic calming is anticipated as a strategy to promote a safer pedestrian environment in the long term implementation of the plan.

Websites for regional trails are listed in the Appendix.

**2007-2008 CRASH DATA:**

Number of Pedestrian Crashes within .6 miles	40
Number of Bicycle Crashes within 3 miles	32

**HIGHLIGHTS FROM FINDINGS**

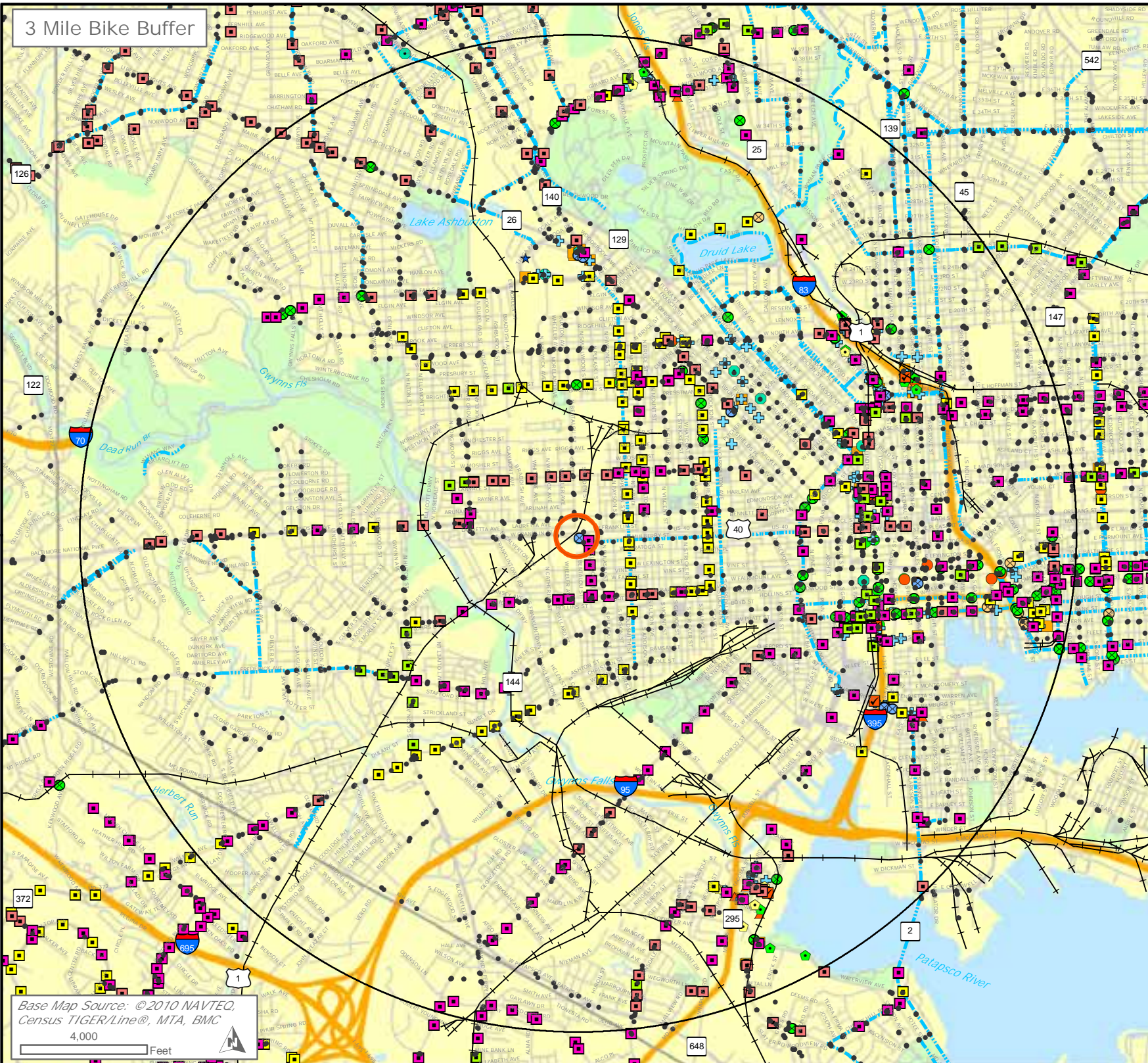
**PEDESTRIAN DEFICIENCIES**

- The unused highway has served as a physical barrier between communities. It's removal and the City's provision of a landscaped pedestrian loop will greatly improve the pedestrian environment.
- A curb ramp and pedestrian crossing signs are recommended at the station.
- The 2012 TIP includes a street rehabilitation and pedestrian improvement project on Edmonson Ave between Bentalou and Pulaski.

**BIKE ROUTE DEFICIENCIES**

- To support shared use lanes on MD 144, Carey Street, Monroe Street, Smallwood and Baltimore Streets, share the road signs and marking are recommended.
- Bicycle compatible drainage is recommended for a portion of West Baltimore Street from South Payson to South Monroe Street.
- The bike rack at the station is not highly visible. There are no bike lockers provided at the station.

For more details 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

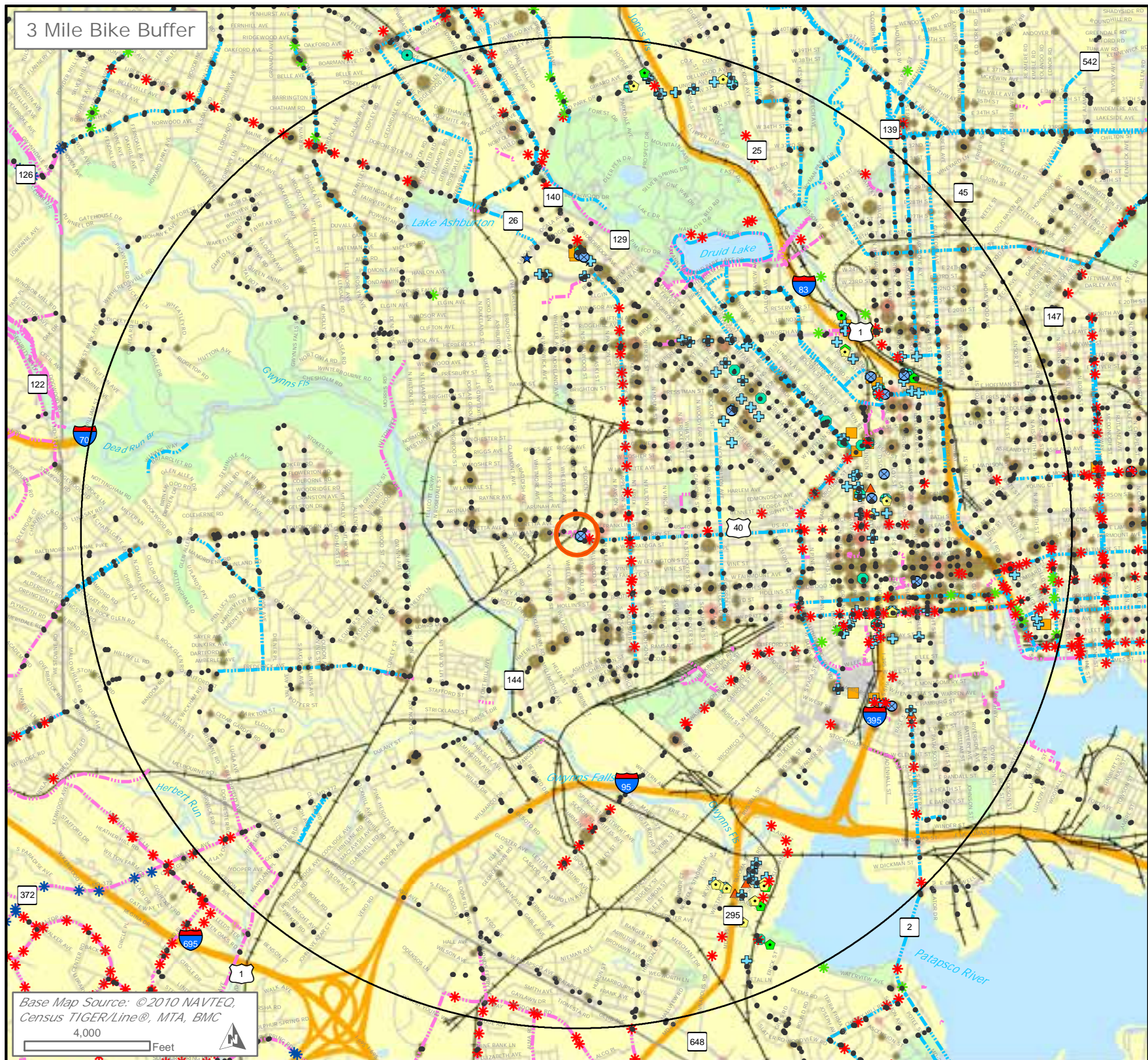
**Existing Conditions**

Station: West Baltimore  
Rail Line: MARC Penn

Jun 20, 2011







**Recommended Improvements**

Station: West Baltimore  
Rail Line: MARC Penn

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**  
**WEST BALTIMORE - MARC PENN**

Station No. 51

West Baltimore MARC Penn      Baltimore City      401 Smallwood St.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	DIRECTIONAL SIGNING STATION MISSING		INSIDE WEST BALTIMORE STATION			STATE	INSTALL "MARC" SIGN ON WEST FRANKLIN ST. FOR WEST BALTIMORE STATION	
	CURB RAMP MISSING	WEST BALTIMORE STATION				STATE	INSTALL 1-CURB RAMP,100'XWALK,2-PED SIGNS FROM HANDICAP PARKING TO THE STATION	
BIKE	WIDE LANE		MD 144	I-695 (UNDERPASS)	CHERRYDELL ROAD	STATE	ROUTE, SIGNING, MARKING	0.186553
	WIDE LANE		NORTH CAREY STREET	WEST MULBERRY STREET	WEST FRANKLIN STREET	CITY	ROUTE, SIGNING, MARKING	0.061553
	WIDE LANE		NORTH MONROE STREET	WEST BALTIMORE STREET	GWYNNNS FALLS PARKWAY	STATE	ROUTE, SIGNING, MARKING	0.104167
	WIDE LANE		NORTH SMALLWOOD STREET	WEST MULBERRY STREET	WEST BALTIMORE STREET	CITY	ROUTE, SIGNING, MARKING	0.065341
	WIDE LANE		SOUTH MONROE STREET	WILKENS AVENUE	FREDERICK AVENUE	STATE	ROUTE, SIGNING, MARKING	0.158144
	WIDE LANE		WEST BALTIMORE STREET	SOUTH PAYSON STREET	SOUTH MONROE STREET	CITY	ROUTE, DRAINAGE	0.085227

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>		
	\$176,525	Anne Arundel County	\$0	State Roads/Stations	\$146,945
		Baltimore City	\$123,570	County Roads	\$0
		Baltimore County	\$52,955	City Roads	\$29,575
		Harford County	\$0		
		Howard County	\$0		
Prince George's County		\$0			

**CHARACTER:**

The area is residential with small commercial properties close to the station.

**LAND USE CONTEXT:**

The Halethorpe Station area has a mix of land uses surrounding it including sub-urban, general urban and urban core. The area is built out and is not designated as a TOD.

<b>Year 2000 Population within 3 mile radius -</b>	<b>80,849</b>
<b>Weekday Station Ridership</b>	1,047
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	UMBC Shuttle

**PARKING:**

Surface lots provide 928 spaces. An occupancy rate of 75% was observed.

The station parking could be used for other purposes during off peak times but there are limited other facilities nearby that would require shared parking.

**PEDESTRIAN ENVIRONMENT:**

The pedestrian access to the station is adequate. There are steps leading from the residential areas to the station platform. There are sidewalks and crosswalks providing pedestrian access to these stairs.

**BICYCLING ENVIRONMENT:**

The bicycling environment is adequate with roadways that are generally wide enough to accommodate bicycles. There are few proposed bicycle routes in the immediate area. A bike rack and bike lockers are provided at the station and they are utilized. No off-road trails were observed.

**2007-2009 CRASH DATA:**

Number of Pedestrian Crashes within .6 miles	0
Number of Bicycle Crashes within 3 miles	13

**HIGHLIGHTS FROM FINDINGS**

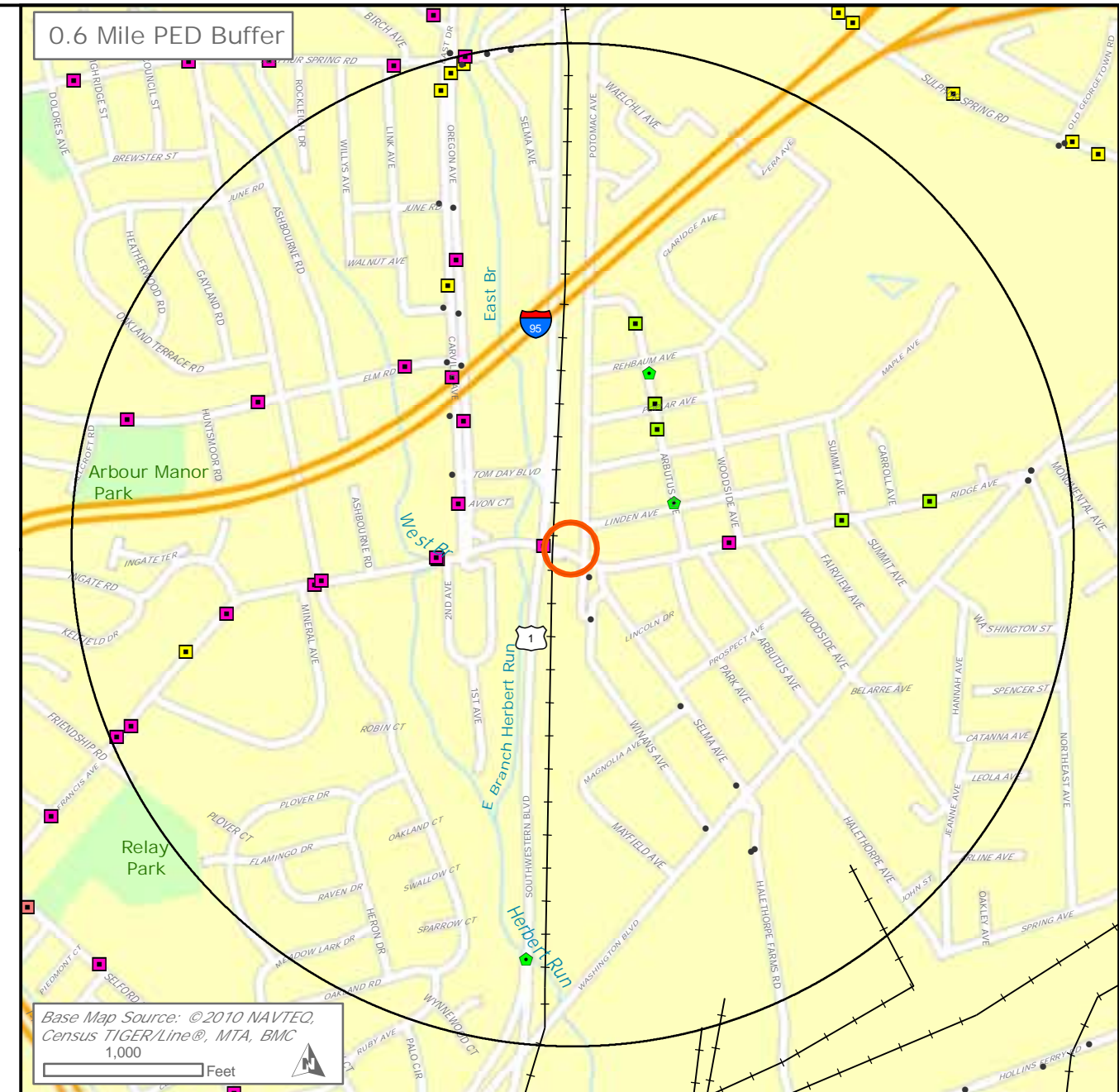
**PEDESTRIAN DEFICIENCIES**

- There are segments of sidewalk missing along Arbutus Avenue and Southwestern Boulevard that should be installed.

**BIKE ROUTE DEFICIENCIES**

- To support shared use lanes on Maiden Choice Lane some widening, restriping, marking and signage is recommended.
- To support shared use lanes on several other roads (Hilltop Road, Maple Ave, Oregon Ave, Wilkens Avenue) segments of signage and marking are recommended.
- Some roadways will need to have bicycle compatible drainage installed including Shelbourne Road, Sulphur Spring Road and Wilkens Avenue.

For more details 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

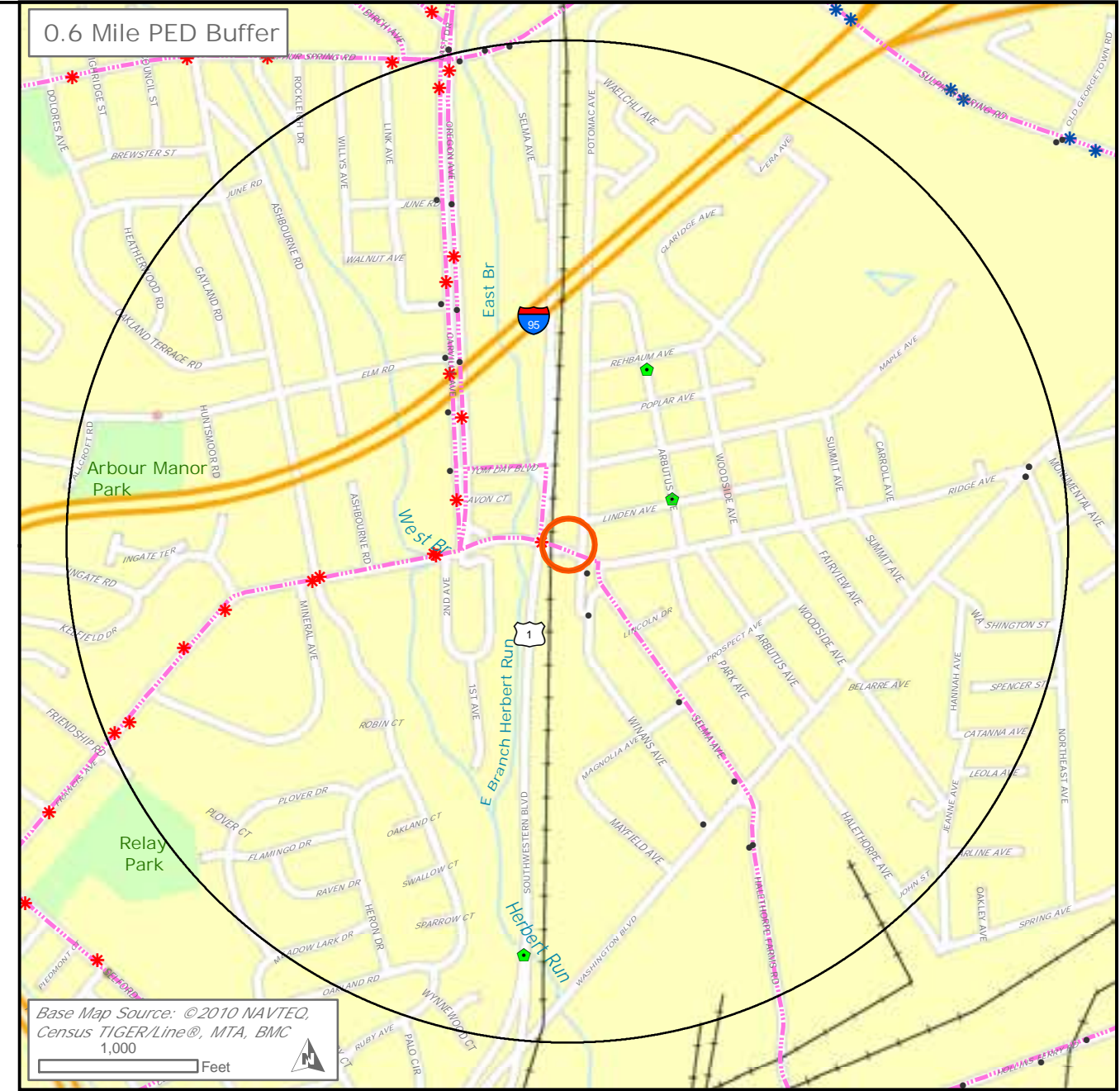
Existing Conditions

Station: Halethorpe

Rail Line: MARC Penn

Jun 20, 2011





## Recommended Improvements

Station: Halethorpe  
Rail Line: MARC Penn

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

### HALETHORPE - MARC PENN

Station No. 52

Halethorpe MARC Penn

Baltimore County

5833 Southwestern Blvd.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		ARBUTUS AVE.	MAPLE AVE.	POTOMAC AVE	COUNTY	INSTALL 1200'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		ARBUTUS AVE.		POTOMAC AVE.	COUNTY	INSTALL 1300'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		SOUTHWESTERN BOULEVARD	WASHINGTON BOULEVARD	RIDGE AVE.	STATE	INSTALL 900'X5' OF SIDEWALK	
BIKE	WIDE LANE		CARVILLE AVENUE	FRANCIS AVENUE	SULPHUR SPRING ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.07197
	WIDE LANE		CARVILLE AVENUE	FRANCIS AVENUE	SULPHUR SPRING ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.07197
	WIDE LANE		FRANCIS AVENUE	SOUTH ROLLING ROAD	CARVILLE AVENUE	COUNTY	ROUTE, DRAINAGE	0.089962
	WIDE LANE		FRANCIS AVENUE	SOUTH ROLLING ROAD	CARVILLE AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.089962
	WIDE LANE		HILLTOP CIRCLE			COUNTY	ROUTE, SIGNING, MARKING	0.124053
	WIDE LANE		HILLTOP ROAD	WILKENS AVENUE	HILLTOP CIRCLE	COUNTY	ROUTE, SIGNING, MARKING	0.170455
	WIDE LANE		MAIDEN CHOICE LANE	INTERMEDIATE	HIGHVIEW AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.116477
	WIDE LANE		MAIDEN CHOICE LANE	KENWOOD AVENUE	INTERMEDIATE	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.14678
	WIDE LANE		MAIDEN CHOICE LANE	SOUTH PARADISE AVENUE	KENWOOD AVENUE	COUNTY	SIGNING, MARKING	0.287879
	WIDE LANE		MAIDEN CHOICE LANE	WESTLAND BOULEVARD	LEEDS AVENUE	COUNTY	ROUTE, RESTRIPIING, SIGNING, MARKING	0.105114
	WIDE LANE		MAPLE AVENUE	SHELBOURNE ROAD	HIGHVIEW ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.080492
	WIDE LANE		OREGON AVENUE	FRANCIS AVENUE	SULPHUR SPRING ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.096591
	WIDE LANE		POPLAR AVENUE	HILLTOP CIRCLE	EAST DRIVE	COUNTY	ROUTE, DRAINAGE	0.265152
	WIDE LANE		POPLAR AVENUE	HILLTOP CIRCLE	EAST DRIVE	COUNTY	ROUTE, SIGNING, MARKING	0.265152
	WIDE LANE		RIDGE AVENUE	OREGON AVENUE	ARBUTUS AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.262311
	WIDE LANE		SHELBOURNE ROAD	SULPHUR SPRING ROAD	MAPLE AVENUE	COUNTY	ROUTE, DRAINAGE	0.064394
	WIDE LANE		SHELBOURNE ROAD	SULPHUR SPRING ROAD	MAPLE AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.064394
	WIDE LANE		SULPHUR SPRING ROAD	DOLORES AVENUE	CARVILLE AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.120265
	WIDE LANE		SULPHUR SPRING ROAD	VICTORY DRIVE	RR TRACKS	COUNTY	DRAINAGE	0.082386
	WIDE LANE		SULPHUR SPRING ROAD	VICTORY DRIVE	RR TRACKS	COUNTY	ROUTE, SIGNING, MARKING	0.082386
	WIDE LANE		SULPHUR SPRING ROAD	VICTORY DRIVE	RR TRACKS	COUNTY	SIGNING, MARKING	0.082386
	WIDE LANE		US 1	CLARK BOULEVARD	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.702652
	WIDE LANE		WALKER AVENUE	WILKENS AVENUE	HILLTOP CIRCLE	COUNTY	ROUTE, DRAINAGE	0.085227
WIDE LANE		WALKER AVENUE	WILKENS AVENUE	HILLTOP CIRCLE	COUNTY	ROUTE, SIGNING, MARKING	0.085227	
WIDE LANE		WESTLAND BOULEVARD	LINDEN AVENUE	MAIDEN CHOICE LANE	COUNTY	ROUTE, SIGNING, MARKING	0.102273	
WIDE LANE		WILKENS AVENUE	MAIDEN CHOICE LANE	SOUTH BEECHFIELD AVENUE	STATE	ROUTE, SIGNING, MARKING	0.127841	

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
BIKE	WIDE LANE		WILKENS AVENUE	SOUTH ROLLING ROAD	HIDDEN BLUFF CIRCLE	STATE	ROUTE, SIGNING, MARKING	0.21875
	SHOULDER		SULPHUR SPRING ROAD	BENSON AVENUE	OLD SULPHUR SPRING ROAD	COUNTY	ROUTE, SIGNING	0.085227
	SHOULDER		WILKENS AVENUE	HIDDEN BLUFF CIRCLE	MAIDEN CHOICE LANE	STATE	ROUTE, DRAINAGE	0.143939
	SHOULDER		WILKENS AVENUE	HIDDEN BLUFF CIRCLE	MAIDEN CHOICE LANE	STATE	ROUTE, SIGNING	0.143939

Total Cost Station (\$)		Total Cost per Jurisdiction		Total Cost By Responsibility	
\$2,333,465		Anne Arundel County	\$0	State Roads/Stations	\$498,340
		Baltimore City	\$0	County Roads	\$1,835,130
		Baltimore County	\$2,333,465	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		





**CHARACTER:**

The station includes a building that is staffed for ticketing, an indoor waiting area and several parking garages. The immediate surrounding area is wooded and in a natural state. The BWI Airport is the main land use in the area. Parking lots for the airport and industrial buildings are within proximity but not connected to the station.

**LAND USE CONTEXT:**

The BWI Station is surrounded by industrial and natural features land uses. This area of Anne Arundel County is designated as the BWI Business District which is a business growth area. The BWI Airport is the main use in the area. Airport related land uses include parking, hotels and office buildings. There are restrictions on the type and height of development that can occur within the designated Airport Zone. The area is not planned as a transit oriented development.

<b>Year 2000 Population within 3 mile radius -</b>	<b>27,887</b>
<b>Weekday Station Ridership</b>	1,660 (MARC only)
<b>Saturday Station Ridership:</b>	No MARC Service on weekends
<b>Transit Connections:</b>	BWI Airport Shuttle, MTA Route 17 Howard Transit Red Express C60 (WMATA) Spirit Shuttle Amtrak Rail Service

**PARKING:**

Two parking structures provide 3,187 parking spaces. A fee is charged. An 80% occupancy rate was observed.

MARC, Amtrak and airport customers can park here. Parking demand can exceed availability at this location since airport customers may park here and take the BWI shuttle to the terminal.

**PEDESTRIAN ENVIRONMENT:**

The pedestrian accommodations are not extensive. The station is isolated and not proximate to other activities. An off-road improved trail/board walk through a wooded area connects the station to a nearby business park on Corporate Center Drive where MDOT headquarters is located. The trail has benches and lighting.

**BICYCLING ENVIRONMENT:**

There are 16 bike lockers provided at this station and most are rented. No bike racks are provided. The BWI Trail (an improved off-road recreational loop around the airport) intersects with the access road to the MARC station. Bicyclists from communities east of Aviation Boulevard and south of Dorsey Road can reach the station using the trail. 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**

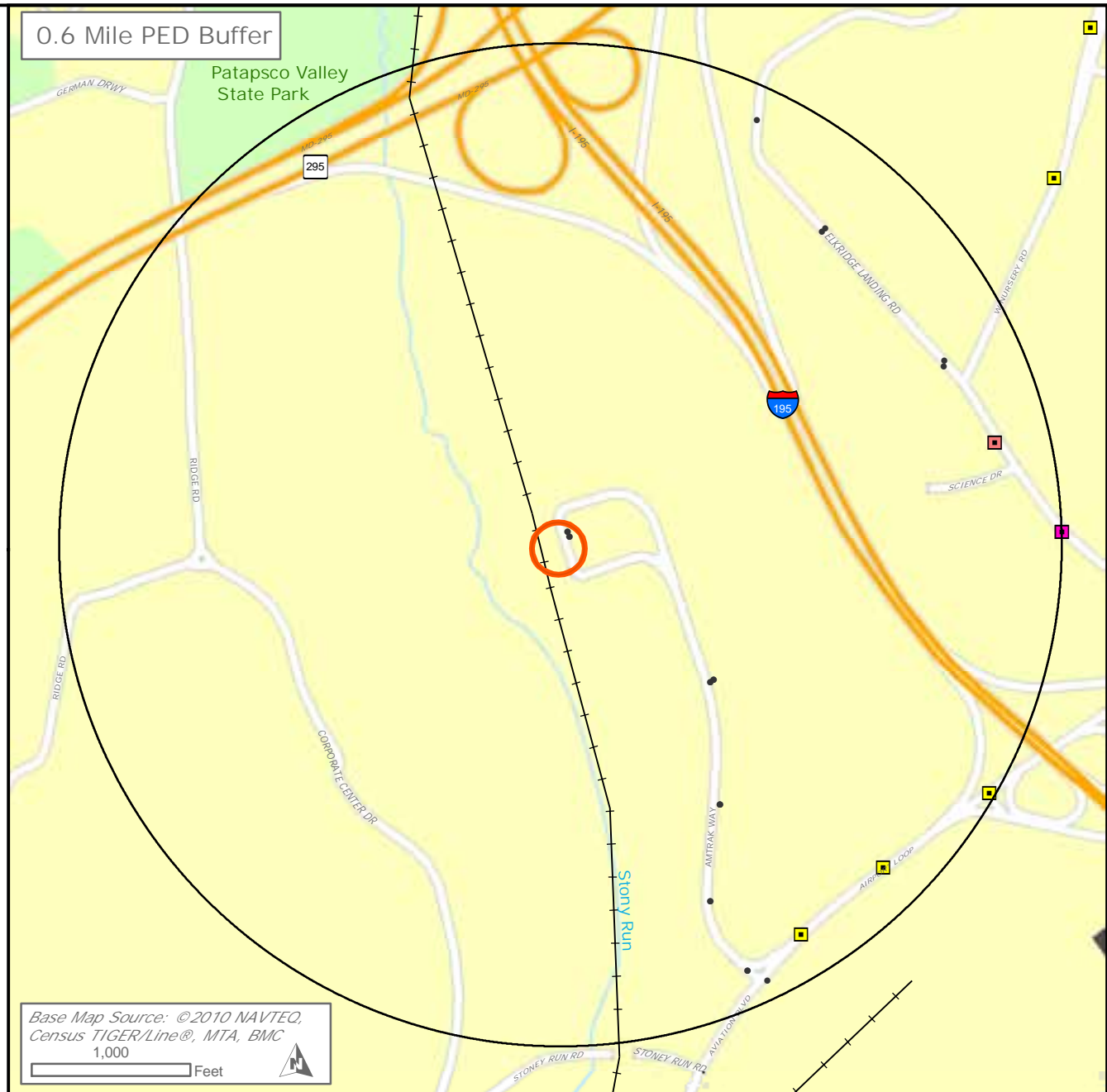
**PEDESTRIAN DEFICIENCIES**

- Pedestrian accommodations within the station property are adequate. There are few origins for pedestrians within walking distance. Employees from the business park can reach the station using the improved trail.

**BIKE DEFICIENCIES**

- To support shoulder use of MD 170 for bicycling, bike route signage is recommended from Minnetonka Road to MD 100.

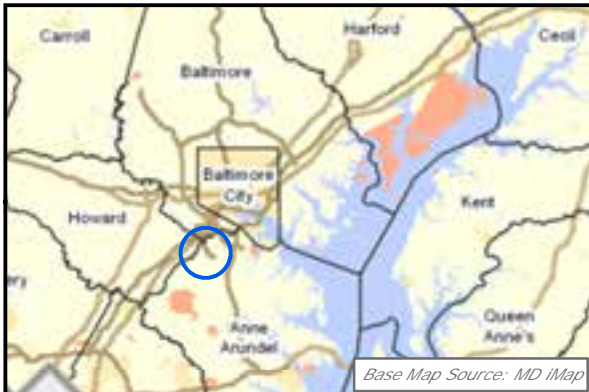
For more details refer to the project database.



Existing Conditions

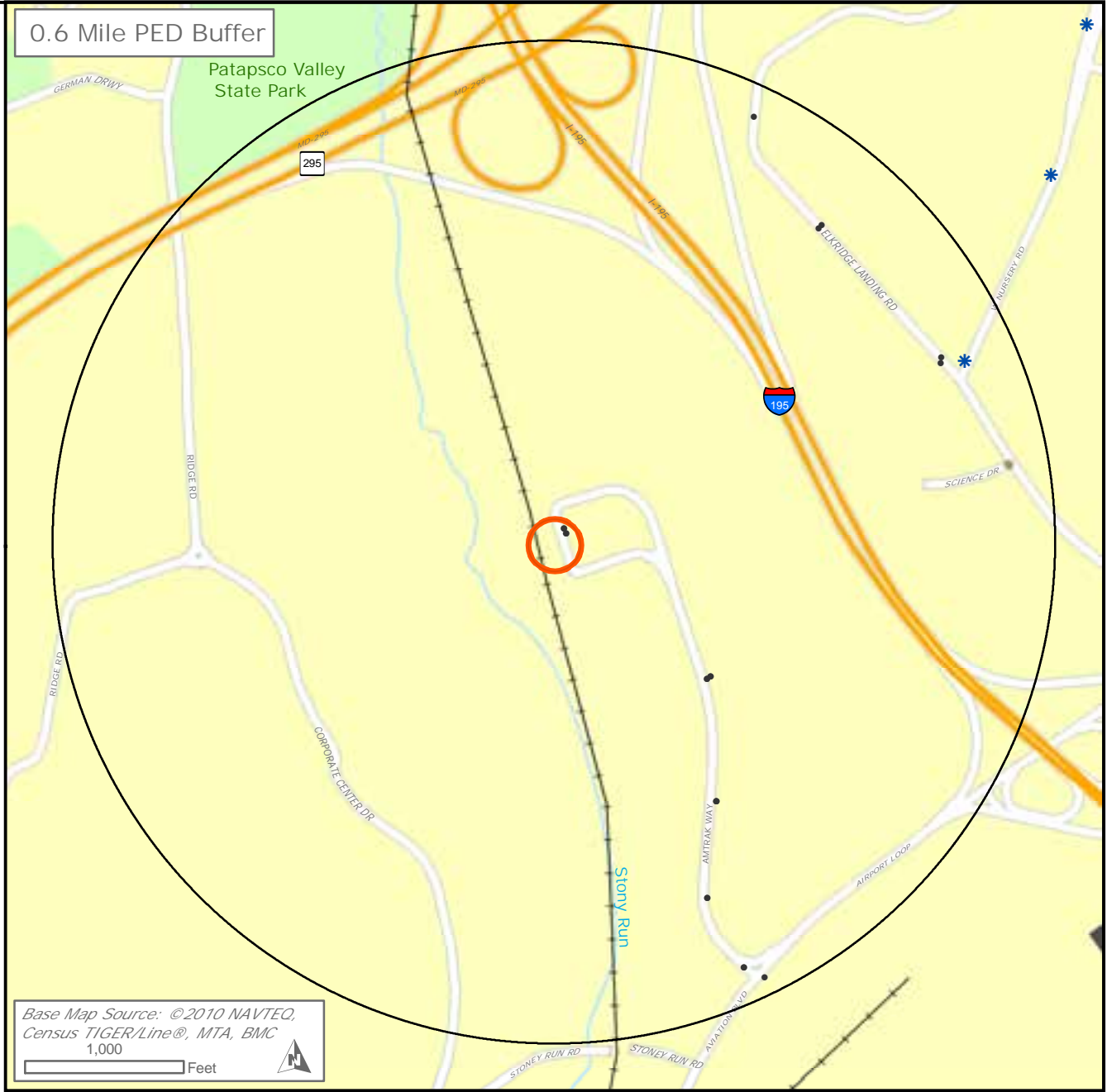
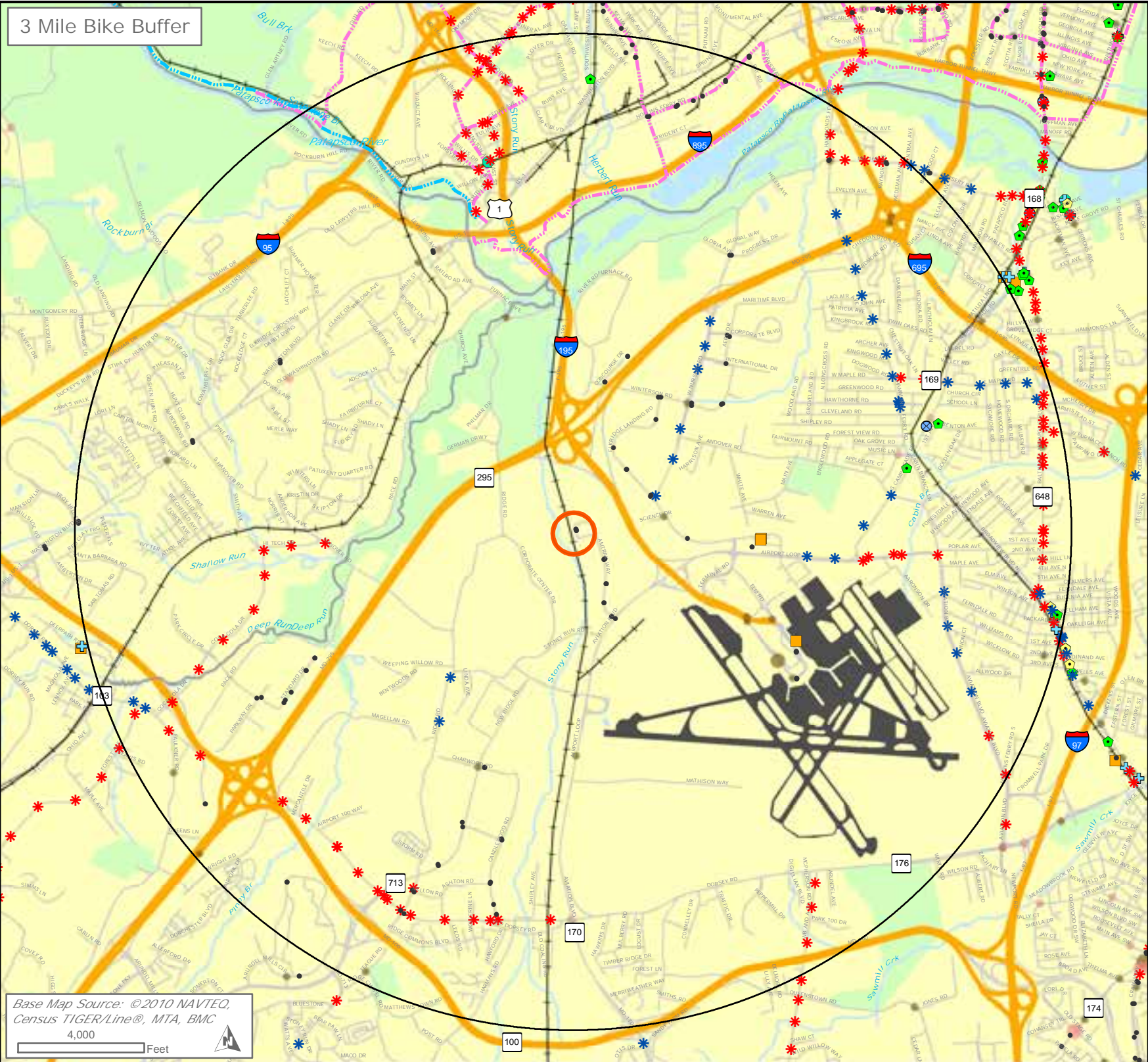
Station: BWI  
Rail Line: MARC Penn

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		



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

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

## Recommended Improvements

Station: BWI  
Rail Line: MARC Penn

Jun 20, 2011



Base Map Source: MD IMap

### 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**

**BWI - MARC PENN/AMTRAK**

Station No. 53

<b>BWI MARC Penn/Amtrak</b>		<b>Anne Arundel County</b>	<b>2 Amtrak Way</b>					
Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
BIKE	SHOULDER		MD 170	MINNETONKA ROAD	MD 100	STATE	ROUTE, SIGNING	0.193182

<b>Total Cost Station (\$)</b>		<b>Total Cost per Jurisdiction</b>		<b>Total Cost By Responsibility</b>	
\$13,100		Anne Arundel County	\$13,100	State Roads/Stations	\$13,100
		Baltimore City	\$0	County Roads	\$0
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$0		
		Howard County	\$0		
		Prince George's County	\$0		

**CHARACTER:**

The area around the station is predominately residential with a few commercial properties nearby. The Odenton Town Square is a mixed use transit oriented development project underway on State and County owned land. When complete, the development will consist of a hotel, restaurants, commercial development, condominiums, townhomes and single family dwellings. The project will also provide additional parking for MARC riders (increase to 5,000 spaces.)

**LAND USE CONTEXT:**

The Odenton Station is surrounded by designated Town Center and Residential Medium Density land uses. The parking lots are to be developed as part of the Odenton Town Center TOD project. The mixed use development is planned to have walk able connections to the station.

<b>Year 2000 Population within 3 mile radius -</b>	<b>39,235</b>
<b>Weekday Station Ridership</b>	2,191
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	Connect a Ride K Route

**PARKING:**

2,000 parking spaces are provided. A 100% occupancy rate was observed.

The existing parking serves only MARC riders. Shared parking will result with future development. As the TOD is built out, this may be a suitable location for an electric vehicle charging station.

**PEDESTRIAN ENVIRONMENT:**

There are adequate pedestrian conditions at the station but some improvements are recommended as it transforms into a mixed use area. Sidewalks exist on only certain roadways and there are limited pedestrian crossings and signage.

**BICYCLING ENVIRONMENT:**

There are bike racks and 10 bicycle lockers at the station and they are utilized. The bicycling environment is limited at this time. There is a short trail from the station to the adjacent neighborhood on the east that connects to the local roadway network. No off road trails were identified, but the County has intent to investigate provision of an off-road trail in the area.

**2007-2009 CRASH DATA:**

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

**HIGHLIGHTS FROM FINDINGS**

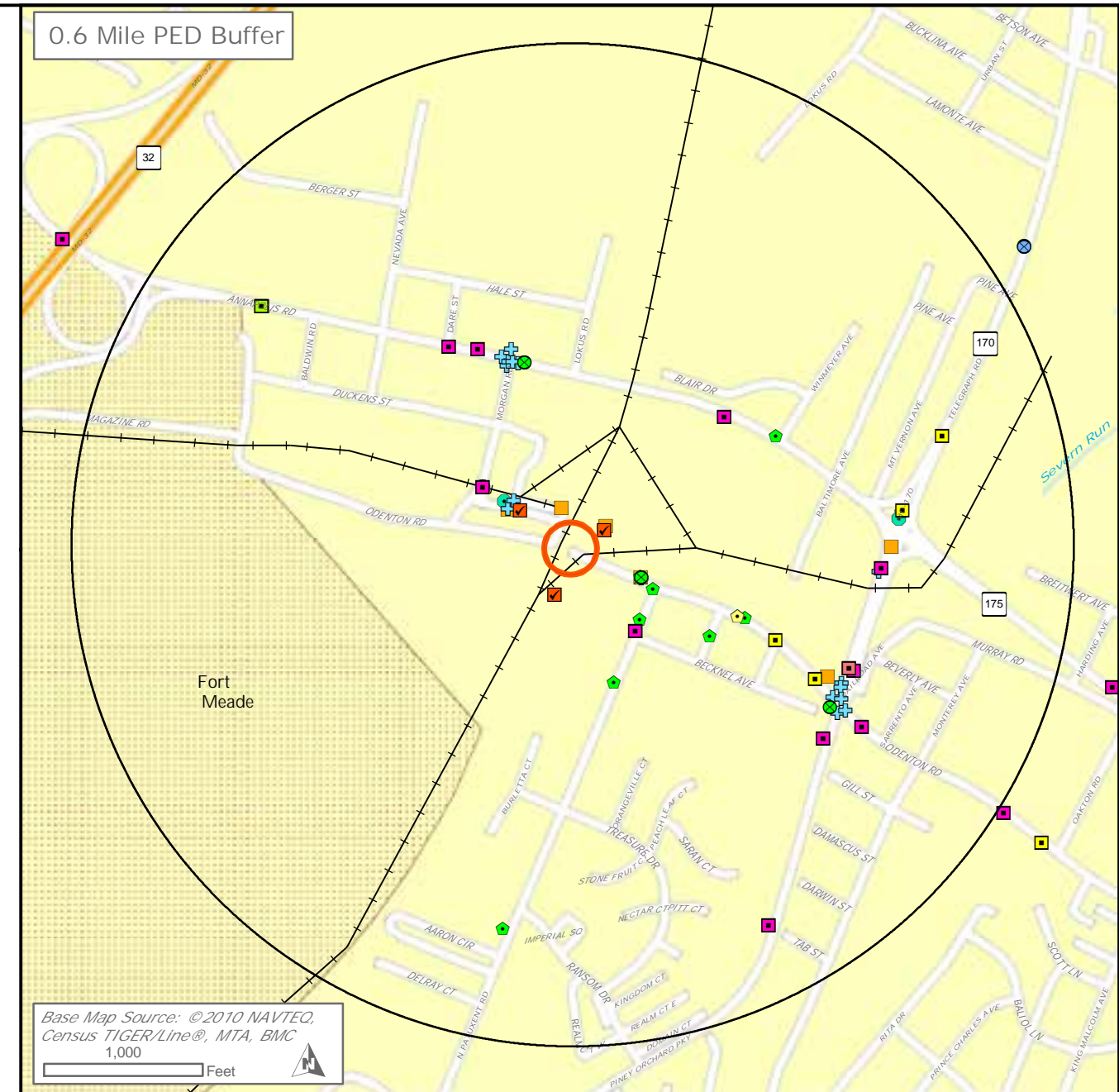
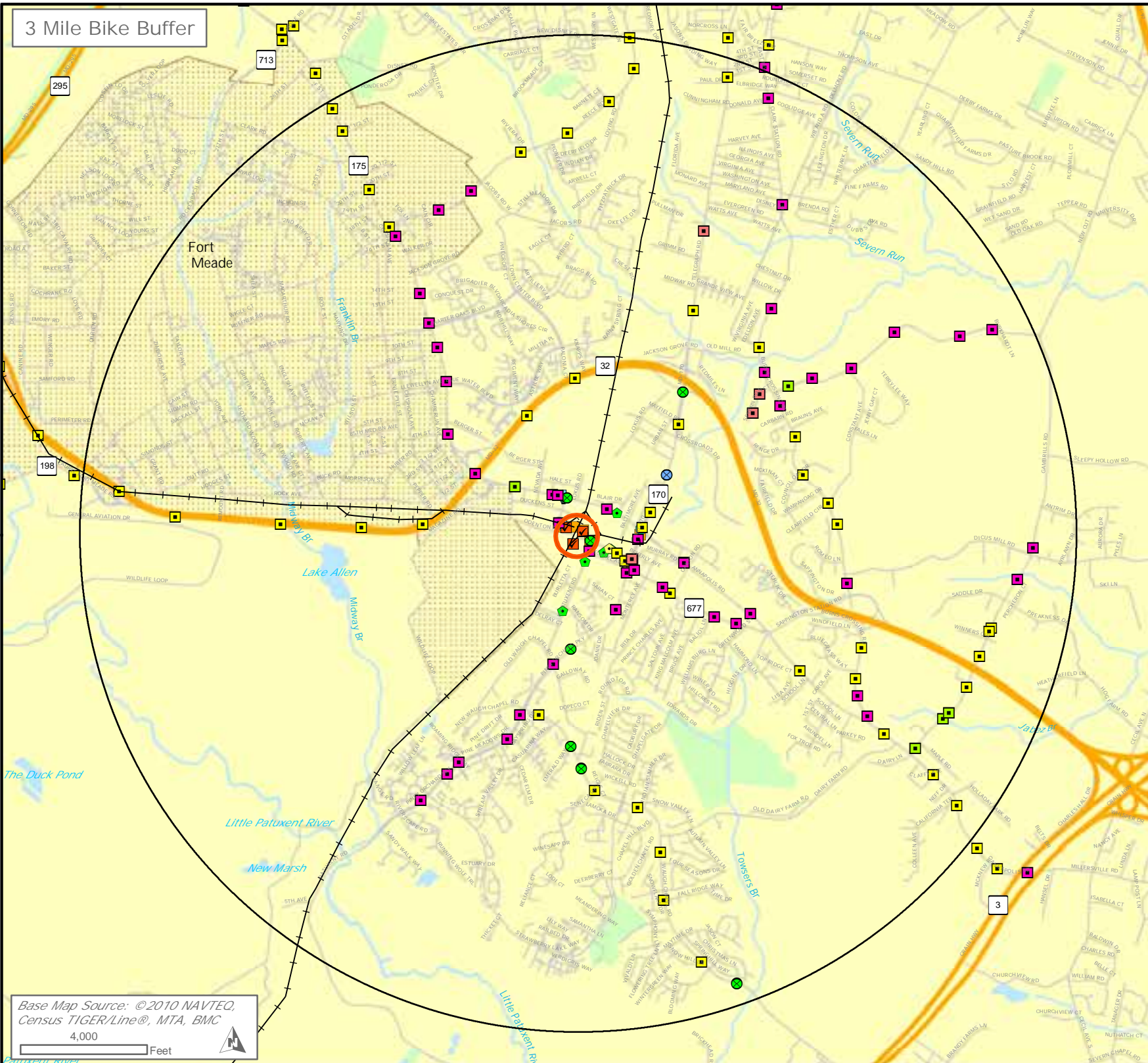
**PEDESTRIAN DEFICIENCIES**

- Some improvements that would have been recommended at the station area are expected to occur as part of the TOD project. The pedestrian character of the area is expected to improve as the town center development project is completed.

**BIKE DEFICIENCIES**

- Share the Road signage, marking and in some locations compatible drainage, is recommended to support shared use lanes for segments of MD 170, MD 175, MD 174, and Odenton Road.
- To support shoulder use by bicycles, signage and some marking is recommended along Gambrills Road, MD 170 and MD 32.

For more details refer to the project database.



### Legend

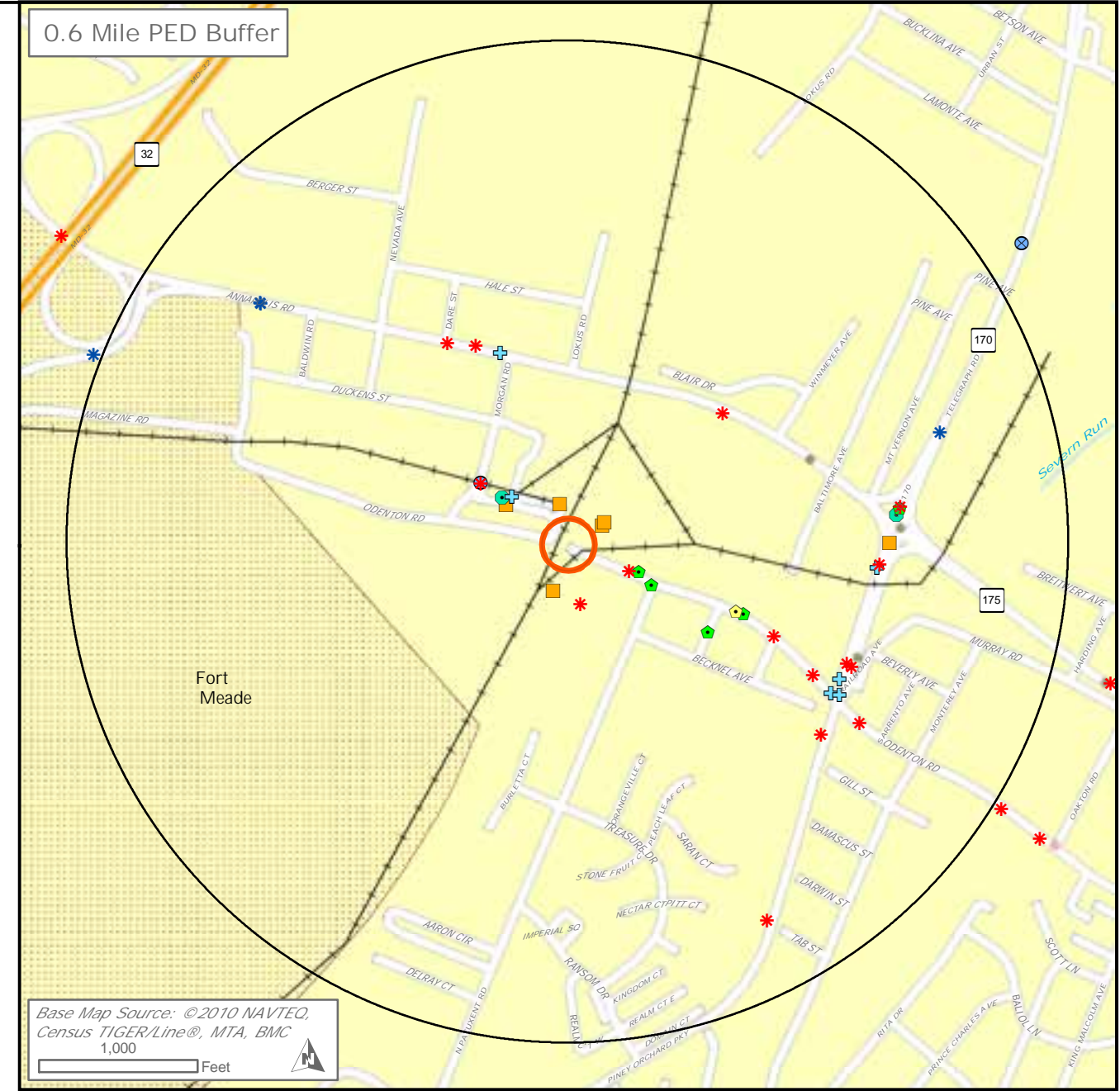
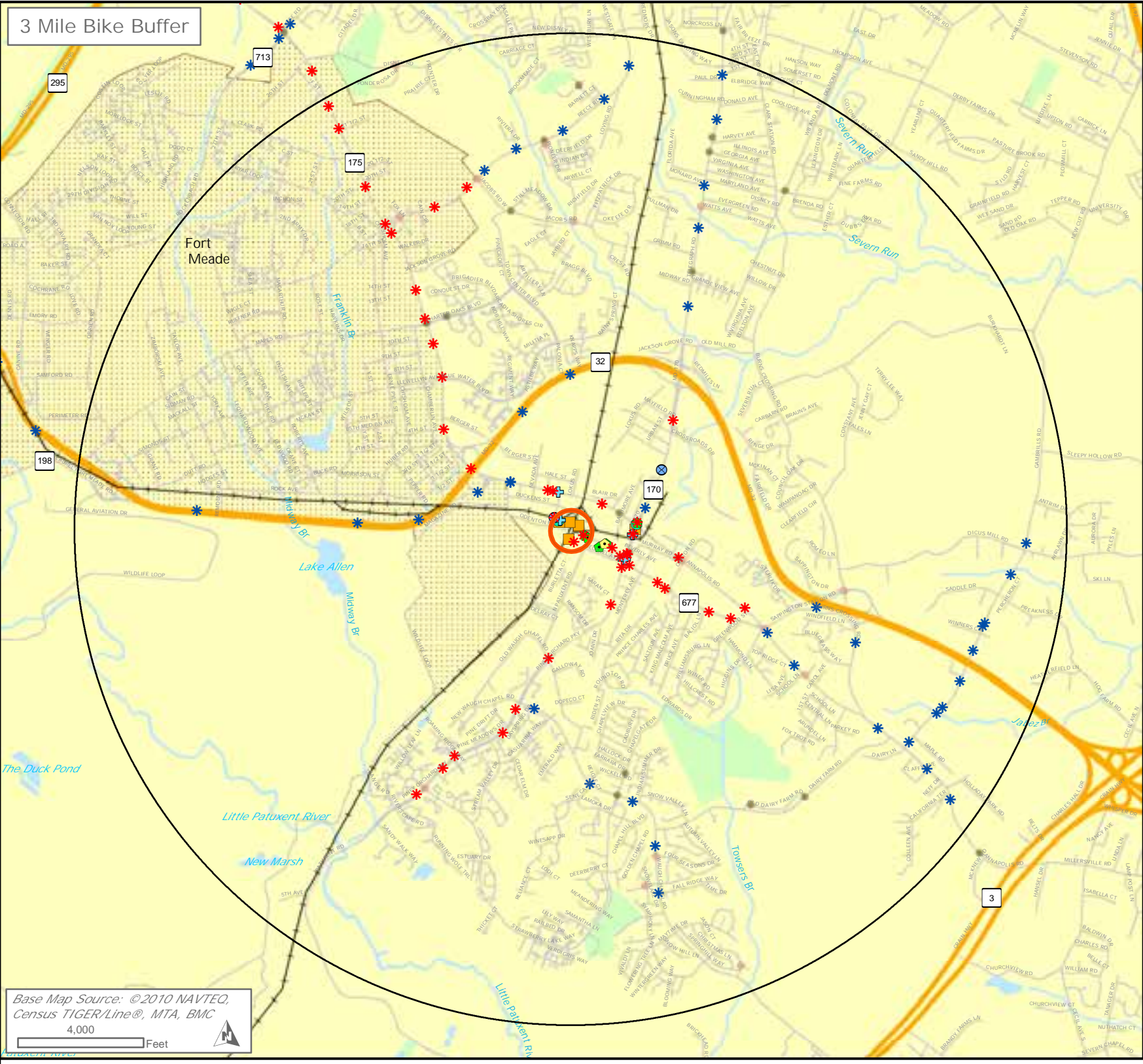
Train Station	Crosswalk Deficient
Bus Stop	Curb Ramp Missing
Parallel Drainage Grate	Desire Line Present
Wide Outside Lane Missing	Lighting Deficient
Paved Shoulder Missing	Pedestrian Crossing Deficient
Marked Bike Lane Missing	Bicycle Storage Not Visible
Directional Signing at Station Missing	Bicycle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

**Existing Conditions**

Station: Odenton  
Rail Line: MARC Penn

Jun 20, 2011

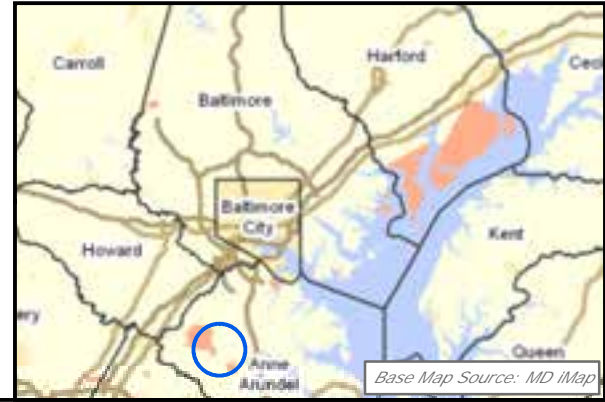




**Recommended Improvements**

Station: Odenton  
Rail Line: MARC Penn

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  
ODENTON - MARC PENN**

Station No. 54

Odenton MARC Penn      Anne Arundel County      1400 Odenton Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		N. PATUXENT ROAD	ODENTON ROAD	WAUGH CHAPEL ROAD	COUNTY	INSTALL 3000'X5' OF NEW SIDEWALK WEST OF ROAD	
	SIDEWALK SEGMENT MISSING		ODENTON ROAD	ODENTON STATION	N PATUXENT ROAD	COUNTY	INSTALL 1500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		ODENTON ROAD	PINEY ORCHARD PKWY	N. PATUXENT ROAD	COUNTY	INSTALL 1500'X5' OF SIDEWALK ON NORTH SIDE	
	SIDEWALK SEGMENT MISSING		SKYLINE AVE.	ODENTON ROAD	BECKNEL AVE.	COUNTY	INSTALL 400'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		TELEGRAPH ROAD	ANNAPOLIS ROAD	TO 1500' SOUTH	STATE	INSTALL 1500'X5' OF SIDEWALK ON THE WEST SIDE	
	SIDEWALK DAMAGED		ODENTON ROAD	MD 170	1500' TO THE WEST	COUNTY	MINOR ARTERIAL, CONSTRUCT 1500'X4' OF SIDEWALK.	
	PEDESTRIAN CROSSING SIGNS MISSING		AT ODENTON STATION			STATE	INSTALL 2 PED CROSSING SIGNS FROM PARKING TO PLATFORM AREA	
	PEDESTRIAN CROSSING SIGNS MISSING		AT ODENTON STATION				INSTALL 2-PED CROSSING SIGNS INSIDE THE PARKING LOT AT ODENTON STATION	
	PEDESTRIAN CROSSING SIGNS MISSING		ODENTON STATION PARKING LOT			STATE	INSTALL 2 PED SIGNS AND 2-ADV. PED SIGNS FOR THE CROSSWALK	
	PEDESTRIAN CROSSING SIGNS MISSING	TELEGRAPH ROAD AND ANNAPOLIS ROAD				STATE	FULL INTERSECTION SIGNAL MODIFICATION RECOMMENDED WITH PED SIGNALS AND RAMPS	
	PEDESTRIAN CROSSING MISSING		AT ODENTON TRAIN STAION			STATE	INSTALL 140' CROSSWALK, 2-PED XING SIGNS	
	PEDESTRIAN CROSSING MISSING		ODENTON ROAD AT ODENTON STATION			STATE	INSTALL 180' CROSSWALK, 2-PED SIGNS ON ODENTON ROAD BETWEEN THE TWO PAKING LOTS	
	DIRECTIONAL SIGNING STATION MISSING		TELEGRAPH ROAD			STATE	INSTALL "MARC" SIGN FOR ODENTON STATION ON TELEGRAPH ROAD	
	DIRECTIONAL SIGNING STATION MISSING		TOWN CENTER BLVD.			COUNTY	INSTALL "MARC" SIGN FOR ODENTON MARC PENN STATIONON ON TOWN CETER BLVD. JUST SOUTH OF	
	CURB RAMP MISSING	TELEGRAPH RD. AND ANNAPOLIS RD.				STATE	INSTALL 8 PED SIGNALS AND CROSSWALKS AT THIS INTERSECTION. THERE ARE EXISTING CURB RAMPS	
	CURB RAMP MISSING	TOWN CENTER BLVD. AND ENTRANCE TO ODENTON STATION				COUNTY	INSTALL 2-CURB RAMP, 130' CROSSWALK, PED CROSSING SIGNS	
	CROSSWALK MISSING		ODENTON STATION PARKING LOT			STATE	INSTALL 180' XWALK, 2-PED SIGNS,2-CURBRAMPS	
	CROSSWALK MISSING		TELEGRAPH ROAD			COUNTY	INSTALL PED SIGNALS AND RAMPS AT THIS INTERSECTION	
	CROSSWALK MISSING	PINEY ORCHARD PKWY AND ODENTON ROAD				COUNTY	INSTALL 200' XWALK, 2 RAMPS, 2-PED SIGNALS	
	CROSSWALK MISSING	PINEY ORCHARD PKWY AND ODENTON ROAD, ACCESS ON NW				COUNTY	INSTALL 140' XWALK	
CROSSWALK MISSING	TOWN CENTER BLVD. AND ANNAPOLIS POAD				STATE	INSTALL 300' XWALK, 4-PED SIGNAL,4-RAMPS		
CROSSWALK FADED	PINEY ORCHARD PARKWAY AND ODENTON ROAD				COUNTY	REPAINT SIDEWALKS ON N, S, AND E LEG -TOTAL OF 1200' OF P.M.		
BIKE	WIDE LANE		MD 170	CROSSROADS DRIVE	MD 32	STATE	ROUTE, SIGNING	0.357955
	WIDE LANE		MD 170	RIVERSCAPE DRIVE	ANNAPOLIS ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.213068
	WIDE LANE		MD 170	RIVERSCAPE DRIVE	ANNAPOLIS ROAD	COUNTY	ROUTE, SIGNING, MARKING, DRAINAGE	0.213068
	WIDE LANE		MD 174	JACOBS RD W	ANNAPOLIS RD	COUNTY	ROUTE, SIGNING, MARKING	0.317235
	WIDE LANE		MD 175	SAPPINGTON STATION RD	BALDWIN RD	STATE	ROUTE, SIGNING, MARKING	0.289773
	WIDE LANE		MORGAN ROAD	ODENTON RD	ANNAPOLIS RD	COUNTY	ROUTE, SIGNING, MARKING	0.219697
	WIDE LANE		ODENTON ROAD	ANNAPOLIS RD	ODENTON STATION	COUNTY	ROUTE, SIGNING, MARKING	0.143939



Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
	WIDE LANE		ODENTON ROAD	ANNAPOLIS RD	ODENTON STATION	COUNTY	SIGNING, MARKING	0.143939
	SHOULDER		BURNS CROSSING ROAD	BLUEGRASS WAY	SAPPINGTON STATION ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.408144
	SHOULDER		GAMBRILLS ROAD	ANNAPOLIS ROAD	SLEEPY HOLLOW ROAD	COUNTY	ROUTE, SIGNING	0.190341
	SHOULDER		MD 170	ANNAPOLIS ROAD	CROSSROADS DRIVE	STATE	ROUTE, SIGNING	0.600379
	SHOULDER		MD 170	MD 32	2ND STREET	STATE	ROUTE, SIGNING	0.375
BIKE	SHOULDER		MD 170	MD 32	2ND STREET	STATE	ROUTE, SIGNING, DRAINAGE	0.375
	SHOULDER		MD 174	NEW DISNEY RD	JACOBS RD W	STATE	ROUTE, SIGNING	0.280303
	SHOULDER		MD 175	CRAIN HWY	SAPPINGTON STATION RD	STATE	ROUTE, SIGNING	0.42803
	SHOULDER		MD 32	MD-170	COUNTY LINE	STATE	ROUTE, SIGNING	0.532197
	SHOULDER		SAPPINGTON STATION ROAD	BURNS CROSSING RD	STEHLIK DR	STATE	ROUTE, SIGNING	0.367424
	SHOULDER		WAUGH CHAPEL ROAD	PINEY ORCHARD PKY	END OF BIKE BUFFER	COUNTY	ROUTE, SIGNING	0.501894

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>
	\$3,312,380	Anne Arundel County      \$3,312,380 Baltimore City              \$0 Baltimore County            \$0 Harford County               \$0 Howard County               \$0 Prince George's County      \$0	State Roads/Stations      \$1,098,840 County Roads                \$2,213,545 City Roads                      \$0



**CHARACTER:**

This location has both a MARC station and an LRT station. The site is easily accessed from I-395. The stations are adjacent to the Oriole Park at Camden Yards stadium, across from the Convention Center and near the M&T Bank Stadium, and 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 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).

<b>Year 2000 Population within 3 mile radius -</b>	<b>280,218</b>
<b>Weekday MARC Station Ridership</b>	468
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	Light Rail MTA Routes: 3, 27, 120, 160, 320, 411, 420

**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.

The parking at the Camden Station can be used by those visiting the area attractions in the Inner Harbor area.

**PEDESTRIAN ENVIRONMENT:**

The Camden Yards rail station area has an adequate pedestrian environment. This is important when there are baseball games since large volumes of pedestrians access the stadium 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:**

Bicycle lockers are not provided at this station, although there are bicycle racks near the ticket vending area. Bikes were locked to fences. 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 the immediate area. The City has a program to install bicycle accommodations in various areas. 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	9
Number of Bicycle Crashes within 3 miles	3

**HIGHLIGHTS FROM FINDINGS**

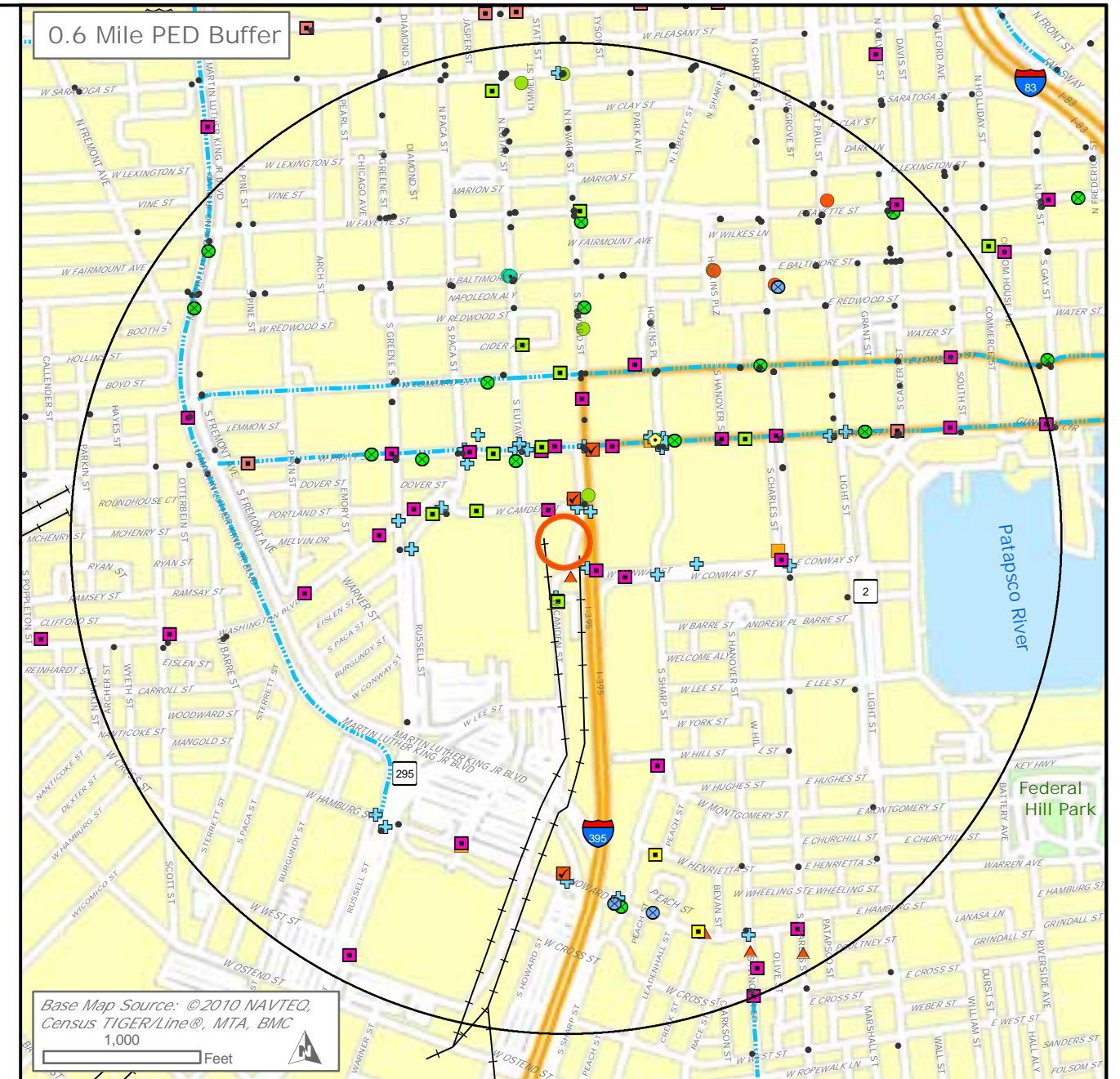
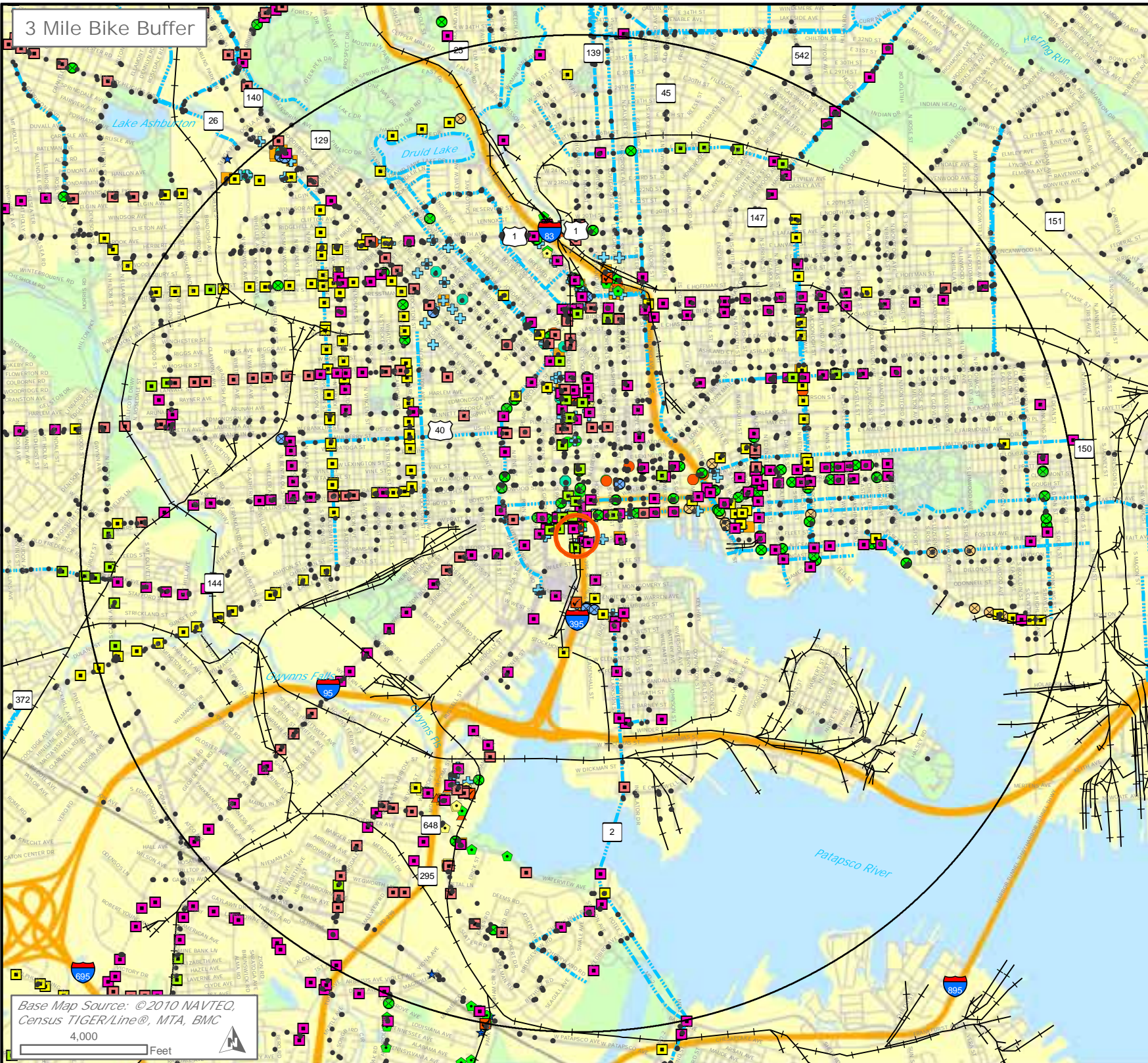
**PEDESTRIAN DEFICIENCIES**

- Crosswalks are missing or faded in several locations and should be provided: Russell St @ Washington Boulevard; Paca St @ Russell; Conway @ Charles Conway @ Sharp; Russell @ Washington Boulevard. (Note: some roadway work currently underway may be addressing some of these deficiencies.)
- Curb ramps and crosswalk replacement is recommended for the intersection of Camden Street @ Howard Street.

**BIKE DEFICIENCIES**

- Several roadways in the vicinity are intended for shared outside lane use and portions should be improved with Share the Road signage, marking/stripping. This includes portions of US 1 and Camden Street.
- To support the bike lane on US 1 from MLK Boulevard to Baltimore Washington Parkway, restriping, marking and signage is recommended.

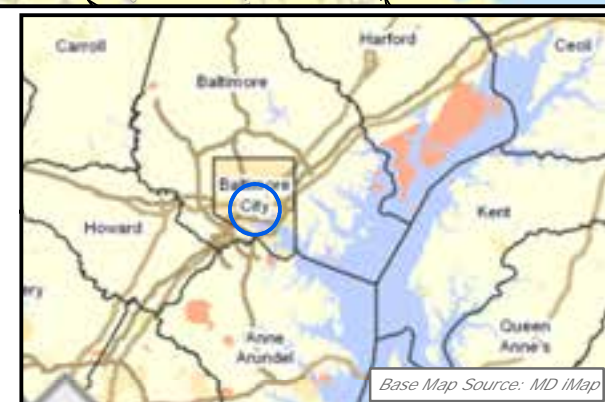
For more details refer to the project database.

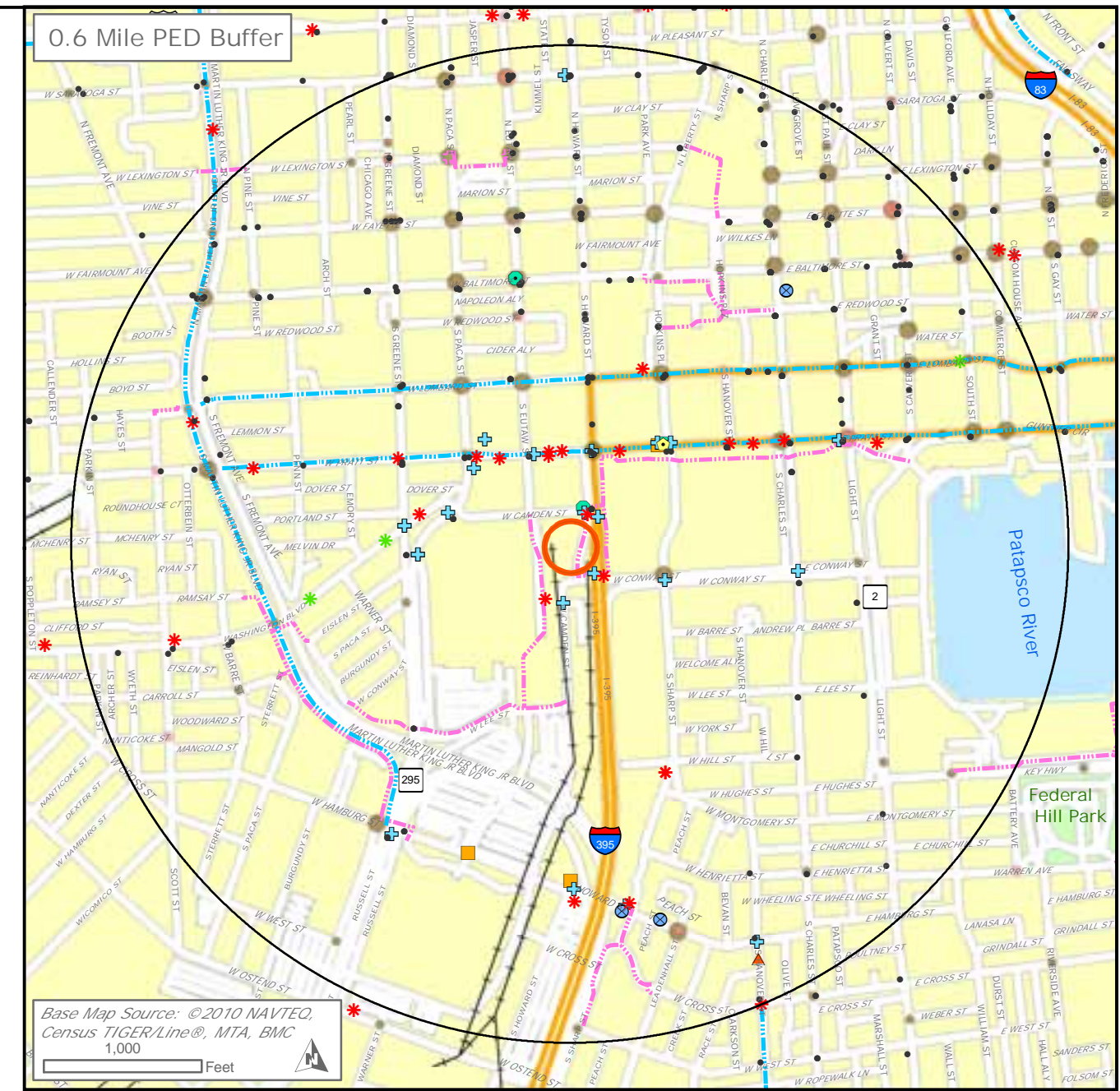
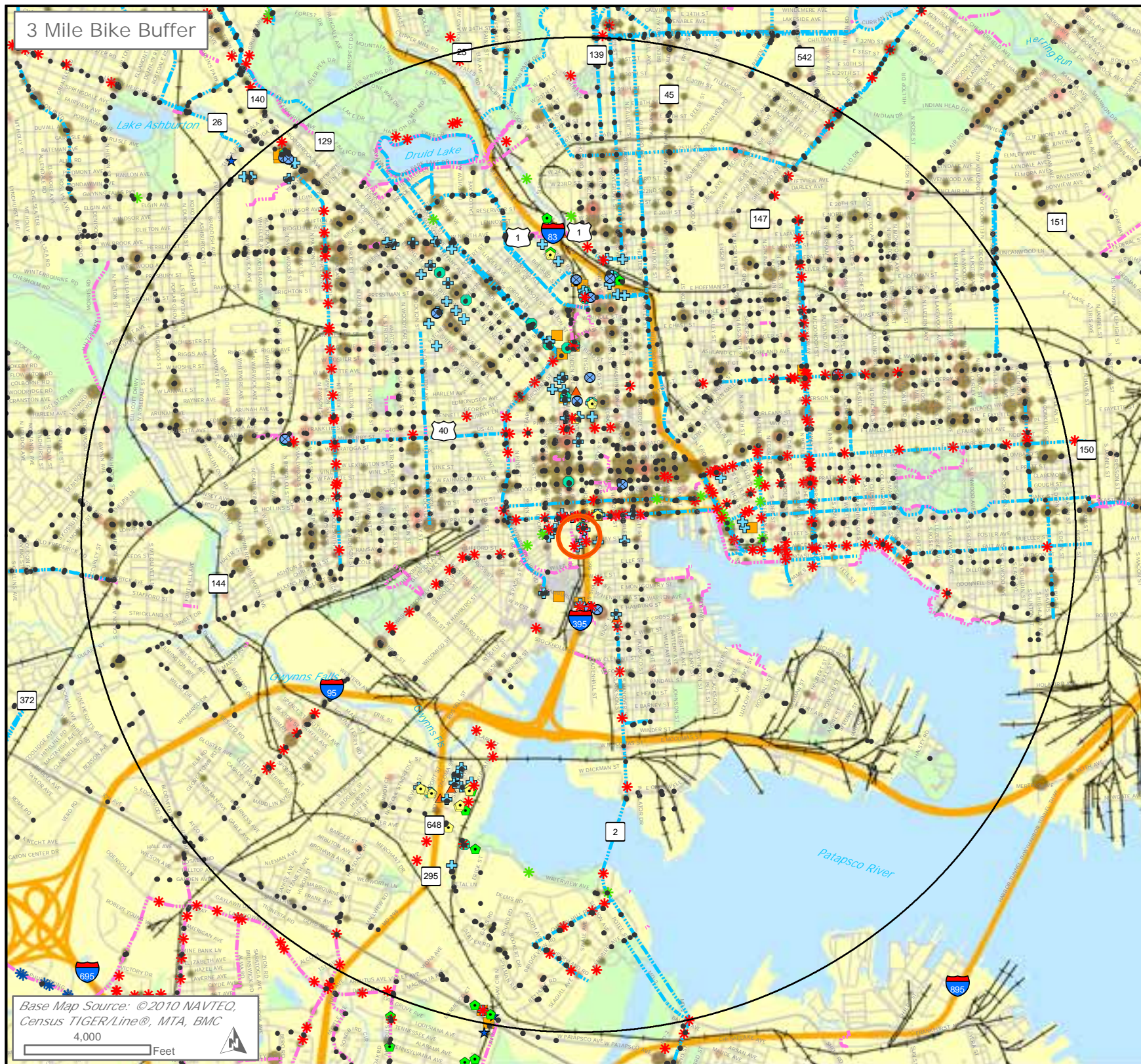


- ### Legend
- Train Station
  - Bus Stop
  - Parallel Drainage Grate
  - Wide Outside Lane Missing
  - Paved Shoulder Missing
  - Marked Bike Lane Missing
  - Directional Signing at Station Missing
  - Bike Signing Missing
  - Sidewalk Damaged
  - Sidewalk Segment Missing
  - Crosswalk Deficient
  -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

Jun 20, 2011





**Recommended Improvements**

Station: Camden  
Rail Line: MARC Camden

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  
CAMDEN YARDS -MARC CAMDEN**

Station No. 55

**Camden Yards MARC Camden      Baltimore City      301 Wesr Camden Street**

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	RESTRIPIPING, 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	RESTRIPIPING, SIGNING, MARKING	0.092803

Note: Camden (MARC) Station is adjacent to Camden Yards (LRT) Station (or Station No. 35).

<b>Total Cost Station (\$)</b> \$520,265	<b>Total Cost per Jurisdiction</b>		<b>Total Cost By Responsibility</b>	
	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 located at the end of a residential street in an historic community. The single family suburban houses to the west have walk up access to this small station. Across the tracks is a commercial business. The station area is bounded by I-195 on the east which separates the station and community from communities to the east.

**LAND USE CONTEXT:**

The St Denis Station is surrounded mainly by suburban density single family residential land uses, and forested/natural areas.

<b>Year 2000 Population within 3 mile radius -</b>	<b>50,841</b>
<b>Weekday Station Ridership</b>	<b>8</b>
<b>Saturday Station Ridership:</b>	<b>N/A</b>
<b>Transit Connections:</b>	<b>None</b>

**PARKING:**

A linear surface lot provides 55 spaces. An occupancy rate of 20% was observed.

**PEDESTRIAN ENVIRONMENT:**

There are sidewalks leading from the nearby historic community to the west of the station and there is very little traffic. Pedestrian access from the north/east is cut off by I -195.

**BICYCLING ENVIRONMENT:**

There are no current designated bicycle routes in the area however, there are a few planned in the vicinity. Bicyclists could easily ride along existing local roads due to low traffic volumes.

Websites for regional trails are listed in the Appendix.

**2007-2009 CRASH DATA:**

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

**HIGHLIGHTS FROM FINDINGS**

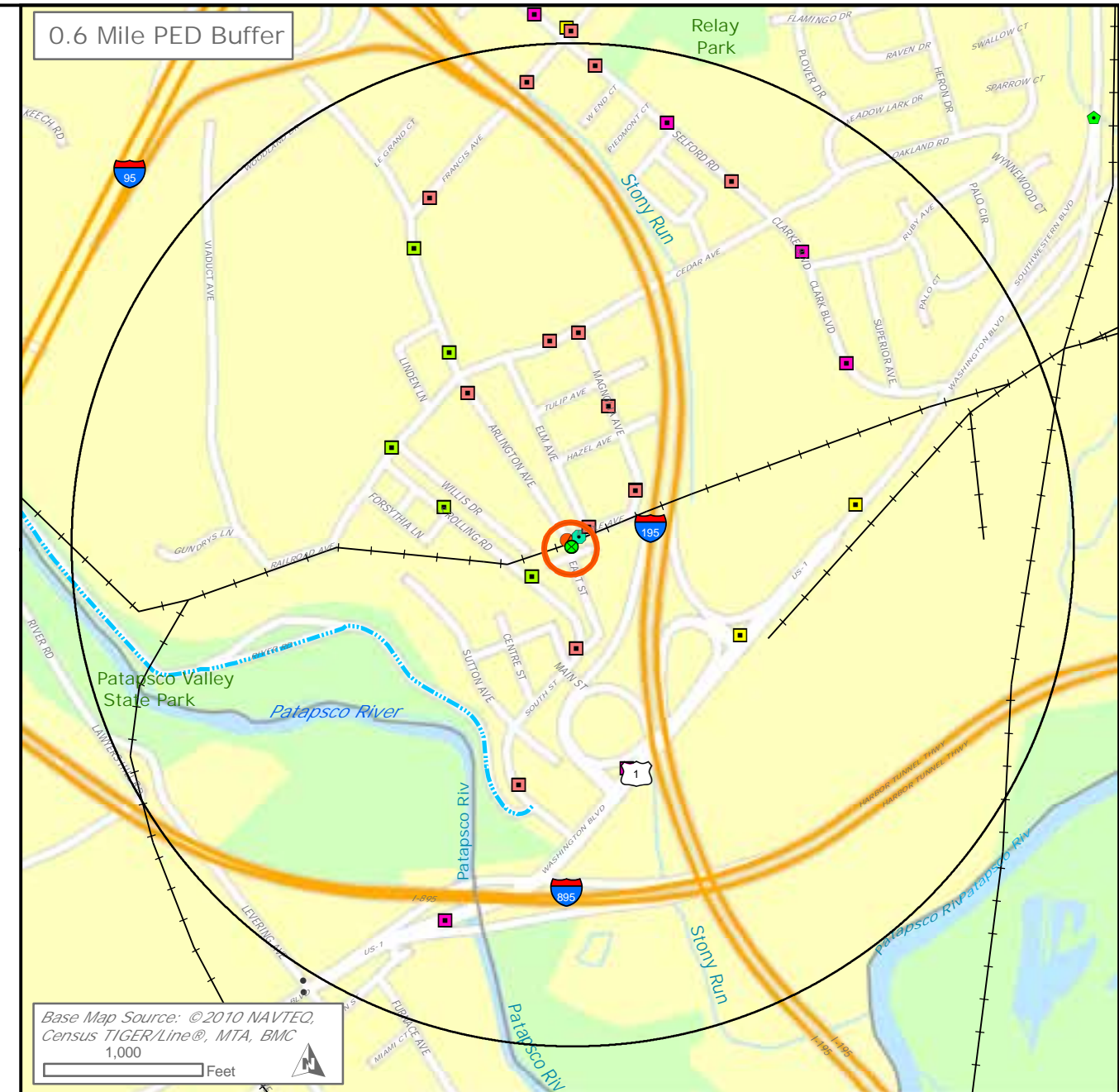
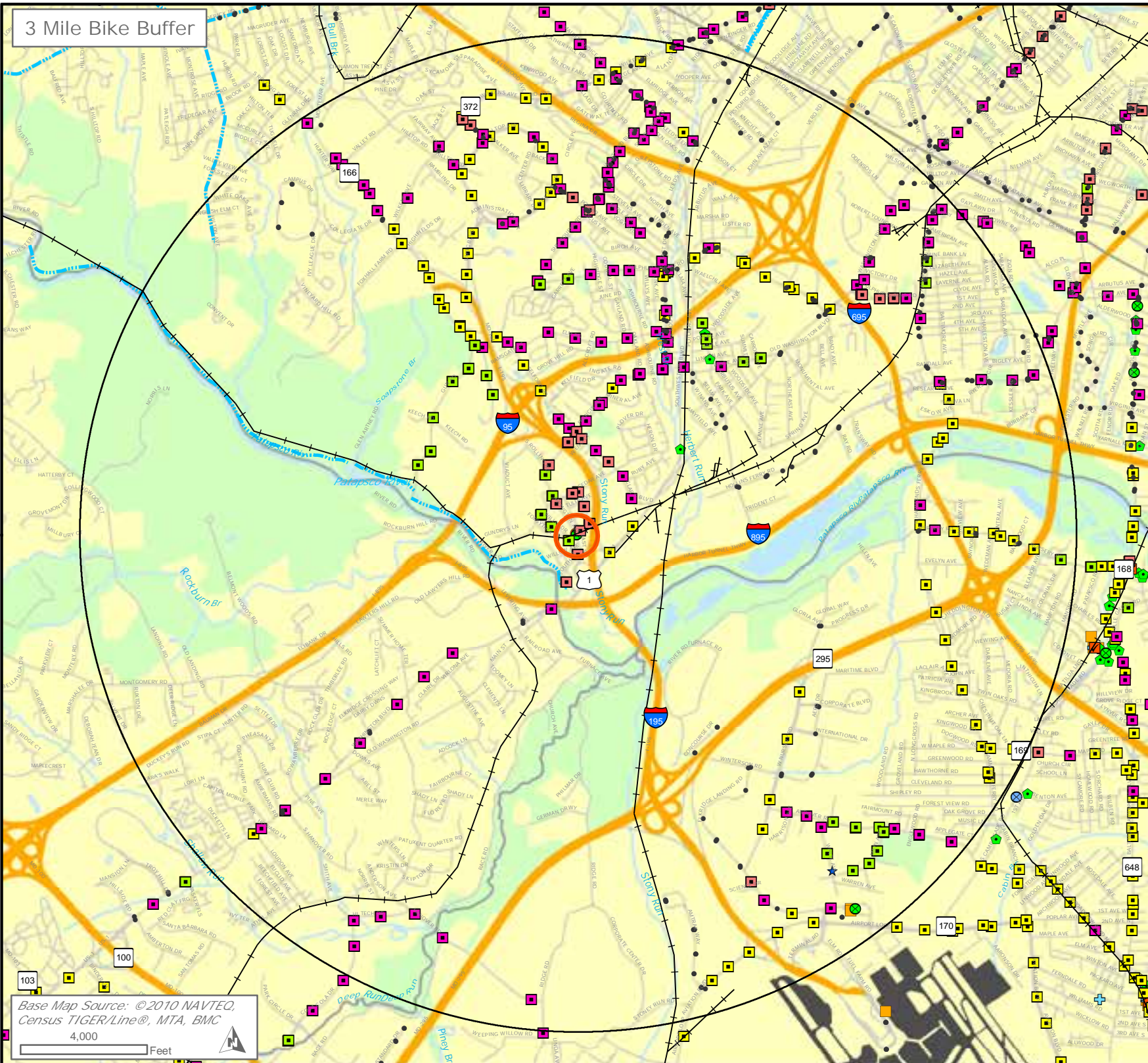
**PEDESTRIAN DEFICIENCIES**

- A curb ramp is recommended for the transition from the parking to the platform.
- Street lighting is recommended for the station parking area.

**BIKE DEFICIENCIES**

- To support shared use lanes on several of the surrounding streets (Arlington, Cedar, Francis) bicycle compatible drainage and Share the Road signage is recommended.
- Segments of US 1 where shared use lanes are proposed would require signage and marking.
- Portions of South Rolling Road would require widening, signage and marking to accommodate shared use lanes. Other portions of South Rolling where shoulder use is possible would only need signage.

For more detailed information refer to the project database.



### Legend

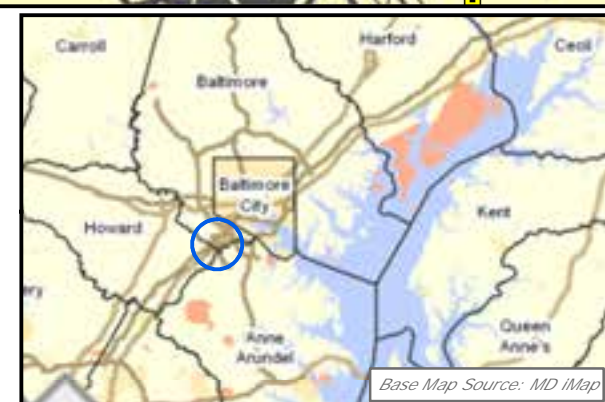
Train Station	Crosswalk Deficient
Bus Stop	Curb Ramp Missing
Parallel Drainage Grate	Desire Line Present
Wide Outside Lane Missing	Lighting Deficient
Paved Shoulder Missing	Pedestrian Crossing Deficient
Marked Bike Lane Missing	Bicycle Storage Not Visible
Directional Signing at Station Missing	Bicycle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

Existing Conditions

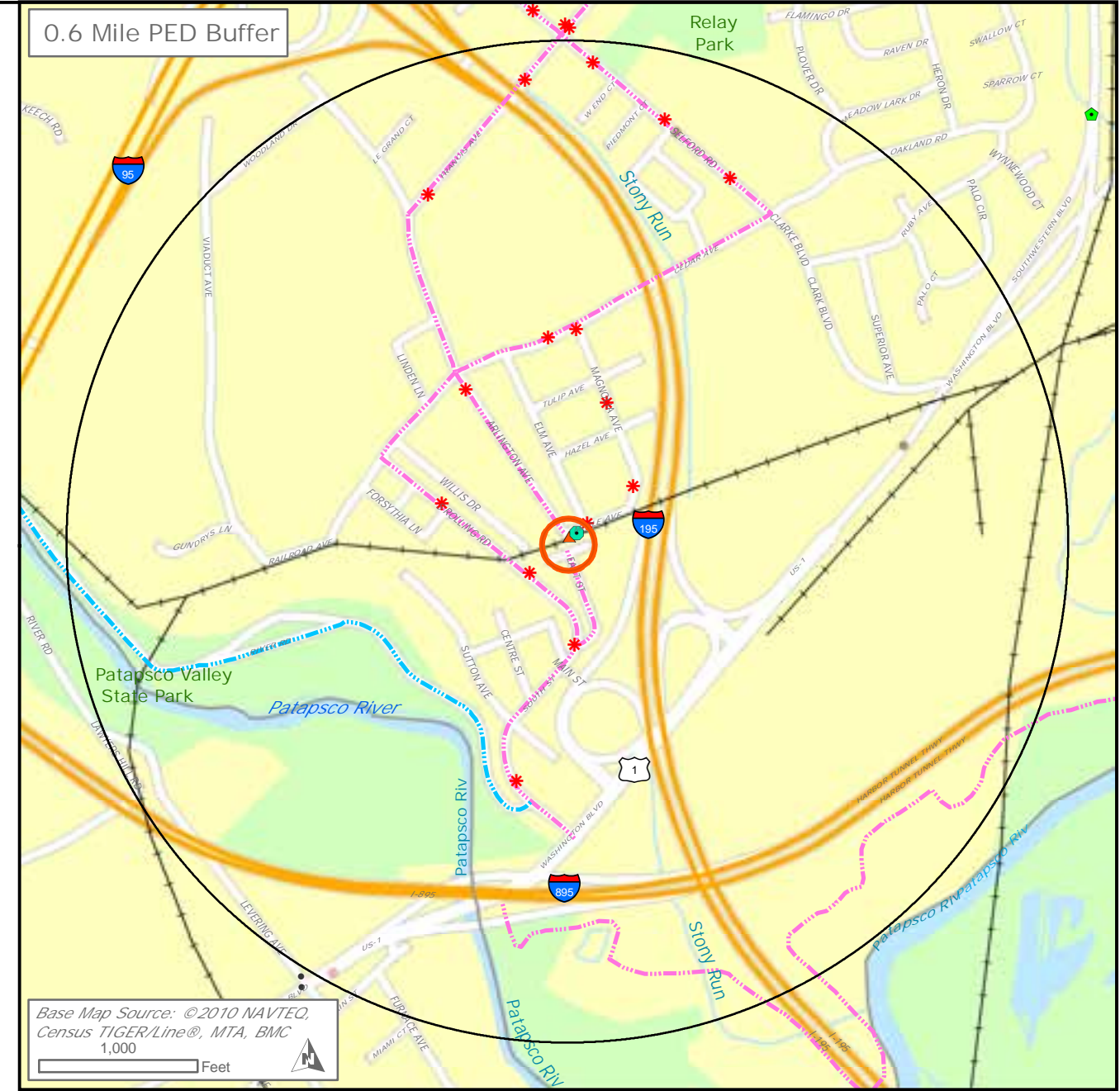
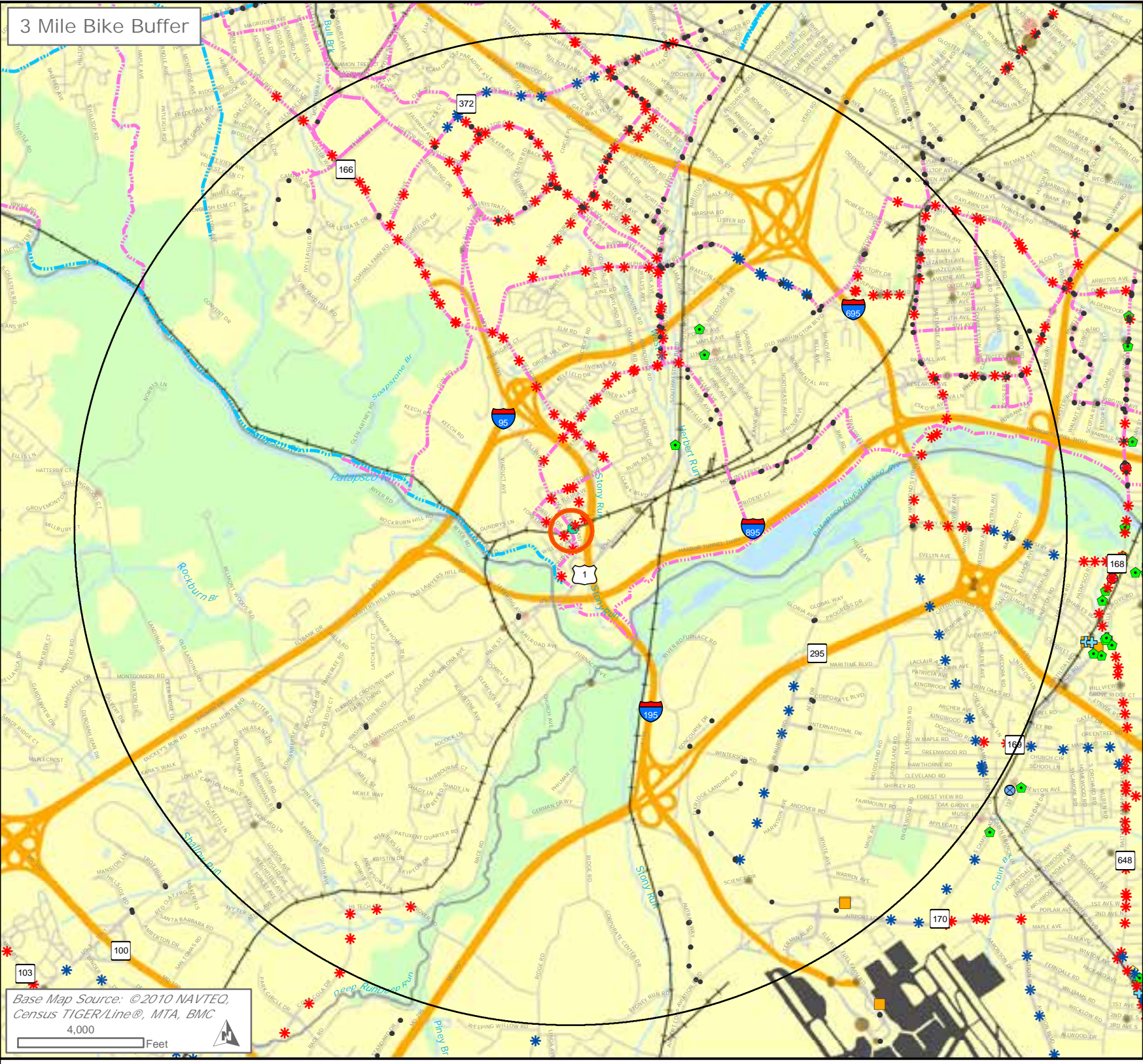
Station: St Denis

Rail Line: MARC Camden

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

Station: St Denis  
Rail Line: MARC Camden

Jun 20, 2011



## RECOMMENDED IMPROVEMENTS

### ST. DENIS - MARC CAMDEN

Station No. 56

St. Denis MARC Camden      Baltimore County      1734 Arlington Ave.

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	LIGHTING ALONG ROADWAY		ST. DENIS MARC STATION			STATE	INSTALL 1- LIGHT POLE AT ST. DENIS STATION PARKING LOT	
	CURB RAMP MISSING	ST. DENIS STATION				STATE	INSTALL 1-CURB RAMP FROM PARKING LOT TO PLATFORM	
BIKE	WIDE LANE		ARLINGTON AVENUE	SOUTH ROLLING ROAD	MAPLE AVENUE	COUNTY	ROUTE, DRAINAGE	0.232008
	WIDE LANE		CEDAR AVENUE	SOUTH ROLLING ROAD	SELFORD ROAD	COUNTY	ROUTE, DRAINAGE	0.416667
	WIDE LANE		FRANCIS AVENUE	SOUTH ROLLING ROAD	CARVILLE AVENUE	COUNTY	ROUTE, DRAINAGE	0.089962
	WIDE LANE		MAGNOLIA AVENUE	MAPLE AVENUE	CEDAR AVENUE	COUNTY	ROUTE, DRAINAGE	0.076705
	WIDE LANE		MAPLE AVENUE	ARLINGTON AVENUE	MAGNOLIA AVENUE	COUNTY	ROUTE, DRAINAGE	0.078598
	WIDE LANE		SELFORD ROAD	SOUTH ROLLING ROAD	CEDAR AVENUE	COUNTY	ROUTE, DRAINAGE	0.138258
	WIDE LANE		SELFORD ROAD	SOUTH ROLLING ROAD	CEDAR AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.138258
	WIDE LANE		SOUTH ROLLING ROAD	BIKE BUFFER	MD 166 (UNDERPASS)	STATE	ROUTE, SIGNING, MARKING	0.142045
	WIDE LANE		SOUTH ROLLING ROAD	FRANCIS AVENUE	VIADUCT AVENUE	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.113636
	WIDE LANE		SOUTH ROLLING ROAD	SOUTH ROLLING ROAD	SOUTH STREET	COUNTY	ROUTE, WIDENING, SIGNING	0.170455
	WIDE LANE		SOUTH STREET	WASHINGTON BOULEVARD	EAST STREET	COUNTY	ROUTE, DRAINAGE	0.142045
	WIDE LANE		US 1	AMBERTON DRIVE	COUNTY LINE	STATE	ROUTE, SIGNING	0.254735
	WIDE LANE		US 1	AMBERTON DRIVE	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.44697
	WIDE LANE		US 1	COUNTY LINE	CLARK BOULEVARD	STATE	ROUTE, SIGNING, MARKING	0.292614
	WIDE LANE		WILKENS AVENUE	SOUTH ROLLING ROAD	HIDDEN BLUFF CIRCLE	STATE	ROUTE, SIGNING, MARKING	0.21875
SHOULDER		SOUTH ROLLING ROAD	SELFORD ROAD	GUN ROAD	COUNTY	ROUTE, SIGNING	0.075758	

<b>Total Cost Station (\$)</b> \$2,031,935	<b>Total Cost per Jurisdiction</b>		<b>Total Cost By Responsibility</b>	
	Anne Arundel County	\$0	State Roads/Stations	\$321,680
	Baltimore City	\$0	County Roads	\$1,710,250
	Baltimore County	\$1,956,985	City Roads	\$0
	Harford County	\$0		
	Howard County	\$74,950		
Prince George's County	\$0			

**CHARACTER:**

The station is located along MD Route 100 which is an access controlled highway providing quick access to the I-95 and US Route 1 highways. MD 100 is a business corridor and there are large suburban campus style office buildings, surrounded by parking, located immediately south of the station within walking distance. Columbia’s large residential communities are located within short drive of the station.

**LAND USE CONTEXT:**

The Dorsey Station is surrounded by industrial/commercial uses and low density residential land uses. Howard County designates the border with Anne Arundel as the Route 1 Redevelopment Corridor and the rail line as a transit HOV corridor. Planned development north of MD 100 will likely prompt consideration of how to improve pedestrian and bicycle access to the station.

<b>Year 2000 Population within 3 mile radius -</b>	<b>35,249</b>
<b>Weekday Station Ridership</b>	606
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	Howard Transit Purple Route and Silver Routes

**PARKING:**

There are 750 parking spaces provided in surface lots. A 79% occupancy was observed.

**PEDESTRIAN ENVIRONMENT:**

The environment is highway oriented. There are sidewalks leading from the large parking area to the station building. The land uses nearby do not generate significant pedestrian activity. As new development occurs, access across MD 100 will be of concern.

**BICYCLING ENVIRONMENT:**

There are 10 bike lockers at this station that have low utilization .There are no designated bicycle routes in the area however, but some are planned. No off-road trails were observed in field.

**2007-2009 CRASH DATA:**

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

**HIGHLIGHTS FROM FINDINGS**

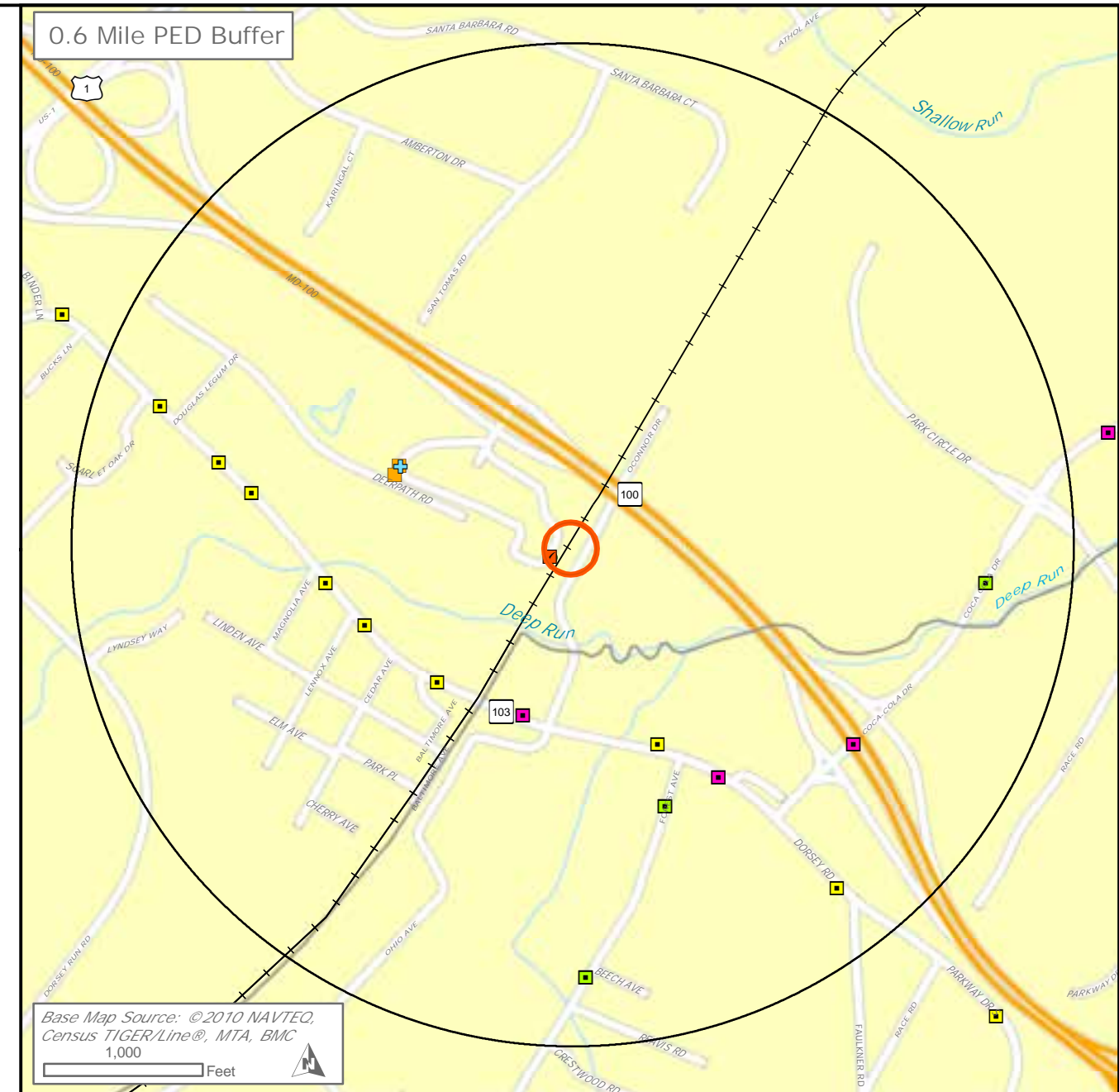
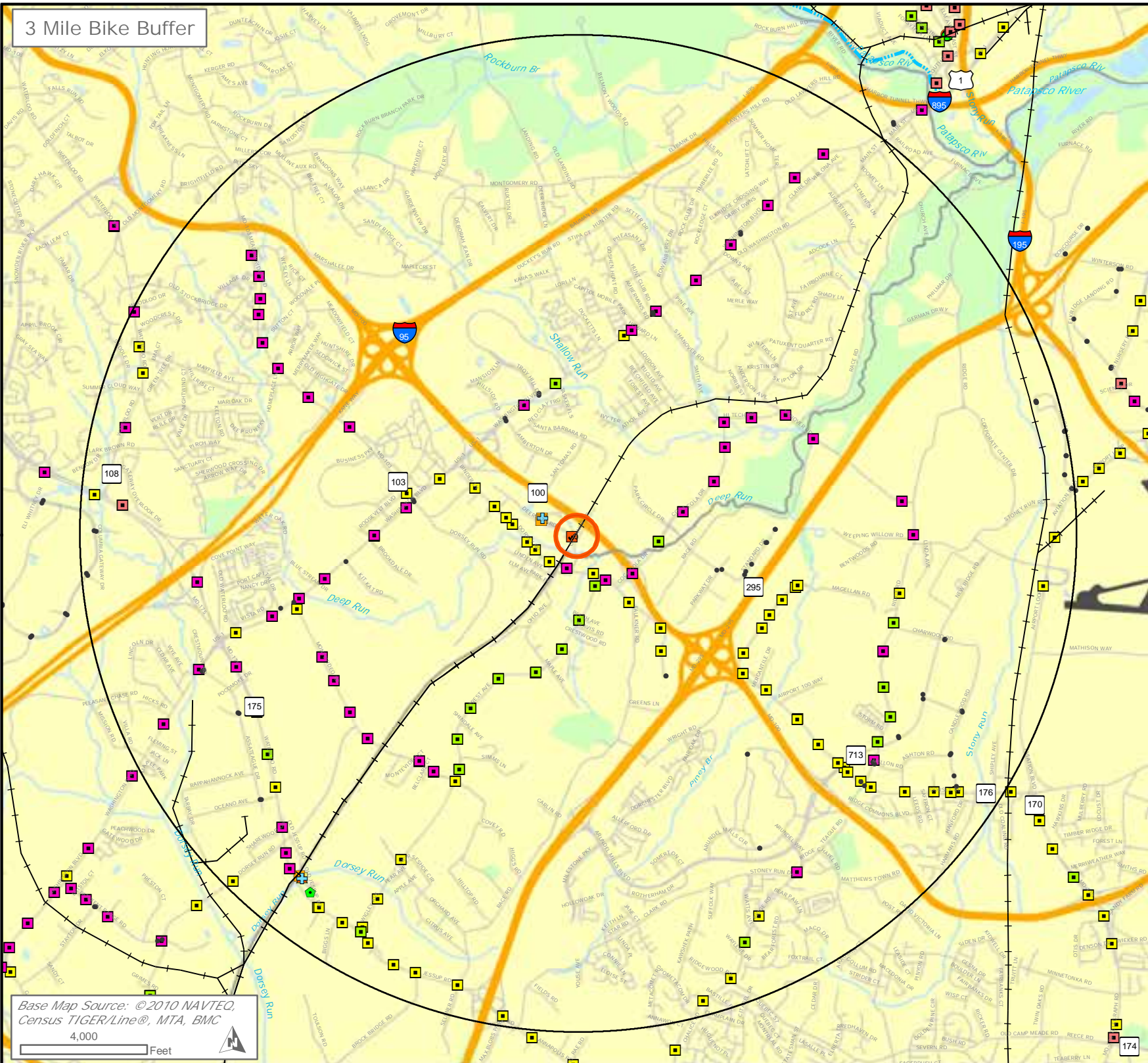
**PEDESTRIAN DEFICIENCIES**

- A crosswalk and pedestrian crossing signs are recommended within the station parking lot.

**BIKE ROUTE DEFICIENCIES**

- To support shared use lanes on Coca Cola Drive, Hanover Road, Ridge Road and Forest Ave widening, signage and marking would be needed. This would include a bridge widening on Coca Cola Drive.
- To support shared use lanes on MD 103, MD 176, and US 1, share the road signage and marking are recommended.

For more detailed information refer to the project database.



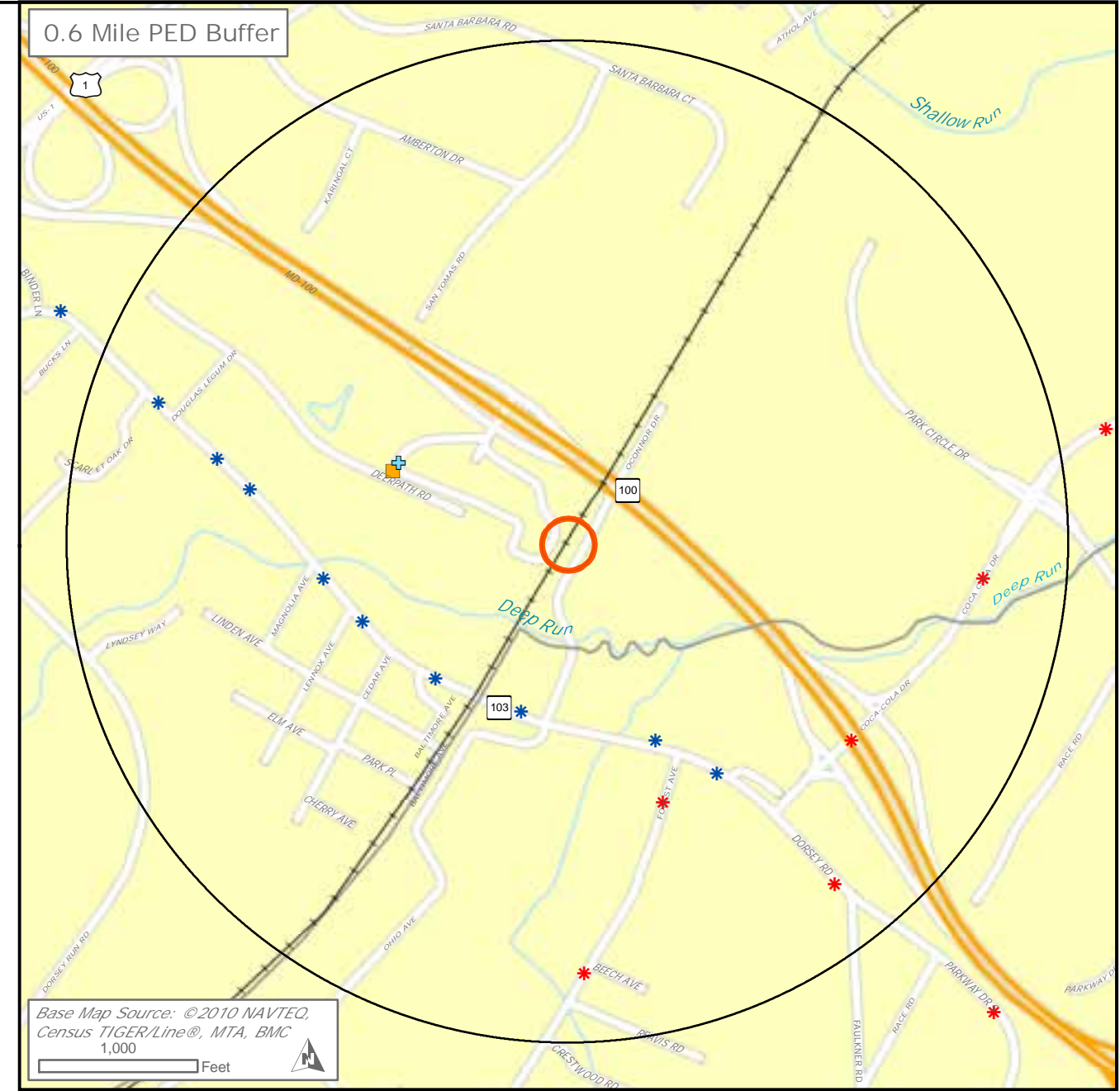
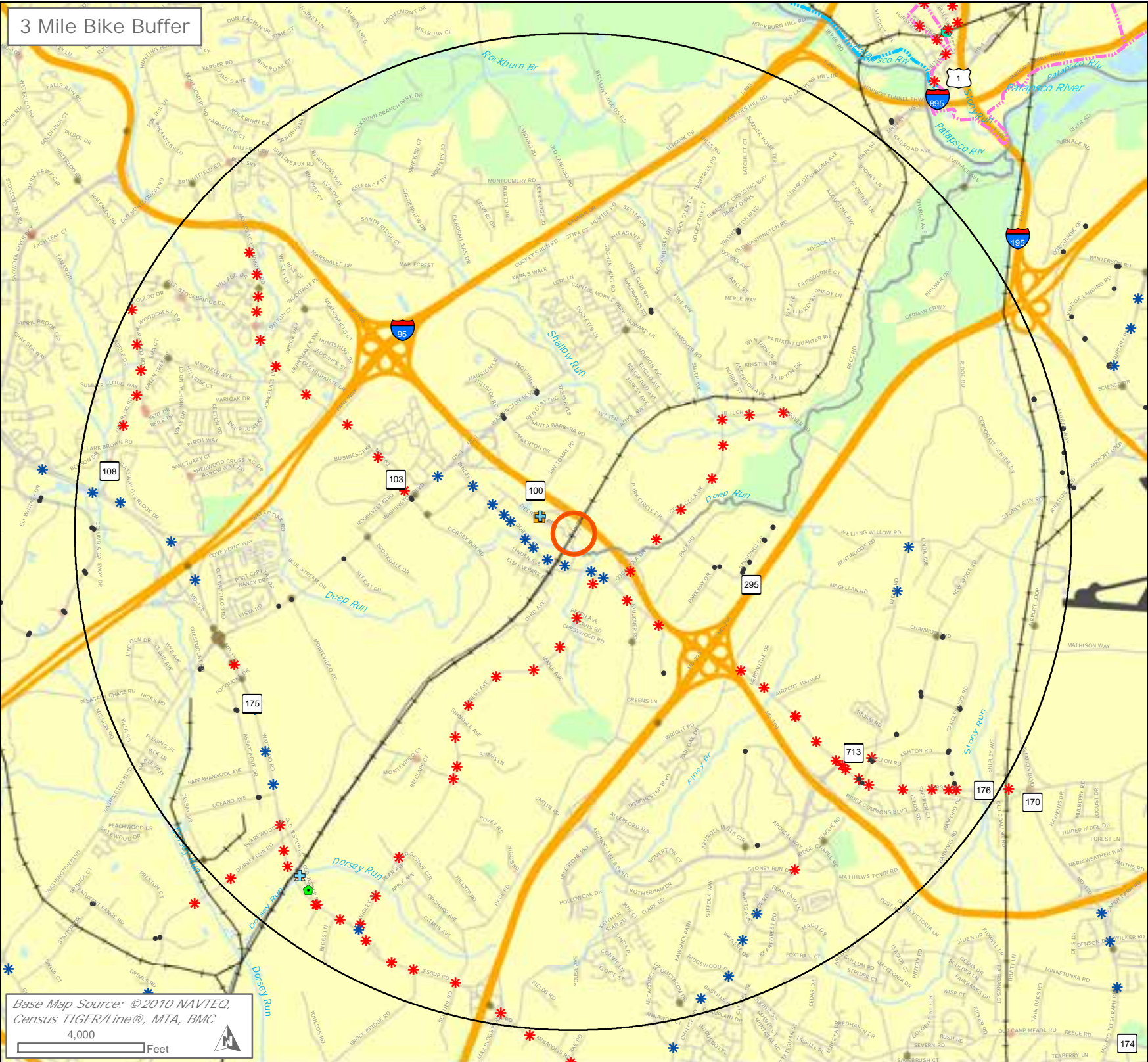
- ### Legend
- Train Station
  - Bus Stop
  - Parallel Drainage Grate
  - Wide Outside Lane Missing
  - Paved Shoulder Missing
  - Marked Bike Lane Missing
  - Directional Signing at Station Missing
  - Bike Signing Missing
  - Sidewalk Damaged
  - Sidewalk Segment Missing
  - Crosswalk Deficient
  - 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: Dorsey  
Rail Line: MARC Camden

Jun 20, 2011





**Recommended Improvements**

Station: Dorsey  
Rail Line: MARC Camden

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

### DORSEY - MARC CAMDEN

Station No. 57

Dorsey MARC Camden

Howard/Anne Arundel County

7000 Route 100

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		AT DORSEY STATION			STATE	INSTALL 2- PED CROSSING SIGNS ON DORSEY STATION PARKING	
	CROSSWALK MISSING		DORSEY STATION BETWEEN THE 2 PARKING LOTS			STATE	INSTALL 210' CROSSWALK AND 2-PED XING SIGNS	
BIKE	WIDE LANE		COCA COLA DRIVE	COUNTY LINE	HI TECH DR	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.32197
	WIDE LANE		COCA COLA DRIVE			STATE	ROUTE, BRIDGE WIDENING, SIGNING, MARKING	0.32197
	WIDE LANE		COCA COLA DRIVE	DORSEY ROAD	COUNTY LINE	STATE	ROUTE, BRIDGE WIDENING, SIGNING, MARKING	0.32197
	WIDE LANE		FOREST AVENUE	MONTEVIDEO ROAD	DORSEY ROAD	COUNTY	ROUTE, WIDENING, SIGNING	0.206439
	WIDE LANE		HANOVER ROAD	ANDERSON AVE	COUNTY LINE	COUNTY	ROUTE, SIGNING, MARKING	0.32197
	WIDE LANE		HANOVER ROAD	COUNTY LINE	RIDGE ROAD	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.392992
	WIDE LANE		HIGH TECH DRIVE	HANOVER RD	COCA COLA DR	COUNTY	ROUTE, SIGNING, MARKING	0.359848
	WIDE LANE		MD 103	COCA-COLA DR	CUL-DE-SAC	STATE	ROUTE, SIGNING, MARKING	0.227273
	WIDE LANE		MD 103	MD 100	WASHINGTON BLVD	STATE	ROUTE, SIGNING	0.246212
	WIDE LANE		MD 176	AVIATION BLVD	MAGELLAN RD	STATE	ROUTE, SIGNING, MARKING	0.179924
	WIDE LANE		RIDGE ROAD	DORSEY ROAD	MD 713	COUNTY	ROUTE, SIGNING	0.250947
	WIDE LANE		US 1	AMBERTON DRIVE	COUNTY LINE	STATE	ROUTE, SIGNING	0.254735
	WIDE LANE		US 1	EXIT 12A	DORSEY ROAD	STATE	ROUTE, SIGNING	0.260417
	SHOULDER		MD 103	COUNTY LINE	COCA-COLA DR	STATE	ROUTE, SIGNING	0.126894
	SHOULDER		MD 103	WASHINGTON BLVD	COUNTY LINE	STATE	ROUTE, SIGNING	0.167614
	SHOULDER		RIDGE ROAD	MD 713	SMITHS FARM ROAD	COUNTY	ROUTE, WIDENING, SIGNING	0.183712
	SHOULDER		RIDGE ROAD			STATE	ROUTE, WIDENING, SIGNING	0.183712
	SHOULDER		RIDGE ROAD		STONE RUN ROAD	COUNTY	ROUTE, WIDENING, SIGNING	0.183712
	SHOULDER		US 1	DORSEY ROAD	AMBERTON DRIVE	STATE	ROUTE, SIGNING	0.735795

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>		<b>Total Cost By Responsibility</b>	
	\$20,855,000	Anne Arundel County	\$13,252,210	State Roads/Stations	\$9,491,375
		Baltimore City	\$0	County Roads	\$11,363,625
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$0		
		Howard County	\$7,602,790		
		Prince George's County	\$0		

**CHARACTER:**

The station is located in an area of industrial and undeveloped land. The Jessup House of Correction is a major activity center located nearby. There are no plans for transit oriented development but the area seems to have potential for redevelopment.

**LAND USE CONTEXT:**

The Jessup Station is located in an area of low density uses: industrial, institutional and some residential.

<b>Year 2000 Population within 3 mile radius -</b>	<b>37,184</b>
<b>Weekday Station Ridership</b>	<b>2</b>
<b>Saturday Station Ridership:</b>	<b>N/A</b>
<b>Transit Connections:</b>	<b>None</b>

**PARKING:**

There are 57 surface parking spaces provided. An occupancy rate of 24% was observed

**PEDESTRIAN ENVIRONMENT:**

The area is not pedestrian friendly. The surrounding pedestrian accommodations are not adequate. There are no sidewalks leading to the station. The parking lot and platform have no lighting.

**BICYCLING ENVIRONMENT:**

There are no existing designated bicycle routes in the area. There are no bicycle storage facilities at the station. No off-road trails were observed.

**2007-2009 CRASH DATA:**

Number of Pedestrian Crashes within .6 miles	1
Number of Bicycle Crashes within 3 miles	4

**HIGHLIGHTS FROM FINDINGS**

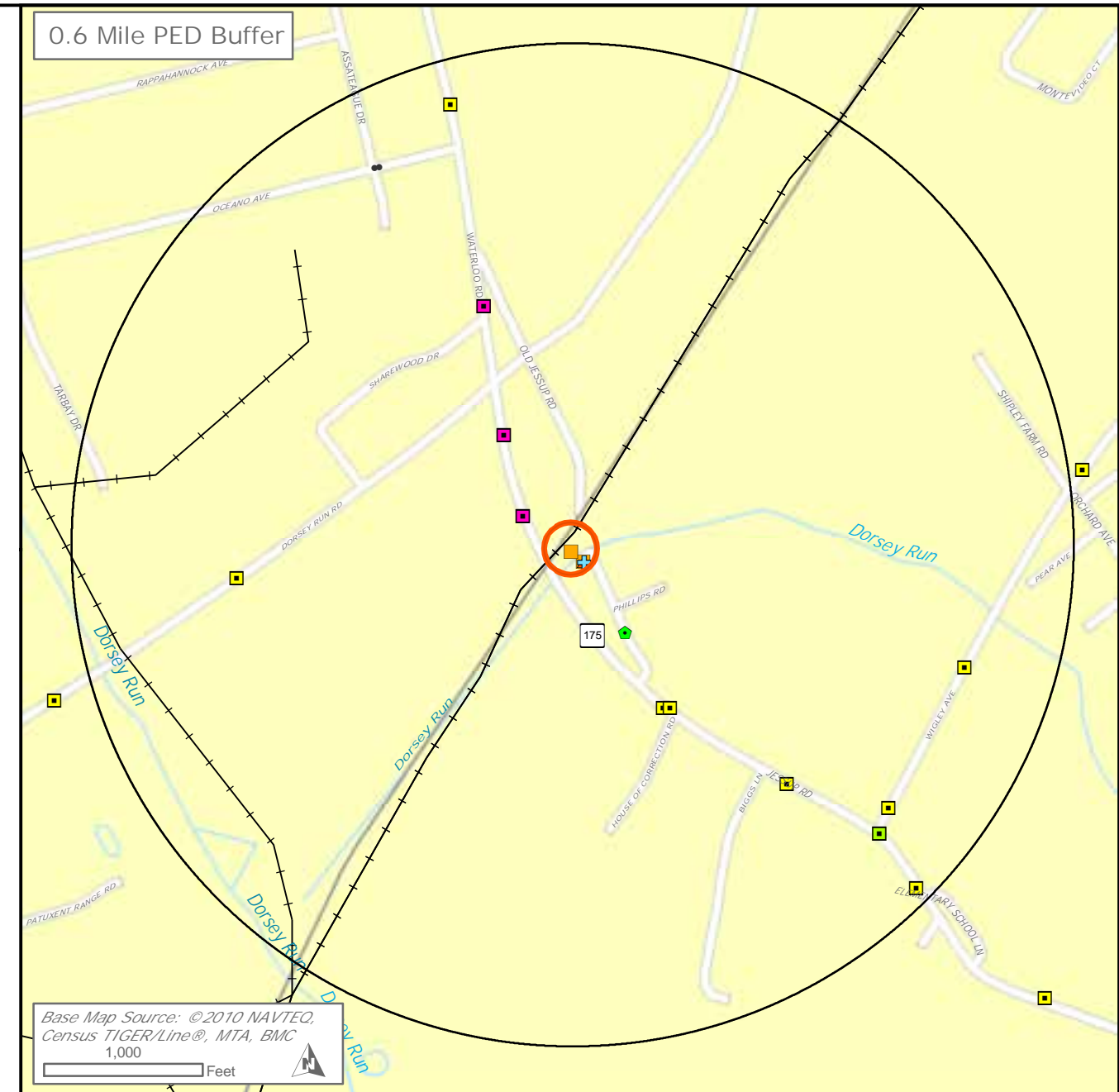
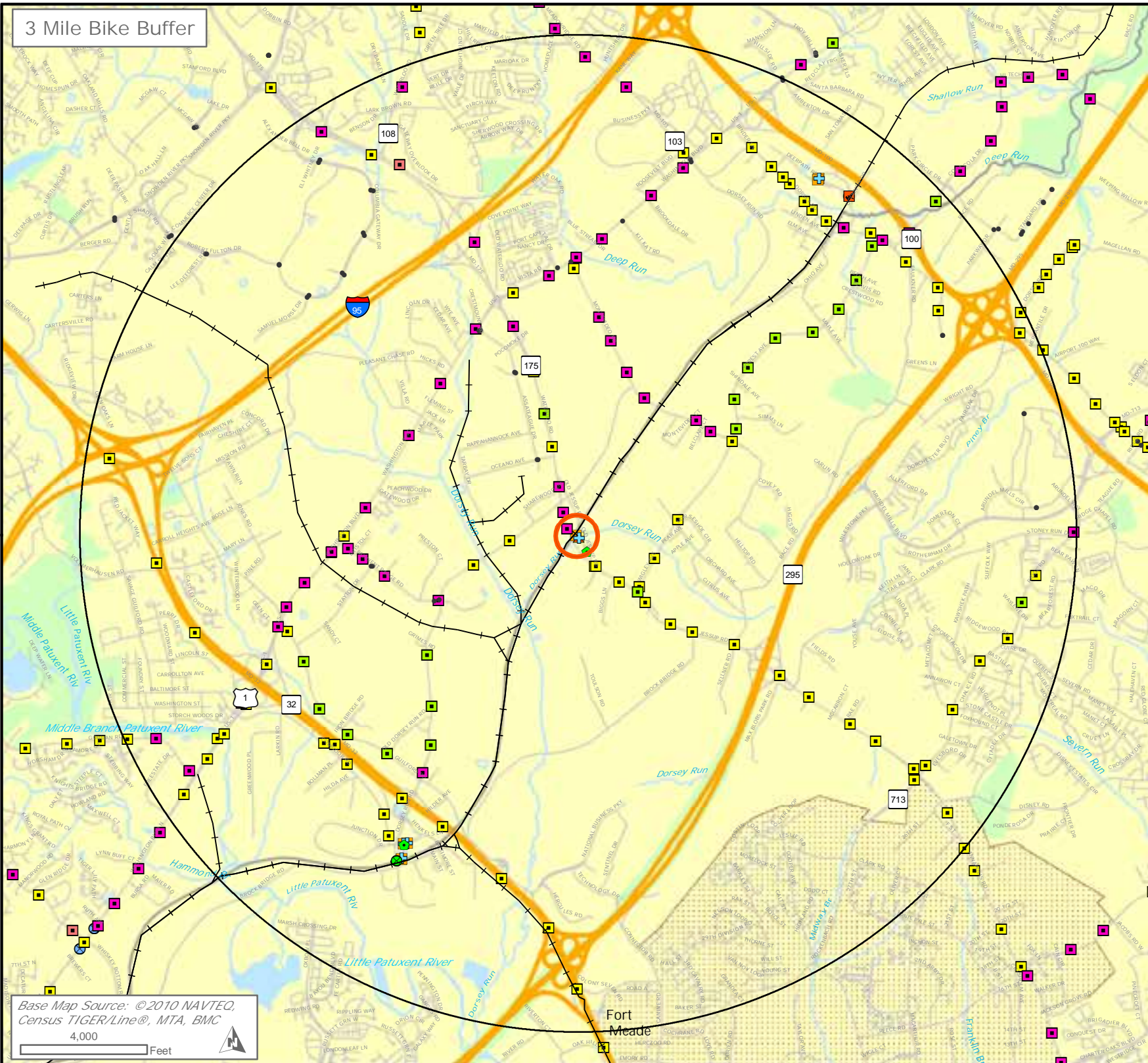
**PEDESTRIAN DEFICIENCIES**

- Sidewalks are missing along Old Jessup Road leading to the station.
- A crosswalk is recommended within the station from the parking lot to the platform.
- Street lighting is recommended at the station.

**BIKE ROUTE DEFICIENCIES**

- To support shared use lanes along Dorsey Run, MD 108, MD 175 and US 1, Share the Road signage and marking are recommended.
- Bicycle compatible drainage is also needed along MD 175.

Refer to the project database for more details.



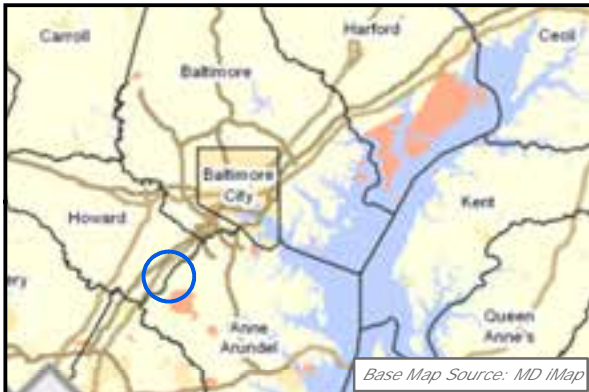
### Legend

	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		

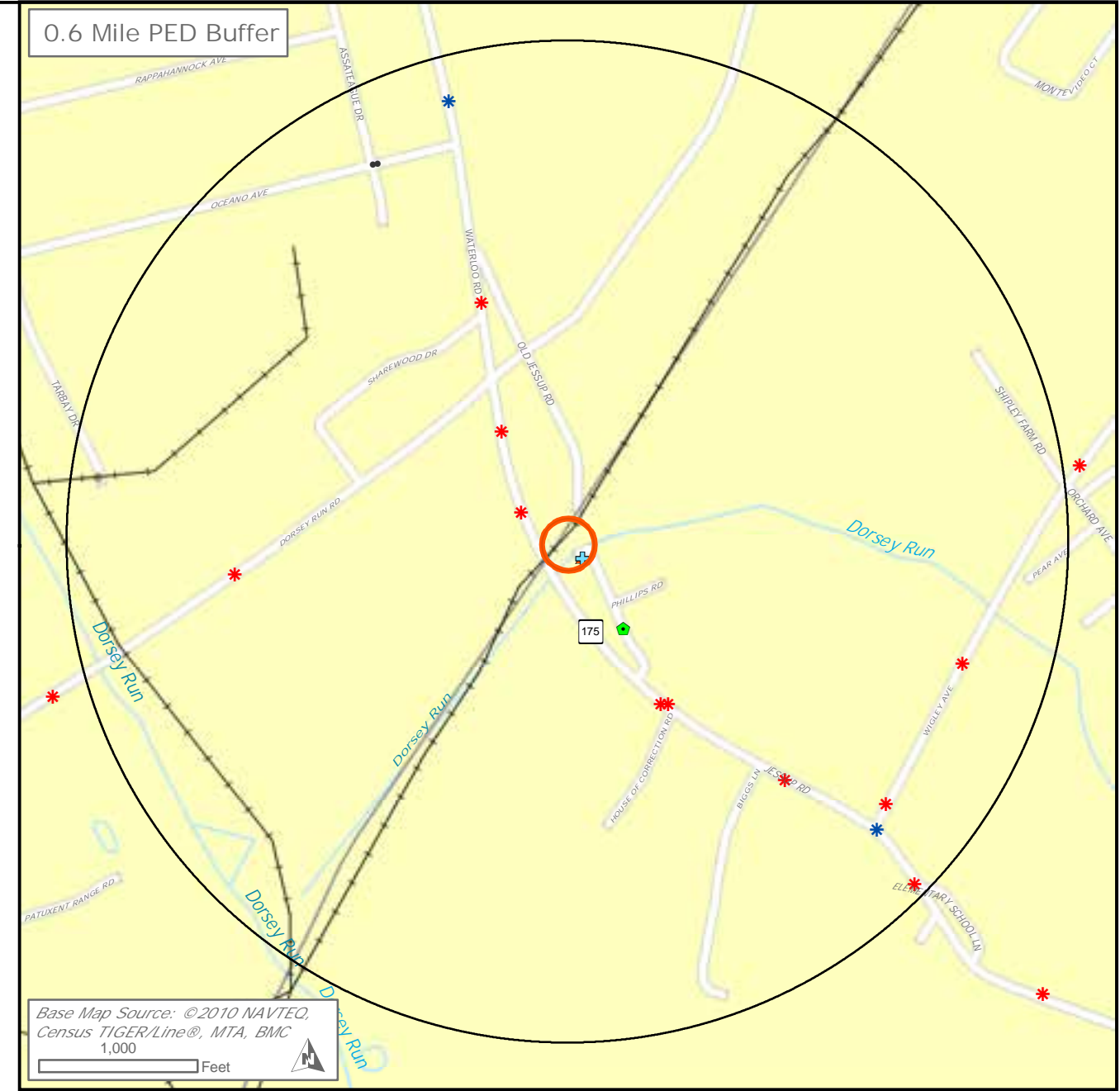
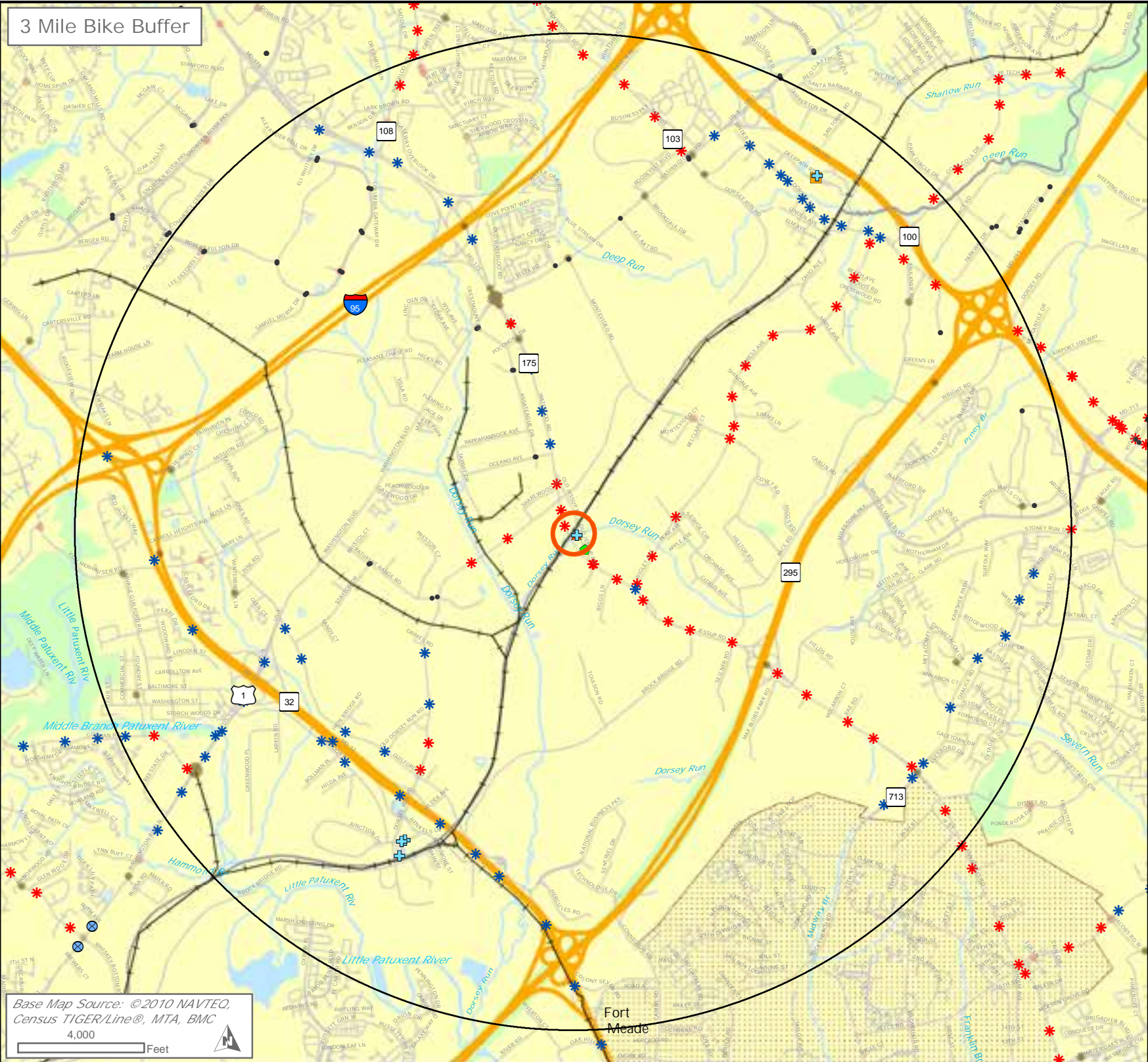
**Existing Conditions**

Station: Jessup  
Rail Line: MARC Camden

Jun 20, 2011







**Recommended Improvements**

Station: Jessup  
 Rail Line: MARC Camden

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**

**JESSUP - MARC CAMDEN**

Station No. 58

Jessup MARC Camden

Howard/Anne Arundel County

8 Old Jessup Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		OLD JESSUP ROAD	JESSUP ROAD	STATION	STATE	INSTALL 750'X5' OF NEW SIDEWALK	
	LIGHTING ALONG ROADWAY		JESSUP MARC STATION			0 STATE	INSTALL 2- LIGHT POLES AT JESSUP STATION PARKING LOT	
	CROSSWALK MISSING		JESSUP STATION, FROM PARKING LOT TO THE PLATFORM			0 STATE	INSTALL 320' CROSSWALK, 2-PED XING SIGNS	
BIKE	WIDE LANE		DORSEY RUN ROAD	PATUXENT RANGE ROAD	WATERLOO ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.479167
	WIDE LANE		DORSEY RUN ROAD		WATERLOO ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.479167
	WIDE LANE		MD 108	MD 175	WOODLOO DR	STATE	ROUTE, SIGNING	0.230114
	WIDE LANE		MD 175	COUNTY LINE	REECE RD	STATE	ROUTE, SIGNING, MARKING	0.213068
	WIDE LANE		MD 175	OCEANO DRIVE	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.178977
	WIDE LANE		MD 175	WASHINGTON BOULEVARD	POCOMOKE DRIVE	STATE	ROUTE, SIGNING, MARKING	0.284091
	WIDE LANE		MD 713	BEAR PAW LANE	ARUNDEL MILLS BOULEVARD	STATE	ROUTE, SIGNING, MARKING	0.359848
	WIDE LANE		PEAR AVENUE	JESSUP RD	MONTEVIDEO RD	COUNTY	ROUTE, SIGNING, MARKING	0.274621
	WIDE LANE		US 1	EXIT 12A	DORSEY ROAD	STATE	ROUTE, SIGNING	0.260417
	SHOULDER		MD 175	COLUMBIA GATEWAY DRIVE	WASHINGTON BOULEVARD	STATE	ROUTE, SIGNING	0.328788
	SHOULDER		MD 175	COLUMBIA GATEWAY DRIVE	WASHINGTON BOULEVARD	STATE	ROUTE, SIGNING, DRAINAGE	0.328788
	SHOULDER		MD 175	COUNTY LINE	REECE RD	STATE	ROUTE, SIGNING	0.213068
	SHOULDER		MD 175	POCOMOKE DRIVE	OCEANO DRIVE	STATE	ROUTE, SIGNING	0.237689
	SHOULDER		MD 713	CLARK ROAD	BEAR PAW LANE	STATE	ROUTE, SIGNING	0.286932

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>		
	\$720,105	Anne Arundel County	\$417,880	State Roads/Stations	\$574,155
		Baltimore City	\$0	County Roads	\$145,950
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$0		
		Howard County	\$302,225		
Prince George's County		\$0			

**CHARACTER:**

The station is located in Howard County’s Route 1 Revitalization District. The area includes industrial uses surrounded by natural features.

MDOT and the Howard County have worked together to plan a transit oriented development project for a 12 acre site at the station to be known as Savage Towne Centre. The proposed development is to include a hotel, restaurants, retail space, offices and multi-family housing. The project will also increase parking for MARC riders.

**LAND USE CONTEXT:**

The Savage station is located in an area that currently has industrial land use, but is being transformed into a walk able town center. The Savage TOD project is planned and will develop parking lots into mixed use transit oriented uses with a parking garage for commuters.

<b>Year 2000 Population within 3 mile radius -</b>	<b>46,567</b>
<b>Weekday Station Ridership</b>	586
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	Howard Transit Purple Route Spirit Shuttle

**PARKING:**

There are 978 parking spaces provided. A 35% occupancy was observed. Once the Towne Centre development occurs, there would be opportunities for shared parking among the MARC station and surrounding businesses.

**PEDESTRIAN ENVIRONMENT:**

The surrounding pedestrian accommodations are presently not adequate. There are sidewalks and some pedestrian crossings within the station parking lot and a crosswalk across Brock Bridge Road to the stairs that lead to a sidewalk. However, the sidewalk is blocked and requires that a pedestrian take the bridge to the other side of the tracks.

**BICYCLING ENVIRONMENT:**

There are no current bicycle routes leading to the station. There are no bike lockers provided at this station. Area roads are wide enough to accommodate bicycles and there are bike racks at the station. Route 32 does serve as the nearest bicycle route in the area. No off-road trails were observed. Consideration needs to be given to providing access between the station and new development on Brock Bridge Road. 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**

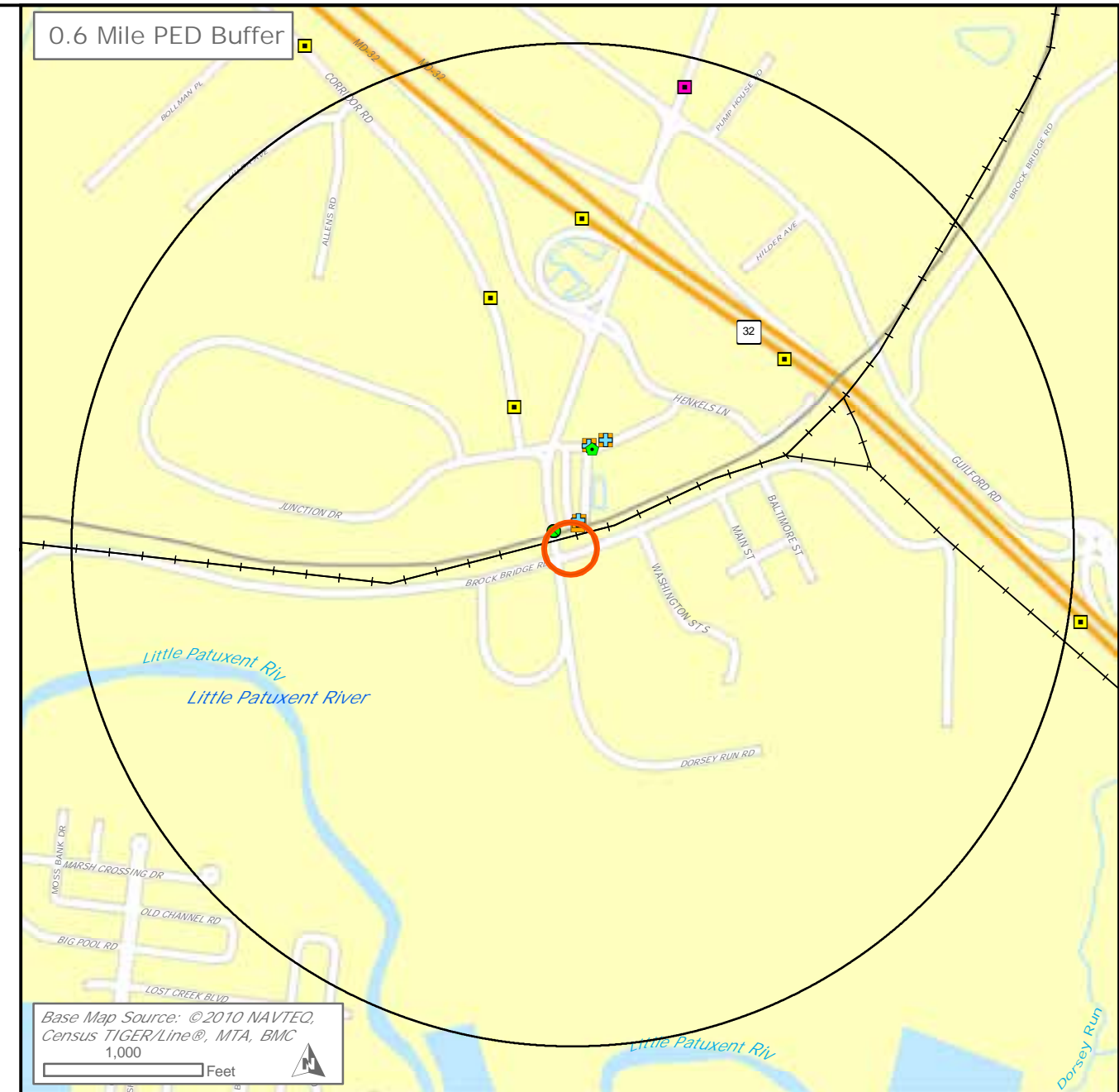
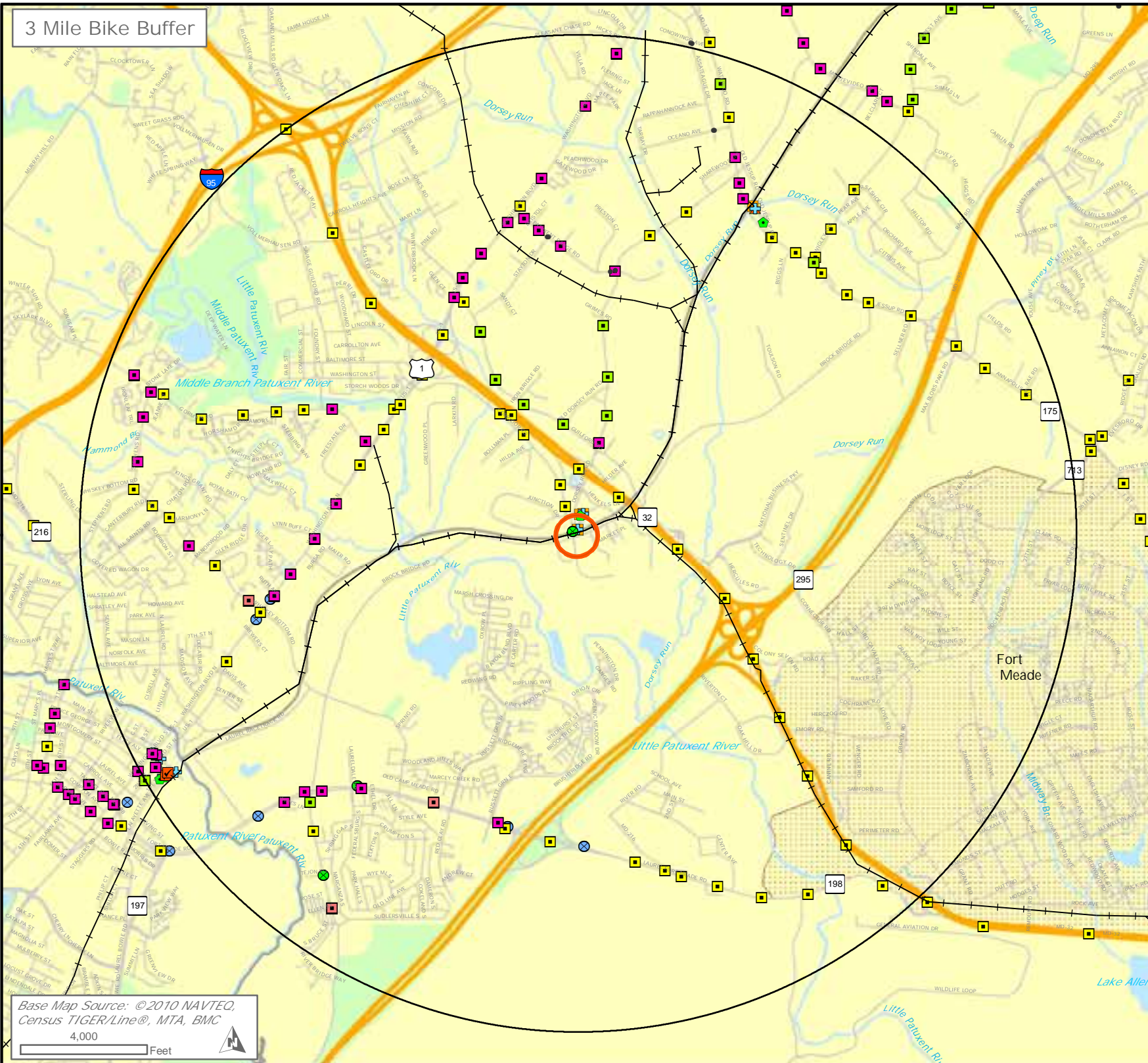
**PEDESTRIAN DEFICIENCIES**

- Some improvements for pedestrians including crosswalks, pedestrian crossing signs and ramps should be provided within the station parking area. (The timing of the parking lot re-development should be considered in determining when and whether to install these improvements.)

**BIKE ROUTE DEFICIENCIES**

- To support shared use lanes on segments of Dorsey Run Road, Gorman Road and US 1, Share the Road signage and marking are recommended.
- For segments with shoulder lanes on Corridor Road and Dorsey Run Road, signage and marking in recommended.
- A portion of Guilford Road from Washington Boulevard to Dorsey Run Road would require widening as well as signage and marking to support shoulder bike lanes.

For more details refer to the project database.



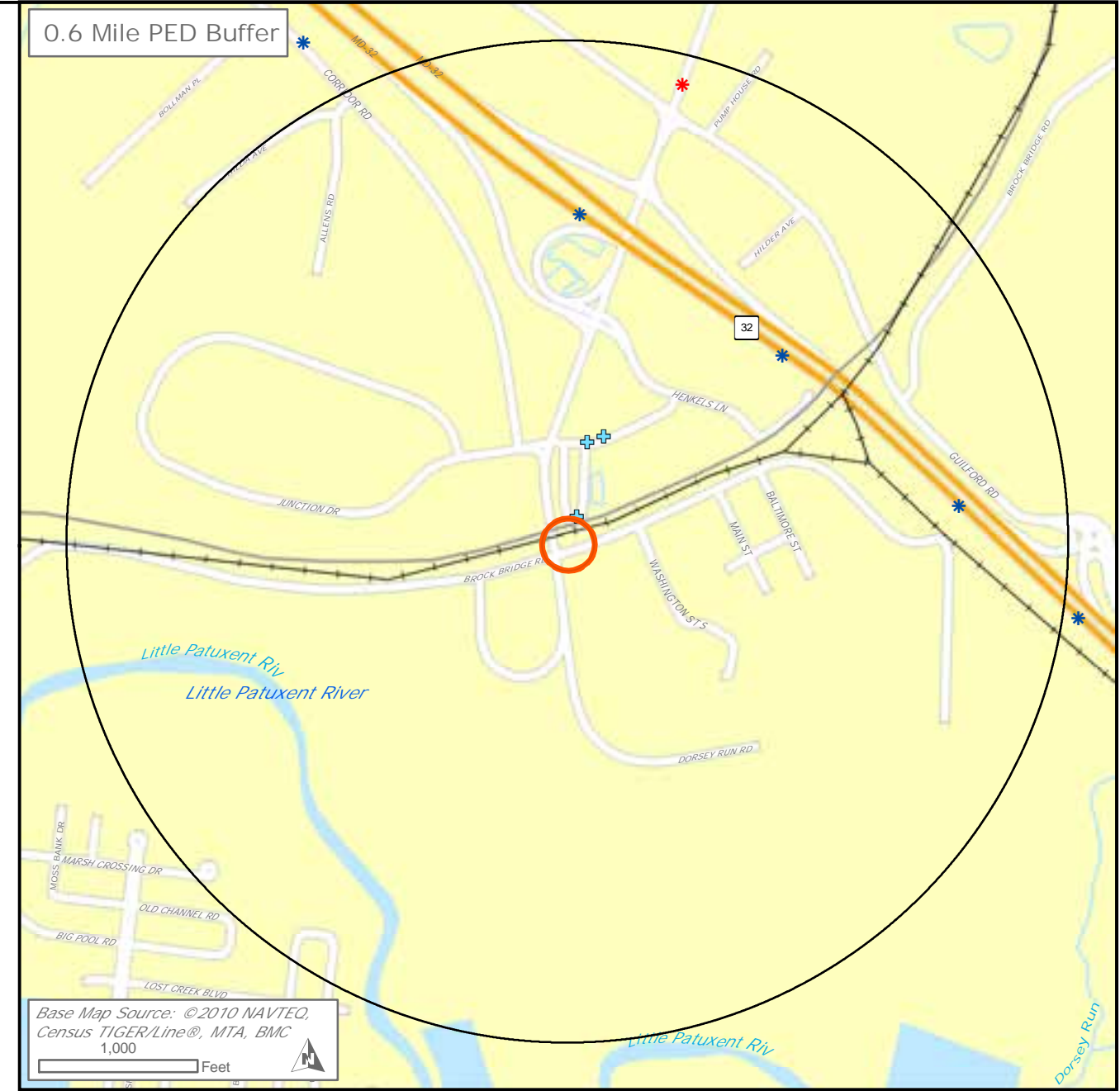
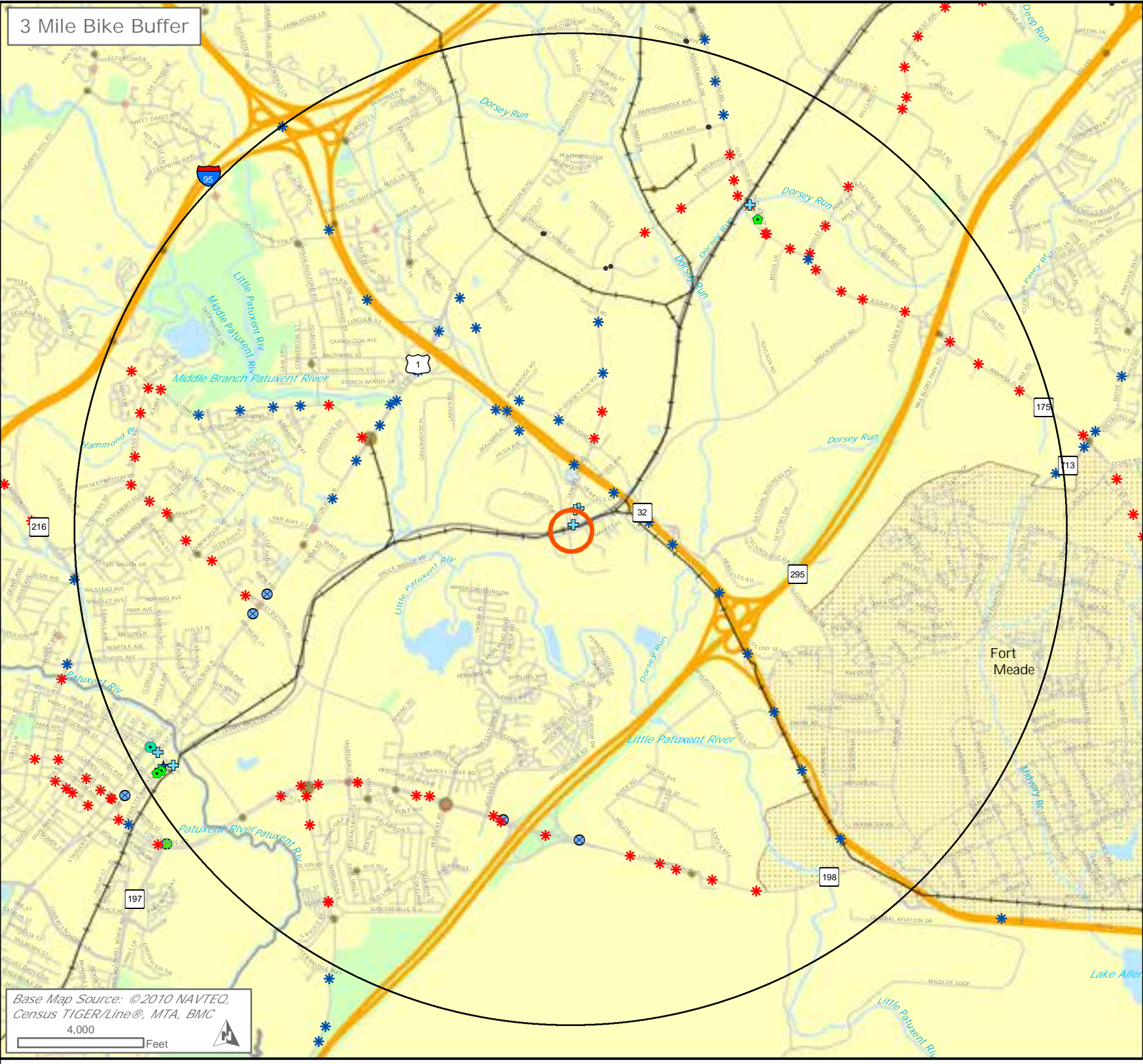
**Existing Conditions**

Station: Savage  
Rail Line: MARC Camden

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: Savage  
Rail Line: MARC Camden

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**

**SAVAGE - MARC CAMDEN**

Station No. 59

Savage MARC Camden

Howard/Anne Arundel County

9009 Dorsey Run Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	CROSSWALK MISSING		SAVAGE STATION, FROM PARKING LOT TO THE PLATFORM			0 STATE	INSTALL 245' CROSSWALK, 6-PED XING SIGNS,4-RAMPS	
	CROSSWALK MISSING		SAVAGE STATION, ROAD BETWEEN THE 2 PARKING LOT			0 COUNTY	INSTALL 100' S/W,4 RAMPS,2-PED SIGNS,30'XWALK(2)	
	CROSSWALK MISSING		SAVAGE STATION, ROAD BETWEEN THE 2 PARKING LOT				INSTALL 160' CROSSWALK, 2 PED XINGS , 2-15' S.B.	
BIKE	WIDE LANE		DORSEY RUN ROAD	GUILFORD ROAD	OLD DORSEY RUN ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.192235
	WIDE LANE		DORSEY RUN ROAD	OLD DORSEY RUN ROAD	PATUXENT RANGE ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.192235
	WIDE LANE		GORMAN ROAD	FALLING WATERS CT	GORMAN RD	COUNTY	ROUTE, SIGNING, MARKING	0.426136
	WIDE LANE		GORMAN ROAD	WASHINGTON BLVD N	FOUNDRY ST	COUNTY	ROUTE, SIGNING, MARKING	0.189394
	WIDE LANE		US 1	EXIT 12A	DORSEY ROAD	STATE	ROUTE, SIGNING	0.260417
	SHOULDER		CORRIDOR ROAD	US 1	ALLENS ROAD	COUNTY	ROUTE, SIGNING	0.435606
	SHOULDER		DORSEY RUN ROAD	OLD DORSEY RUN ROAD	PATUXENT RANGE ROAD	COUNTY	ROUTE, SIGNING	0.364583
	SHOULDER		GORMAN ROAD	FOUNDRY ST	FALLING WATERS CT	COUNTY	ROUTE, SIGNING	0.217803
	SHOULDER		GUILFORD ROAD	WASHINGTON BOULEVARD	DORSEY RUN ROAD	COUNTY	ROUTE, WIDENING, MARKING	0.08357
	SHOULDER		MD 32	COUNTY LINE	I-95	STATE	ROUTE, SIGNING	0.530303
	SHOULDER		MD 32	MD-170	COUNTY LINE	COUNTY	ROUTE, SIGNING	0.532197
	SHOULDER		MD 32			STATE	ROUTE, SIGNING	0.532197
	SHOULDER		US 1	LYNN BUFF COURT	EXIT 12A	STATE	ROUTE, SIGNING	0.199811

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>	<b>Total Cost By Responsibility</b>	
	\$1,240,615	Anne Arundel County	\$84,225	State Roads/Stations
		Baltimore City	\$0	County Roads
		Baltimore County	\$0	City Roads
		Harford County	\$0	
		Howard County	\$1,156,390	
Prince George's County		\$0		

**CHARACTER:**

The station is located at the Laurel Park horse racing track, which operates during a limited racing season. The track and station area is bounded by US Route 1, MD 198 and Whiskey Bottom Road. Another MARC station more convenient to local residents is located nearby within the City of Laurel. The area has potential for growth if the racetrack land is redeveloped or intensified. There are no plans for transit oriented development.

**LAND USE CONTEXT:**

The Laurel Park Station is located in an area designated as Government Institutional Land Use.

<b>Year 2000 Population within 3 mile radius -</b>	<b>70,736</b>
<b>Weekday Station Ridership</b>	14
<b>Saturday Station Ridership:</b>	N/A
<b>Transit Connections:</b>	Corridor Transportation Center B Route

**PARKING:**

700 parking spaces are provided in the area for the Laurel Racetrack. A 2% occupancy rate was observed.

**PEDESTRIAN ENVIRONMENT:**

The surrounding pedestrian accommodations are not adequate for people wishing to reach the station from either Route 1 or MD 198. The station is at the Race Track which is separated from other land uses activities.

**BICYCLING ENVIRONMENT:**

There are no existing bicycle routes leading to the station. Area roads are wide enough to accommodate bicycle lanes or routes and there are plans for additional bicycle routes in the area. No off-road trails were observed in the field.

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	6

**HIGHLIGHTS FROM FINDINGS**

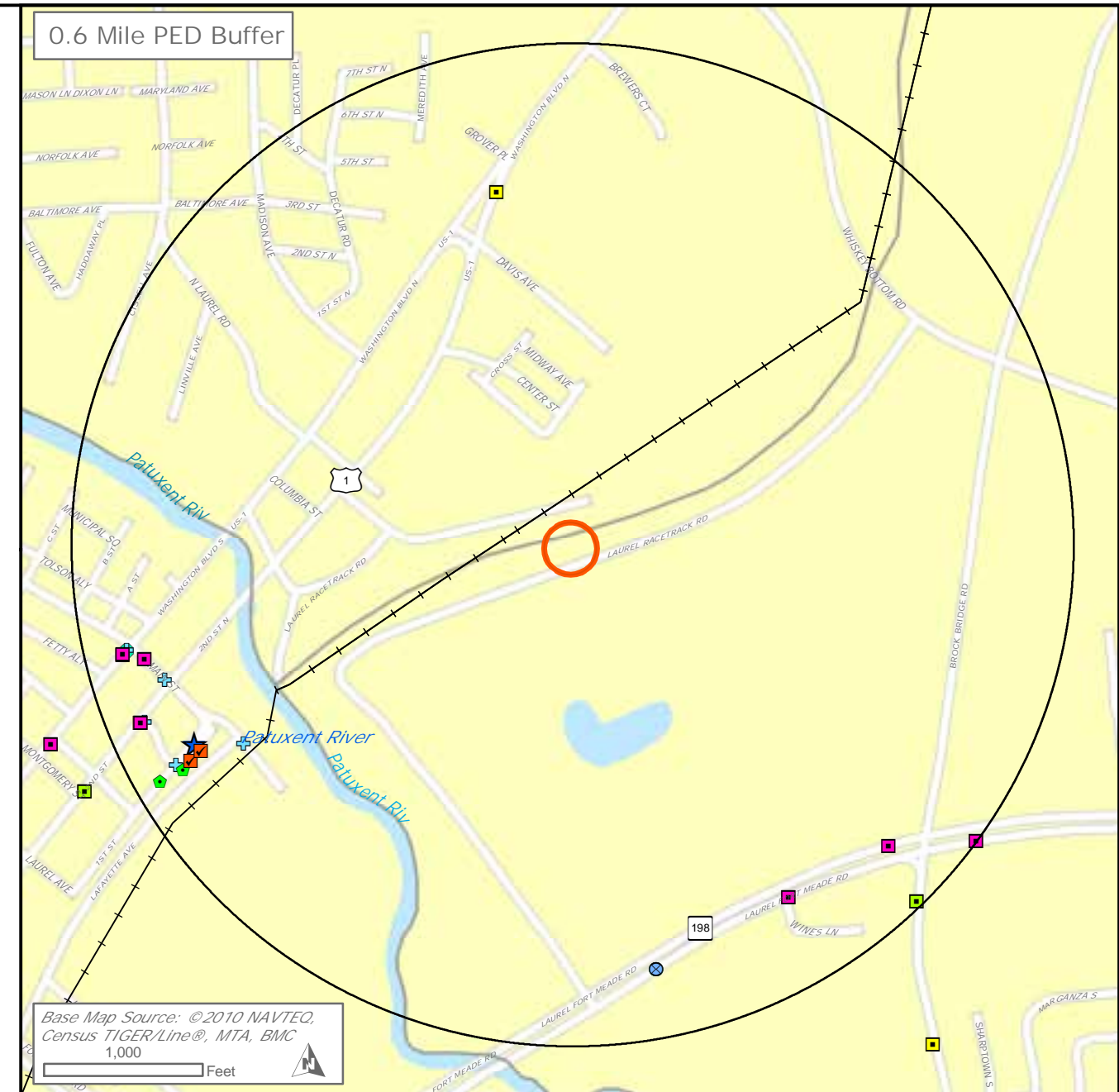
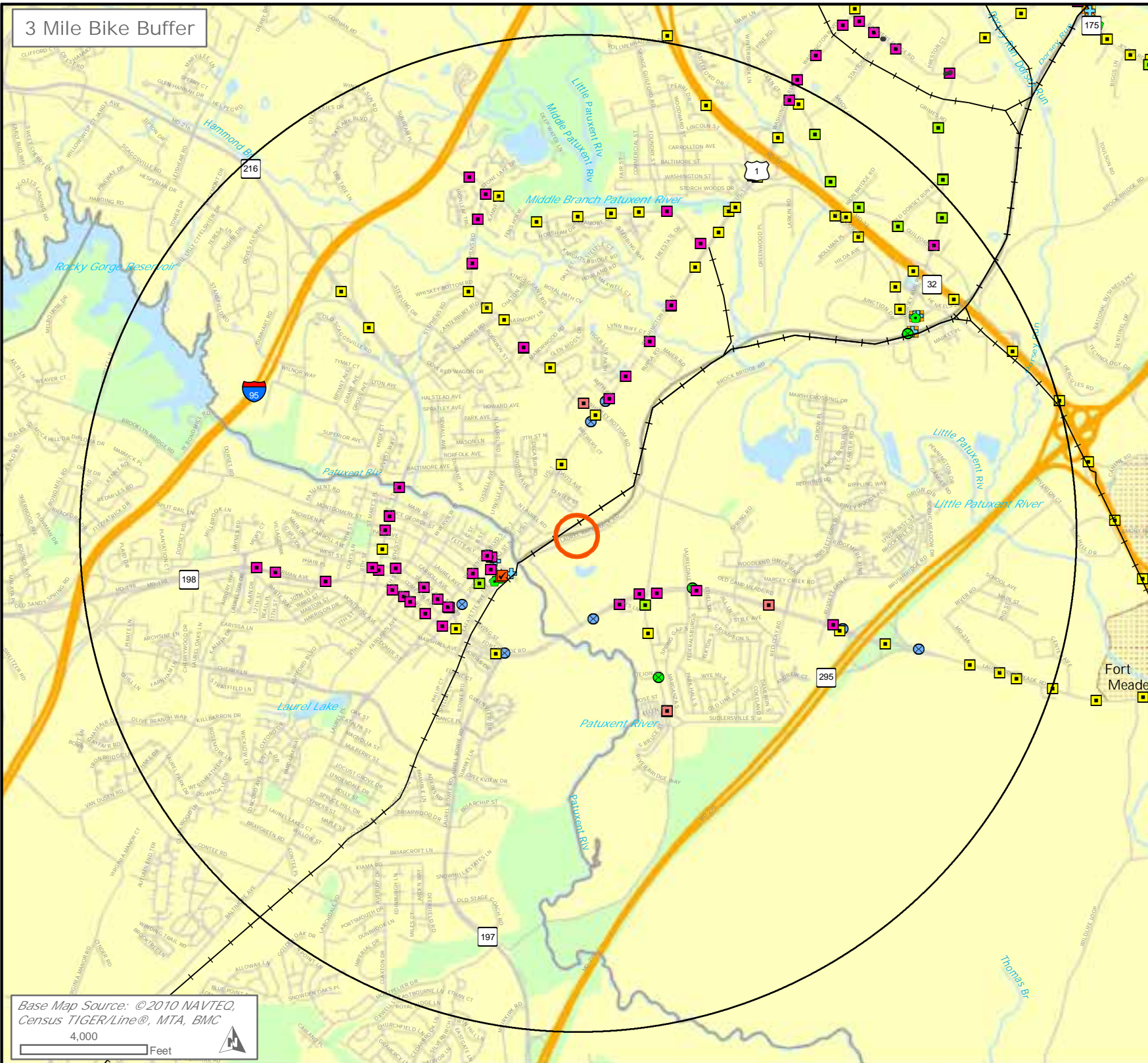
**PEDESTRIAN DEFICIENCIES**

- Segments of sidewalk are missing on 1st Street.
- Crosswalks and some ramps are missing in the vicinity of Main and 1st Street and Main and 2nd Street.
- The station is not easy to find. Station wayfinding signage is recommended along Laurel Fort Meade Road, 2nd Street, Fort Meade Road and Washington Boulevard.
- The FY'11-16 CTP includes funding for a project planning study of US 1 from Prince George's County to Baltimore County. The proposed improvement is to be consistent with the County's vision for improving safety and mobility.

**BIKE ROUTE DEFICIENCIES**

- To support shared use lanes many roads in the vicinity of the station need Share the Road signage and marking. Additionally, bicycle compatible drainage is needed on MD 198 and Whiskey Bottom Road.
- To support shoulder bike lanes on Brock Bridge and MD 198, bike route signage is recommended.
- To support the bike lane on MD 198 from the County line to Van Dusen Road, signage and marking is recommended.

Refer to the project database for more details.



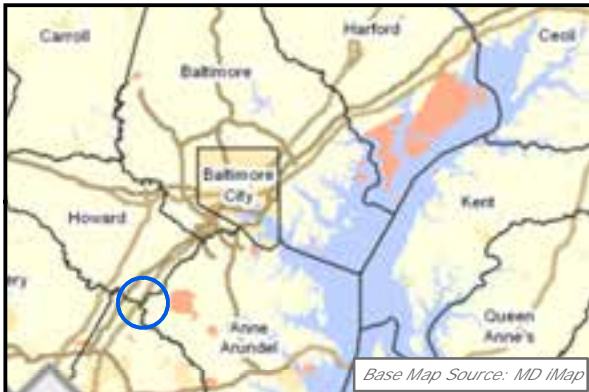
### Legend

	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		

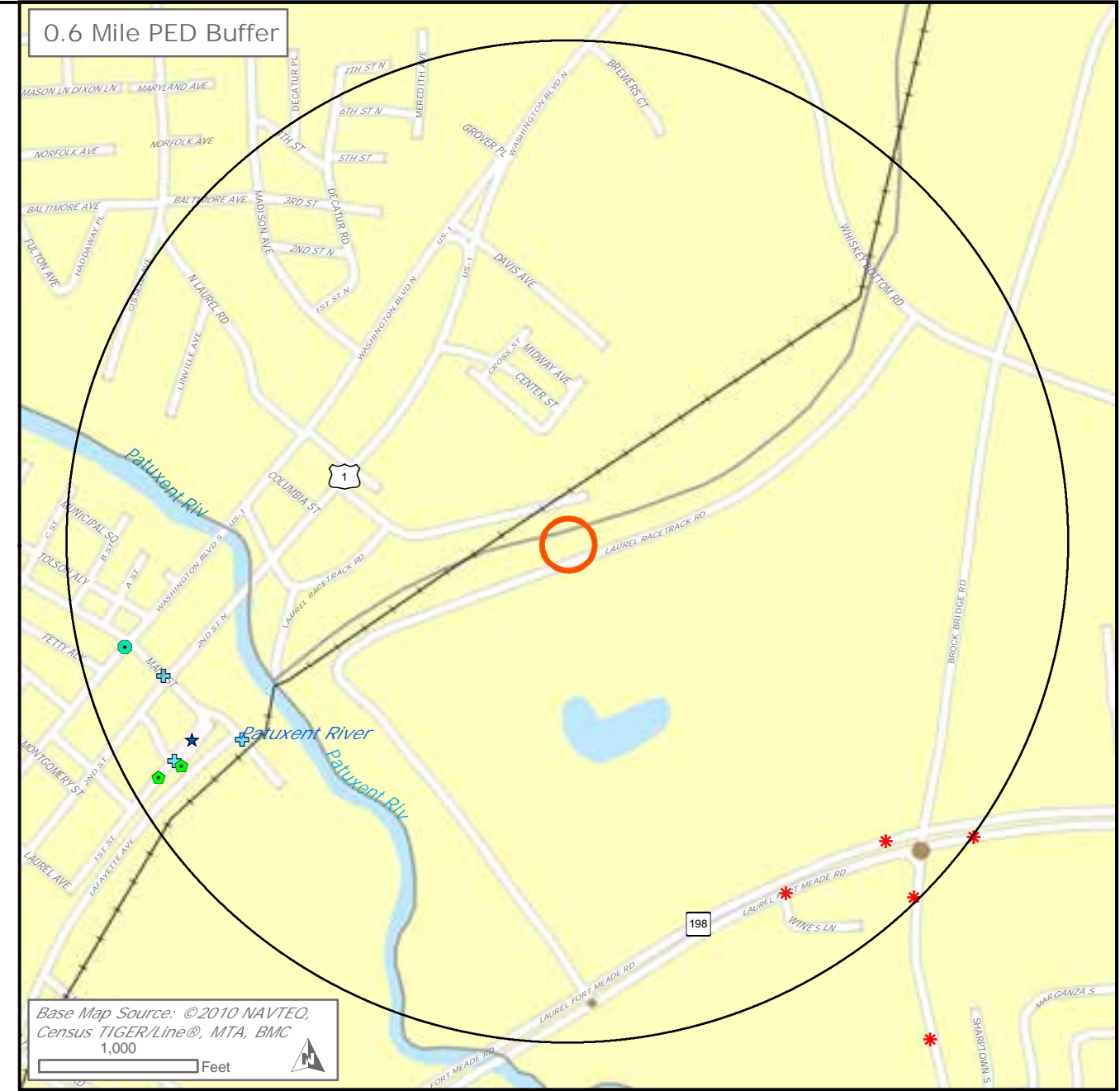
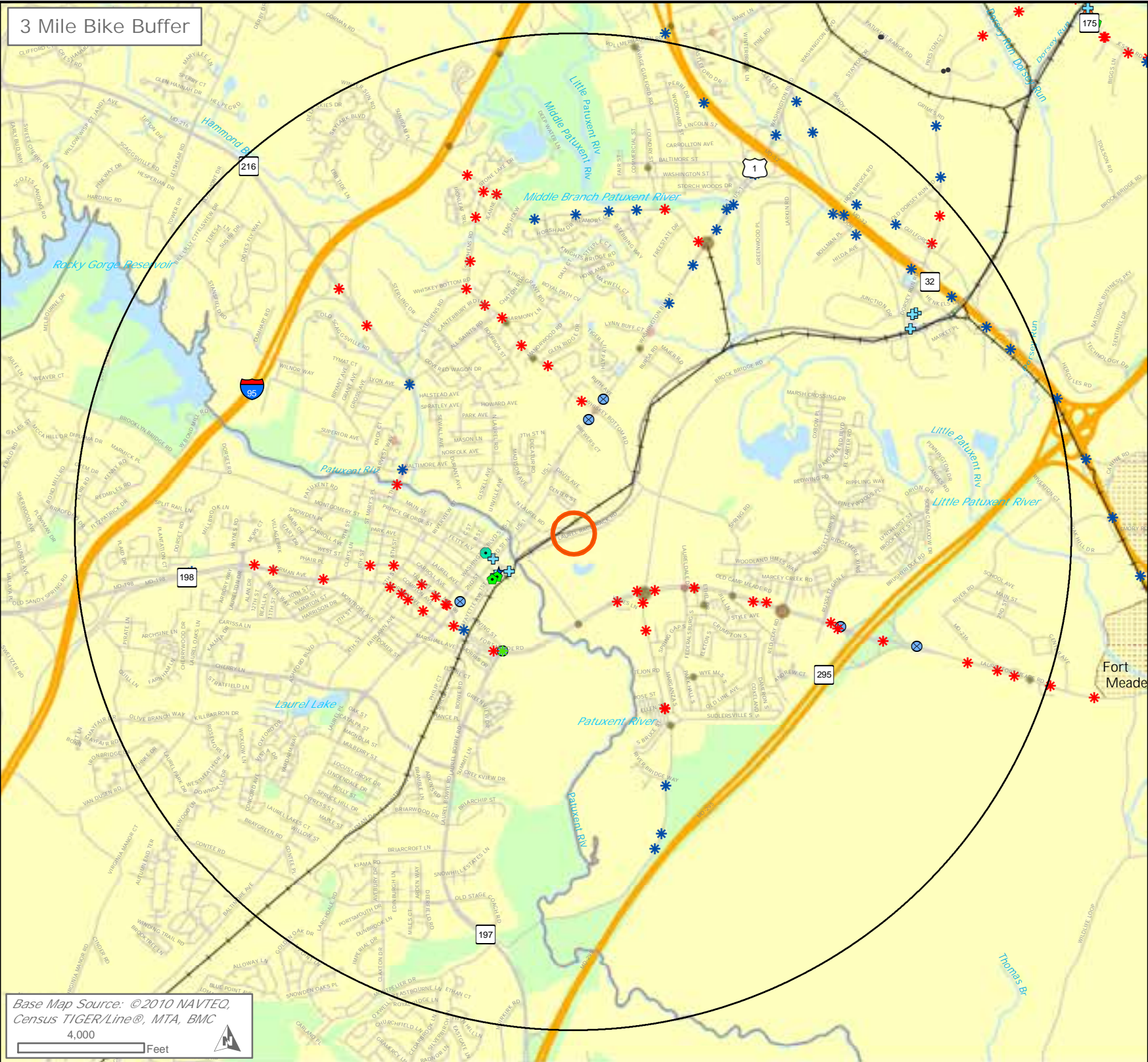
**Existing Conditions**

Station: Laurel Park  
 Rail Line: MARC Camden

Jun 20, 2011







**Recommended Improvements**

Station: Laurel Park  
 Rail Line: MARC Camden

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**  
**LAUREL PARK - MARC CAMDEN**

Station No. 60

Laurel Park - MARC Camden

Howard/Anne Arundel County

Laurel Racetrack Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		1ST STREET	LITTLE MONTGOMERY AVE.	LAUREL AVE.	COUNTY	INSTALL 350'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		1ST STREET	MAIN STREET	LITTLE MONTGOMERY AVENUE	COUNTY	INSTALL 125'X5' OF SIDEWALK	
	DIRECTIONAL SIGNING STATION MISSING		2ND STREET			COUNTY	INSTALL A "MARK" SIGN ON 2ND STREET (ROUTE 1) NORTH OF FORT MEADE ROAD FOR LAUREL PARK MARC STATION	
	DIRECTIONAL SIGNING STATION MISSING		FORT MEADE ROAD			STATE	INSTALL A "MARK" SIGN ON LAUREL FORT MEADE ROAD JUST SOUTH OF LAUREL BOWIE ROAD FOR LAUREL PARK	
	DIRECTIONAL SIGNING STATION MISSING		LAUREL FORT MEADE RD.			STATE	INSTALL "MARC" SIGN ON LAUREL FORT MEADE RD. WESTBOUND FOR LAUREL PARK STATION	
	DIRECTIONAL SIGNING STATION MISSING		LAUREL FORT MEADE RD.				INSTALL A "MARK" SIGN ON LAUREL FORT MEADE ROAD FOR LAUREL PARK STATION	
	DIRECTIONAL SIGNING STATION MISSING		WASHINGTON BLVD NORTH			STATE	INSTALL A "MARK" SIGN ON WASHINGTON BLVD. NB. SOUTH OF WHISKEY BOTTOM RD FOR SAVAGE STATION	
	DIRECTIONAL SIGNING STATION MISSING		WASHINGTON BLVD. N.			STATE	INSTALL A "MARC" SIGN ON WASHINGTON BLVD. SB, NORTH OF WHISKEY BOTTOM RD. FOR LAUREL PARK STATION	
	DESIRED LINE PRESENT		1ST STREET	1ST STREET	PARKING	COUNTY	INSTALL CROSSWALK ACROSS 1ST STREET, PED X-ING SIGNS, STOP BARS AND 2-RAMPS	
	CURB RAMP MISSING	MAIN ST. AND 1				STATE	INSTALL 2-RAMPS,2-PED SIGNALS,80' CROSSWALK ON W LEG	
	CROSSWALK MISSING	300' SOUTH OF MAIN AND 1ST STREET ON 1ST STREET				COUNTY	INSTALL 180' XWALK,2-RAMPS	
	CROSSWALK MISSING	LAFAYETTE AVE. AND MAIN STREET				COUNTY	INSTALL 300' XWALK,2-PED SIGNS INSIDE THE PARKING	
CROSSWALK FADED	MAIN ST. AND 2ND ST.				STATE	REPAINT CROSSWALKS ON ALL 4-LEGS ON INTERSECTION-TOTAL OF 400' OF P.M.		
BIKE	WIDE LANE		BROCK BRIDGE ROAD	LAUREL FORT MEADE ROAD	RIVER BRIDGE WAY	COUNTY	ROUTE, DRAINAGE	0.193182
	WIDE LANE		BROCK BRIDGE ROAD	LAUREL FORT MEADE ROAD	RIVER BRIDGE WAY	COUNTY	ROUTE, SIGNING, MARKING	0.193182
	WIDE LANE		BROCK BRIDGE ROAD	LAUREL FORT MEADE ROAD	RIVER BRIDGE WAY	COUNTY	SIGNING, MARKING	0.193182
	WIDE LANE		BROCK BRIDGE ROAD	LAUREL FORT MEADE ROAD	RIVER BRIDGE WAY	COUNTY	ROUTE, DRAINAGE	0.193182
	WIDE LANE		MD 198	2ND ST	9TH ST	STATE	ROUTE, SIGNING, MARKING	0.068182
	WIDE LANE		MD 198	BALD EAGLE DR	COUNTY LINE	STATE	ROUTE, SIGNING	0.258523
	WIDE LANE		MD 198	BALD EAGLE DR	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.258523
	WIDE LANE		MD 198	BALD EAGLE DR	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING, DRAINAGE	0.258523
	WIDE LANE		MD 198	BALD EAGLE DRIVE	AIRFIELD ROAD	STATE	ROUTE, SIGNING, MARKING	0.369318
	WIDE LANE		MD 198	COUNTY LINE	VAN DUSEN RD	STATE	ROUTE, SIGNING, MARKING	0.201705
	WIDE LANE		MD 198					0.068182
	WIDE LANE		MD 216	I-95	ALL SAINTS RD	STATE	ROUTE, SIGNING, MARKING	0.473485
	WIDE LANE		MD 216	PILGRIM AVE	HOWARD COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.094697
	WIDE LANE		STEPHENS ROAD	GORMAN RD	WHISKEY BOTTOM RD	COUNTY	ROUTE, SIGNING, MARKING	0.214962
	WIDE LANE		US 1	COUNTY LINE	DAVIS AVENUE	STATE	ROUTE, SIGNING, MARKING	0.464015
WIDE LANE		US 1	DAVIS AVENUE	LYNN BUFF COURT	STATE	ROUTE, SIGNING	0.244318	

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
BIKE	WIDE LANE		US 1	MONTGOMERY STREET	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.066288
	WIDE LANE		US 1	MONTGOMERY STREET	COUNTY LINE	STATE	SIGNING, MARKING	0.066288
	WIDE LANE		WHISKEY BOTTOM ROAD	STEPHENS RD	WASHINGTON BLVD N	COUNTY	ROUTE, DRAINAGE	0.1875
	WIDE LANE		WHISKEY BOTTOM ROAD	STEPHENS RD	WASHINGTON BLVD N	COUNTY	ROUTE, SIGNING, MARKING	0.1875
	SHOULDER		BROCK BRIDGE ROAD	RIVER BRIDGE WAY	COUNTY LINE	COUNTY	ROUTE, SIGNING	0.431818
	SHOULDER		BROCK BRIDGE ROAD	RIVER BRIDGE WAY	COUNTY LINE	COUNTY	ROUTE, SIGNING	0.431818
	SHOULDER		MD 198	BALD EAGLE DRIVE	AIRFIELD ROAD	STATE	ROUTE, SIGNING	0.369318
	SHOULDER		MD 198	IRVING ST	2ND ST	STATE	ROUTE, SIGNING	0.068182
	SHOULDER		MD 198	VAN DUSEN RD	I-95	STATE	ROUTE, SIGNING	1.022727
	SHOULDER		MD 216	ALL SAINTS RD	PILGRIM AVE	STATE	ROUTE, SIGNING	0.284091
	SHOULDER		US 1	LYNN BUFF COURT	EXIT 12A	STATE	ROUTE, SIGNING	0.199811
	BIKE LANE		MD 198	COUNTY LINE	VAN DUSEN RD	STATE	ROUTE, SIGNING, MARKING	0.201705

	<b>Total Cost Station (\$)</b>	<b>Total Cost per Jurisdiction</b>		<b>Total Cost By Responsibility</b>	
	\$980,445	Anne Arundel County	\$480,300	State Roads/Stations	\$645,465
		Baltimore City	\$0	County Roads	\$334,975
		Baltimore County	\$0	City Roads	\$0
		Harford County	\$0		
		Howard County	\$317,375		
Prince George's County		\$182,770			

