

CONCLUSIONS

A great deal of progress has been made on bicycle and pedestrian accommodations since the Access 2000 report was published in 1997. Considerably more information is available on existing conditions and planned improvements throughout the region. The level of scrutiny of the conditions is also more rigorous due to higher levels of federal, State and local interest in improving multi-modal accessibility. This project has revealed that there are fairly simple and obvious improvements that can be made to improve pedestrian and bicycle accommodations. These improvements include: more wayfinding signage; elimination of sidewalk gaps; increased lighting; provision of pedestrian crossing improvements; replacing drainage grates; adding signage for shared use lanes and shoulder bike accommodations and restriping to provide bicycle lanes. Most of the recommended improvements would serve the broader community as well as rail transit customers.

But addressing overall bicycle and pedestrian safety is neither simple nor obvious. The recommendations made in this report are based on the standards and guidelines developed for safe pedestrian and bicyclist mobility. However, without more information and analysis of the crashes it is difficult to draw conclusions about the bicycle and pedestrian crash data that was obtained and mapped. There are station areas with notably higher numbers of crashes. However, stations that are situated in urbanized areas with higher levels of activity and more traffic would typically experience more crashes.

Determining whether pedestrians or bicyclists destined to or from stations are impacted disproportionately seems unnecessary. Bicycle and pedestrian crashes are undesirable and there are State and local pedestrian safety programs in place that could be directed to the areas of concern without determining whether they are rail station related crashes. The more significant question is whether rail station areas are priorities for directing the resources.

Optimizing conditions and safety for bicyclists and pedestrians in station areas may involve strategies such as traffic calming. The BRTB and local jurisdictions should consider whether traffic calming or other such strategies should be pursued in station areas for which optimal bicycle and pedestrian accommodations are to be achieved.

The planning level costs that were developed for this report provide an indication of the level of funding commitment that may be needed to address the identified deficiencies. The list of improvements is not intended to be incorporated directly into the capital improvement program of any jurisdiction or the State. If deemed consistent with the region's long range plan goals for mobility and accessibility, the BRTB could establish funding for a regional program or consider developing a systematic approach to monitor the progress made by state and local jurisdictions in addressing the deficiencies.

There could be an incremental funding program implemented over time or a focused program that prioritizes stations or jurisdictions based on regional priorities. An approach for regional prioritization could link funding link of improvements to existing or anticipated future rail station ridership growth.

It makes sense from a funding perspective for some of the listed improvements to be made as part of the normal cycle of rehabilitation/reconstruction undertaken by local jurisdictions and the State. Some deficiencies such as bicycle route signage for example may be small in scale but large in quantity. Other improvements can possibly be incorporated with the development or redevelopment of adjacent properties.

The more substantial recommendations should be given specific consideration as potential project planning and funding priorities for local jurisdiction and state programs. These projects should be evaluated against the goals for mobility and accessibility in the region's long range transportation plan.

APPENDIX 1

COST ESTIMATING AND UNIT COSTS ASSUMPTIONS

Cost Data used for developing the estimates include:

Paving \$135 SY – This assumes 12” of HMA on 12” (two six inch lifts) of GAB using the SHA Cost Estimating guide prices of \$120 ton for HMA and \$25 a SY for 6” GAB

Class I Excavation – For an average roadway widening of 4’ use 60 CY per 100’ of widening (one side). For addition of new sidewalk use 30 CY per 100’ of new sidewalk. Use the SHA 2010 Cost Estimating Guide price of \$37 CY for Class I. This assumes a minor amount of grading and does not include significant cuts, fills or retaining walls.

SWM – Use 2010 cost estimating guide for quantities and R/W required.

ADA Ramps – Retrofit existing ramps \$3,000 EA. This assumes approximately 105 SF of sidewalk, 20 LF of C&G and detectable warning surface using the 2010 Cost Estimating Guide for sidewalk and curb & gutter. For new construction the items for sidewalk and C&G can be used.

Category Percent Contingencies

Category 1 – 35% of major quantities

Category 3 -35% of major quantities

Category 7 – 5% of major quantities

Utilities – 6% of major quantities

Overall, add 40% to the estimate (use for all station estimates)

UNIT COSTS

Sidewalks

- Unit Cost for Sidewalks - \$15/SF.

Curb and Gutter

Unit Cost for Curb and Gutter - \$50/LF.

Pedestrian Signal (Signalized Intersection Mod.)

\$7500/Each Pedestrian Signal Pole – From 2010 Highway Construction Cost Estimating Manual.

Lighting

Roadway light pole: \$9800/Each Light Pole - From 2010 Highway Construction Cost Estimating. Manual.

Bus Stop lighting: \$4900/Each for Bus Stop Lighting – Assumed half of the cost for roadway light pole.

Luminaire: \$800/Lighting Arm + \$300/Luminaire = \$1100 Total for installing Luminaire on Utility poles – From SHA Price Index (January 2011). We assumed \$500/Luminaire for installing luminaire on pedestrian bridge.

Pavement Markings

Removal of Preformed Letters, Symbols, Arrows and Numbers - \$25/SF

White Preformed Thermoplastic Pavement Marking Legends and Symbols - \$15.00/SF

Removal of Existing Pavement Line Markings, Any Width - \$1.25/LF

5 Inch White Permanent Preformed Patterned Reflective Pavement Markings - \$3.50/LF

\$10/LF, Average between 12 inch White Lead Free Reflective Thermoplastic Pavement Markings and 24 inch White Lead Free Reflective Thermoplastic Pavement Markings – From SHA Price Index (January 2010).

Signing

Pedestrian Signing Unit Cost for Sheet Aluminum Signs - \$30/SF – From SHA Price Index (January 2011)

Bicycle Signing Unit Cost for Sheet Aluminum Signs - \$30/SF (posts are incidental)

Directional Signing Unit Cost for Sheet Aluminum Signs - \$30/SF – From SHA Price Index (January 2011)

Utility Poles

Assumed \$10,000/Pole Relocation.

Drainage

- Bicycle Safe Grates - \$300/EA (<http://www.co.lancaster.pa.us/purchasing/lib/purchasing/roadpipesgrates.pdf>, Page 31)

Highways

Repaving 1-1/2” Depth - \$150,000/LM (Includes milling)

Widening (4-ft) - \$952,176/CPM

Paving - \$316,800/CPM \$135.00/SY

ROW - \$150,000/CPM \$250,000/Acre

Earthwork - \$117,216/CPM \$37.00/CY (Class I)

Hydraulics - \$67,200/CPM \$42,000/Acre

Curb & Gutter - \$264,000/CPM \$50.00/LF

Pavement Markings - \$ 36,960/CPM \$3.50/LF

Cost per mile (CPM) is computed from established unit costs for roadway widening (4-feet).

Costs do not include right-of-way costs needed for any SWM needs or widening that could fall outside estimated existing right-of-way limits. Existing right-of-way was visually assumed to be set along utility pole locations, back edge of sidewalks, fence lines, or other similar boundary delineations.

APPENDIX 2: PEDESTRIAN AND BICYCLE CRASH DATA SUMMARY

| Station Name | Jurisdiction | Crash Location | | | | | | | | | | Total Ped Crashes | Total Bike Crashes |
|-------------------------------------|--------------|-----------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------|-------------------|--------------------|
| | | AA County | | Baltimore County | | Baltimore City | | Harford County | | Howard County | | | |
| | | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | | |
| Owings Mills | Balto. Co. | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| Old Court | Balto. Co. | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| Milford Mill | Balto. Co. | 0 | 0 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 4 |
| Reisterstown Plaza | Balto. City | 0 | 0 | 0 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 11 | 3 |
| Rogers Avenue | Balto. City | 0 | 0 | 0 | 1 | 21 | 11 | 0 | 0 | 0 | 0 | 21 | 12 |
| West Cold Spring | Balto. City | 0 | 0 | 0 | 0 | 38 | 10 | 0 | 0 | 0 | 0 | 38 | 10 |
| Mondawmin | Balto. City | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 22 | 3 |
| Penn North | Balto. City | 0 | 0 | 0 | 0 | 59 | 5 | 0 | 0 | 0 | 0 | 59 | 5 |
| Upton/Ave Market | Balto. City | 0 | 0 | 0 | 0 | 44 | 8 | 0 | 0 | 0 | 0 | 44 | 8 |
| State Center/Cultural Center | Balto. City | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 14 | 1 |
| Lexington Market (Metro) | Balto. City | 0 | 0 | 0 | 0 | 37 | 6 | 0 | 0 | 0 | 0 | 37 | 6 |
| Charles Center | Balto. City | 0 | 0 | 0 | 0 | 65 | 9 | 0 | 0 | 0 | 0 | 65 | 9 |
| Shot Tower/Market Place | Balto. City | 0 | 0 | 0 | 0 | 68 | 13 | 0 | 0 | 0 | 0 | 68 | 13 |
| Johns Hopkins Hospital | Balto. City | 0 | 0 | 0 | 0 | 56 | 68 | 0 | 0 | 0 | 0 | 56 | 68 |
| Hunt Valley | Balto. Co. | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Pepper Road | Balto. Co. | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| McCormick Road | Balto. Co. | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Gilroy Road | Balto. Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warren Road | Balto. Co. | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Timonium Fairgrounds | Balto. Co. | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Timonium Business Park | Balto. Co. | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 |
| Lutherville | Balto. Co. | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 |
| Falls Road | Balto. Co. | 0 | 0 | 1 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 12 |
| Mount Washington | Balto. City | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 5 |
| Cold Spring Lane | Balto. City | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 0 | 0 | 1 | 15 |
| Woodberry | Balto. City | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 4 |
| North Avenue | Balto. City | 0 | 0 | 0 | 0 | 23 | 14 | 0 | 0 | 0 | 0 | 23 | 14 |
| Penn Station | Balto. City | 0 | 0 | 0 | 0 | 34 | 19 | 0 | 0 | 0 | 0 | 34 | 19 |
| University of Baltimore/Mount Royal | Balto. City | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Cultural Center | Balto. City | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 13 | 3 |
| Centre Street | Balto. City | 0 | 0 | 0 | 0 | 27 | 8 | 0 | 0 | 0 | 0 | 27 | 8 |
| Lexington Market (LRT) | Balto. City | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 6 | 1 |

| Station Name | Jurisdiction | Crash Location | | | | | | | | | | Total Ped Crashes | Total Bike Crashes |
|--------------------------------|--------------|-----------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------|-------------------|--------------------|
| | | AA County | | Baltimore County | | Baltimore City | | Harford County | | Howard County | | | |
| | | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | Ped Crash (0.6 Miles) | Bike Crash (3 Miles) | | |
| University Center/Balto Street | Balto. City | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 22 | 1 |
| Convention Center/Pratt St. | Balto. City | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Camden Yards | Balto. City | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 3 | 1 |
| Hamburg Street | Balto. City | 0 | 0 | 0 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 15 | 7 |
| Westport | Balto. City | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 3 | 5 |
| Cherry Hill | Balto. City | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 6 | 2 |
| Patapsco | Balto. Co. | 0 | 1 | 0 | 0 | 3 | 13 | 0 | 0 | 0 | 0 | 3 | 14 |
| Baltimore Highlands | Balto. Co. | 0 | 8 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 9 |
| Nursery Road | AA Co. | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| North Linthicum | AA Co. | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| Linthicum | AA Co. | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Ferndale | AA Co. | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 |
| Cromwell /Glen Burnie | AA Co. | 8 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 33 |
| BWI Business District | AA Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BWI Marshall Airport | AA Co. | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 |
| Aberdeen | Harford Co. | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 0 | 0 | 13 | 4 |
| Edgewood | Harford Co. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 2 | 9 |
| Martin Airport | Balto. Co. | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| West Baltimore | Balto. City | 0 | 0 | 0 | 0 | 40 | 32 | 0 | 0 | 0 | 0 | 40 | 32 |
| Halethorpe | Balto. Co. | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| BWI | AA Co. | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Odenton | AA Co. | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 |
| Camden | Balto. City | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 9 | 3 |
| St. Denis | Balto. Co. | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 |
| Dorsey | How./AA Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| Jessup | AA Co./How. | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 4 |
| Savage | How./AA Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Laurel Park | How./AA Co. | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 6 |
| | TOTALS | 33 | 72 | 33 | 109 | 659 | 271 | 15 | 13 | 1 | 18 | 741 | 483 |

APPENDIX 3: LIST OF REFERENCES

ENGINEERING

| | | |
|--|--|--|
| AASHTO, A Policy on Geometric Design of Highways and Streets, 2001 | Howard County Design Manual, Volume III - Roads and Bridges, October 2006 | City of Aberdeen Comprehensive Plan 2011 |
| AASHTO, Guide for the Development of Bicycle Facilities, 1999 | Howard County, Volume IV Design Manual, Standard Specifications and Details for Construction, 2007 | City of Baltimore Comprehensive Master Plan 2007-2012 |
| AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition, 2004 | Maryland State Highway Administration, Maryland Manual on Uniform Traffic Control Devices, 2006 Edition (Rev. 1, July 2009) | City of Baltimore Bicycle Master Plan, May 2006 |
| Anne Arundel County Design Manual, January 2001 | Maryland State Highway Administration, Highway Location Reference, Anne Arundel County, Baltimore, Harford and Howard Counties, 2009 | City of Baltimore Bicycle Facility Design Toolkit, April 2006 |
| Anne Arundel County Standard Details, January 2001 | Maryland State Highway Administration, Book of Standards for Highway and Incidental Structures, Latest Revision | Eastern Baltimore County Pedestrian and Bicycle Access Plan, November 6, 2006 |
| Anne Arundel County Pedestrian and Bicycle Master Plan, March 2003 | Maryland State Highway Administration, Highway Construction Cost Estimating Manual, 2010, 2011 Price Index | Harford County Transportation Element Plan, 2010 |
| Anne Arundel County Functional Classification Map, 2009 | Maryland Standard Sign Book, Standard Signs – 2008 Revision | Harford County Master Plan and Land Use Element Plan 2004 |
| Baltimore County Department of Public Works Design Manual, August 2, 2010 | Maryland State Highway Administration Bicycle and Pedestrian Design Guidelines | Harford County Transportation Element Plan 2010 |
| Baltimore County Standard Specifications and Details, 2007 | Access 2000 Bicycle and Pedestrian Access to Maryland's Rail Transit Stations, June, 1997, RKK Consulting Engineers | Howard County General Plan 2000 |
| Baltimore County Office of Planning, Federal Highway Functional Classification Map, 2009 | Anne Arundel County General Development Plan April 2009 | Howard County Pedestrian Master Plan, August 2007 |
| City of Baltimore Book of Standards, August 2010 | Baltimore County Master Plan 2020 November 15, 2010 | MDOT 20 Year Bicycle and Pedestrian Access Master Plan Technical Appendix (2002) |
| Federal Highway Administration, Manual on Uniform Traffic Control Devices, 2003 Edition | Baltimore Metropolitan Council Desktop Tool – Bicycle and Pedestrian Level of Service Calculator, 2007 | Route 1 Manual Howard County July 2009 |
| Harford County Road Code, Book II, Roadway and Stormdrain Design Standards, December 2, 2008 | | Western Baltimore County Pedestrian and Bicycle Access Plan (Preliminary Draft for Public Review), July 30, 2010 |
| Harford County Book of Standard Details, December 2, 2008 | | www.MDOT-realestate.org |
| | | www.westportwaterfront.com |

PLANNING

APPENDIX 4: REFERENCES FOR TYPICAL IMPROVEMENTS

BICYCLE ACCOMMODATIONS – BICYCLE LANES, MARKINGS AND SHARED USE WIDE OUTSIDE LANES

AASHTO Guide for the Development of Bicycle Facilities, 1999
Bicycle and Pedestrian Design Guidelines (Maryland State Highway Administration), <http://www.roads.maryland.gov/Index>.

PEDESTRIAN ACCOMMODATIONS-SIDEWALKS, CURB RAMPS, CROSSWALKS

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition, 2004
Bicycle and Pedestrian Design Guidelines (Maryland State Highway Administration), <http://www.roads.maryland.gov/Index>.
The Design Manuals for applicable jurisdiction should be referenced for specifics.

APPENDIX 5: LIST OF ACRONYMS

| | | | |
|--------|--|---------|---|
| AADT | Average Annual Daily Traffic | TOD | Transit Oriented Development |
| AASHTO | American Association of State Highway and Transportation Officials | SF | Square Feet |
| ADA | Americans with Disabilities Act | SHA | Maryland State Highway Administration |
| APG | Aberdeen Proving Ground | SHA HSO | Maryland State Highway Administration Highway Safety Office |
| B&A | Baltimore & Annapolis Hiker Biker Trail | SWM | Stormwater Management |
| BLOC | Bicycle Level of Comfort | SY | Square Yard |
| BLOS | Bicycle Level of Service | WB&A | Washington, Baltimore & Annapolis Railway Trail Park |
| BMC | Baltimore Metropolitan Council | | |
| BRTB | Baltimore Region Transportation Board | | |
| CPM | Cost per mile | | |
| CY | Cubic Yard | | |
| GIS | Geographic Information System | | |
| GPS | Global Positioning System | | |
| LRT | Light Rail Transit | | |
| LF | Linear Feet | | |
| LM | Linear Mile | | |
| MARC | Maryland Area Commuter Train Service | | |
| MDOT | Maryland Department of Transportation | | |
| MTA | Maryland Transit Administration | | |
| OHS | SHA Office of Highway Safety | | |
| TIP | Transportation Improvement Program | | |

APPENDIX 6: WEBSITES FOR REGIONAL TRAILS WITHIN VICINITY OF BALTIMORE REGION RAIL STATIONS

Baltimore and Annapolis Trail/Park - from BWI Airport Trail to Annapolis

www.railstotrails.us/md_baltimore_annapolis_trail.html

BWI Trail - 12.5 loop encircling the BWI Airport

www.dnr.state.md.us/greenways/bwi_trail.html

Gwynns Falls Trail - from I-70 Park & Ride to Inner Harbor

www.gwynnsfallstrail.org

Jones Falls Trail - from Druid Hill Park to Penn Station

www.trailink.com/trail/jones-falls-trail

Northern Central Railroad Trail - from Ashland Road in Hunt Valley to the MD/PA state line

www.dnr.state.md.us/greenways/ncrt_trail.html

APPENDIX 7: PRELIMINARY RECOMMENDATIONS NOT RETAINED

Certain of the options for improvements developed during preliminary analysis were dropped from further consideration. Cost estimates were not prepared for these options. Those recommendations and the reasons for not carrying them forward to through cost estimating are noted here.

| Station Area | Initial Recommendation | Basis for Removal |
|-----------------------------|--|--|
| Owings Mills Metro | Improve the pedestrian path (desire line) through the station parking lot | transit oriented development project expected to occur on the station parking lots in the near future |
| Shot Tower Metro | Bicycle improvements along Central Ave between Aliceanna and East Baltimore St | 2011-2014 TIP includes project for major reconstruction of Central between Monument and Lancaster |
| Cold Spring Lane LRT | Pedestrian bridge over I-83 from Medfield Heights Community | was not considered financially reasonable to recommend such a costly capital improvement when pedestrians have an alternative route |
| Odenton MARC | Pedestrian improvements along MD 175 (Annapolis Road) @ Town Center Blvd. | 2011-2014 TIP includes project for improvement to bicycle and pedestrian accommodations on MD 175 from 295 - MD 170 |
| Dorsey MARC | Widening of a segment of Coca Cola Drive between Dorsey Road and County Line for improved bicycle accommodations | would involve costly bridge widening; intent was to conduct BLOC analysis to determine whether warranted by bicycle level of service improvement. Since Coca Cola Dr. characteristics were not included in BMC base model for BLOC analysis, we were unable to complete LOS analysis and did not confirm recommendation. |
| Laurel Park MARC | US 1 bicycle and pedestrian improvements | FY'11-16 CTP includes a Project Planning Study for US 1 from PG County to Baltimore County. Plan is to be consistent with County's vision for safety and mobility |