

Making Transit Station Access Easier

Access to Rail Stations in the Baltimore Region

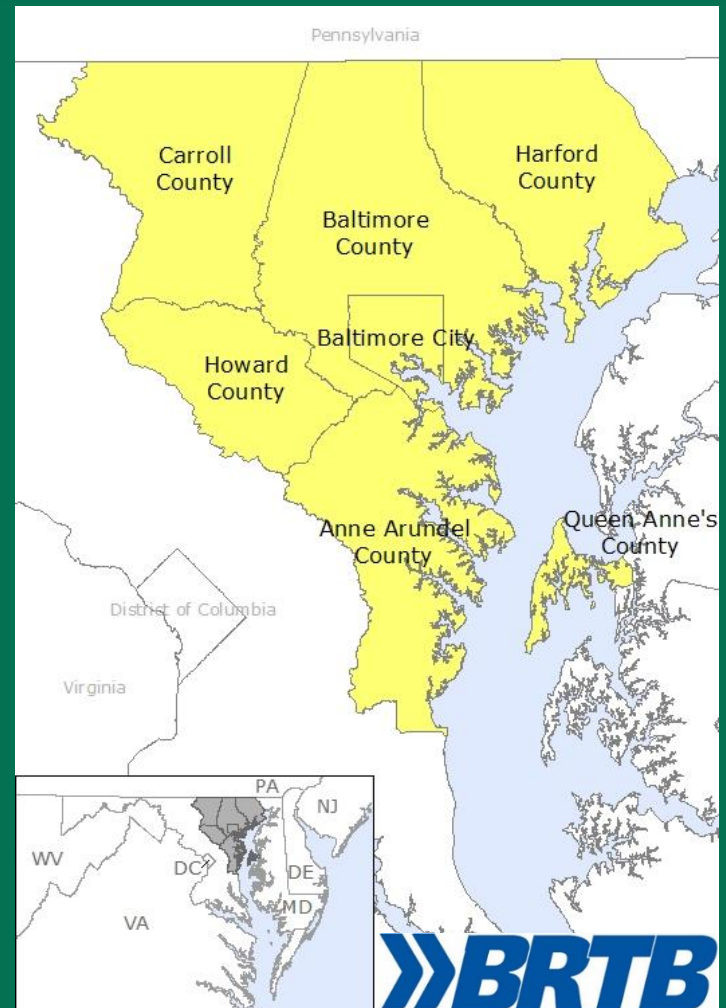
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Baltimore Metropolitan Council

Rail Conference



Baltimore Regional Transportation Board

- Metropolitan Planning Organization
 - Urbanized areas >50,000 pop
 - 400+ nationwide (178 COGs)
- 13 member board
 - Counties & Annapolis/Baltimore Cities
 - State Agencies
 - Transit Rep. (Harford Transit)
- Planning & Programming the Region's Surface Transportation
- 2.7+ million population



History of Station Access Studies

- 1997 “Access 2000” Report – Maryland General Assembly Legislation (completed by Maryland Transit Administration)
- Baltimore Regional Transportation Board: Update Access 2000 for Baltimore region, Task in Work Program (work started in December 2010)



Access to Rail Stations Scope

- 61 Metro (Subway), Light Rail and MARC Commuter Train Stations
- Existing Conditions – 3 mile radius for Bicycle/.6 miles for Pedestrian
- Aerial and Field Work – Field GPS
- Recommendations – Policy and Costs by facility jurisdiction



2011 Access to Rail Stations

Baltimore Regional Transportation Board

Access to Rail Stations in the Baltimore Region



FINAL | August 5th, 2011 | BMC Project #T10EB



Example: Metro (Subway)

CHARACTER:

The station is a terminal station on the Metro line and is situated in the area known as the Owings Mills Town Center. The Owings Mills Mall was the first successful retail center to be constructed in the growth area following the completion of I-795 and the Metro rail system in 1986. The mall flourished initially but over time lost major upscale retailers. The Owings Mills Mall has access to a robust consumer market; however, it currently lacks the proper mix of uses and physical appeal of newer shopping alternatives. In 2006, residential redevelopment on a portion of the parking lot infused new life into the mall. The planned Metro Centre at Owings Mills offers an opportunity to complement and enhance the Owings Mills Mall with a main street mixed-use transit oriented development concept. The design is planned to integrate a mix of residential, office, retail, restaurants, a new public library, a community college building, and a year-round public gathering space. This is intended to create a pedestrian-friendly live, work, and play environment that would encourage the use of public transportation and existing infrastructure. Also located nearby are the corporate campuses and employment centers that comprise this County designated growth area. The station area has easy access to I-795 which connects to the Baltimore Beltway.

LAND USE CONTEXT:

The Owings Mills station is located in an area that is classified as Urban Center Land Use. Planned with a Metro Rail station and easy highway access, the area has been designated as a growth center since 1979. The station area is designated as a transit oriented development area (TOD) at the state and County level. The TOD project known as Metro Centre at Owings Mills is currently under construction. Initially, a parking structure was built for commuters to free up surface parking lots for development. The mixed use development will ultimately include residential, office, retail, restaurant and hotel properties as well as a new public library and community college building.

Year 2000 Population within 3 mile radius -	65,331
Weekday Station Ridership	4,551
Saturday Station Ridership:	1,742
Transit Connections:	MTA Routes 56, 59, and M17

PARKING:

A combination of surface and structured parking exists to provide 3,654 spaces. An occupancy rate of 61% was observed. (Temporary construction in the area may be affecting commuter usage.)

When the mixed-use development is complete the structured parking could be utilized by commuters as well as by visitors to and residents of the TOD.

VEHICLE CHARGING STATION

As a terminal station on the Metro line, this station could be a suitable location for an electric vehicle charging station. Commuters originating in Carroll County or other points north could access the station by electric car and take advantage of a charging station while parked.

PEDESTRIAN ENVIRONMENT:

The pedestrian environment at the station is generally adequate for a suburban setting. A clear pedestrian path is marked and signed through the station parking lot. However, some streets in the vicinity of the station lack sidewalks and a pedestrian desire line is evident within the station. Costs for changing the pedestrian access within the station were not included since the TOD development on site will have a more pedestrian focus.

BICYCLING ENVIRONMENT:

There are 2 bike racks and 10 bike lockers at the station placed in a suitable location, but they are not fully utilized. The surrounding roads are generally wide enough to accommodate bicyclists however, there are no bicycle accommodations provided. The County has plans for providing bicycle accommodations in the area.

No off road trails were identified, but the County has intent to investigate provision of an off-road trail in the area.

2006-2008 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	2
Number of Bicycle Crashes within 3 miles	17

HIGHLIGHTS FROM FINDINGS

PEDESTRIAN

- Some sidewalks are deficient in the immediate station area which may be due to current construction in the vicinity. This will likely be remedied as the transit oriented development project proceeds.
- Sidewalks should be provided on Red Run Boulevard between Painters Mill and Owings Mills Boulevard which may help address safety.
- Crosswalks are missing or faded on Painters Mill Road at the station entrance.
- A new pedestrian signal is recommended on Painters Mill Road @ Music Fair Road.
- Improved street lighting is recommended for segments of Church Road, Owings Mills Boulevard and at the intersection of Painters Mill and Reisterstown Road.

BIKE

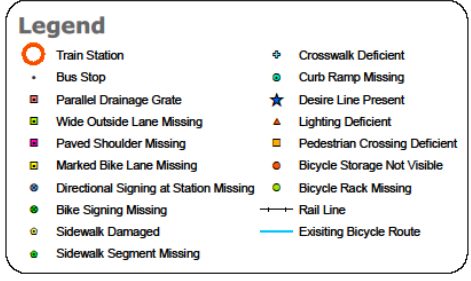
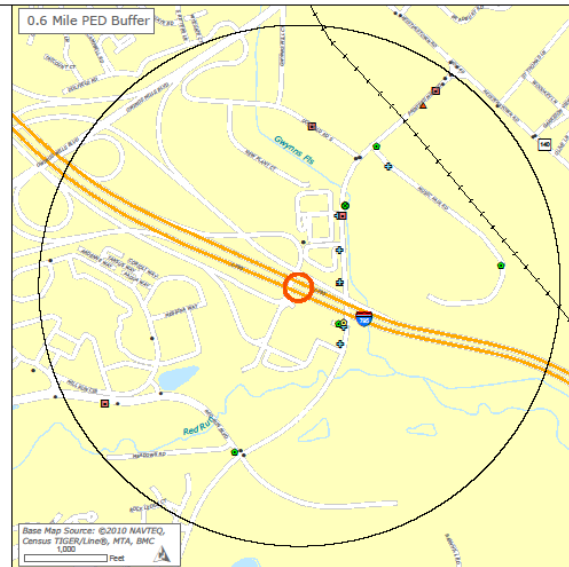
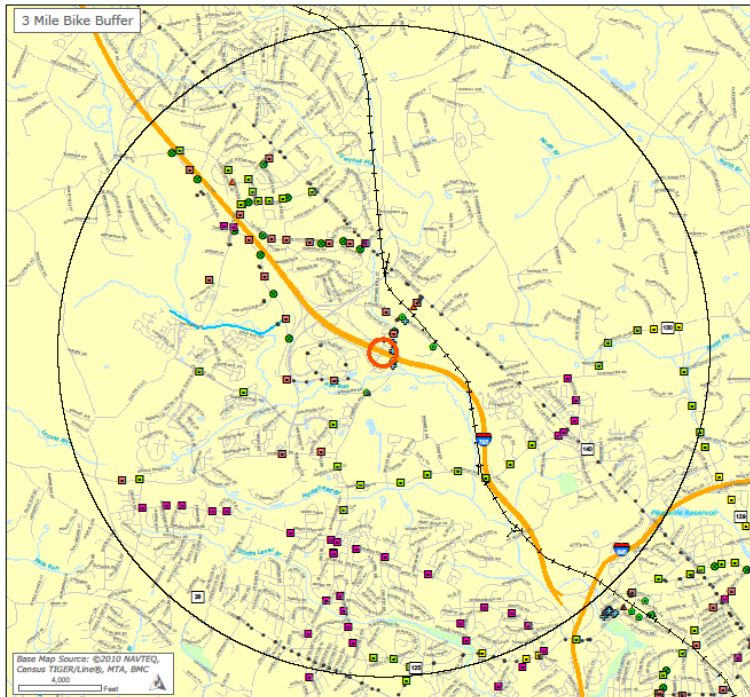
- Share the Road or bicycle route signage is needed for designated bicycle routes.
- Bicycle compatible drainage is needed along several roads. (Deer Park, Lyons Gate Drive, Church Road)
- To provide bicycle accommodations widening is likely needed along McDonogh Road, Church Road, Lyons Mill Road and Pleasant Hill Road. This may help address safety issues along McDonogh Road.
- Information on bicycle locker rental/usage should be posted at the station.

For more detailed information refer to the project database.

Station Profile

- Character
- Land Use Context
- Parking
- Vehicle Charging Stations
- Pedestrian Environment
- Bicycling Environment
- 2006-2008 Crash Data
- Highlights from Findings (Bike/Ped)

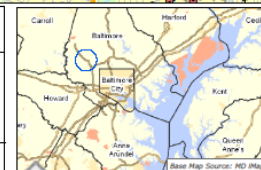
Example: Metro (Subway)



Existing Conditions

Station: Owings Mills
Rail Line: Metro

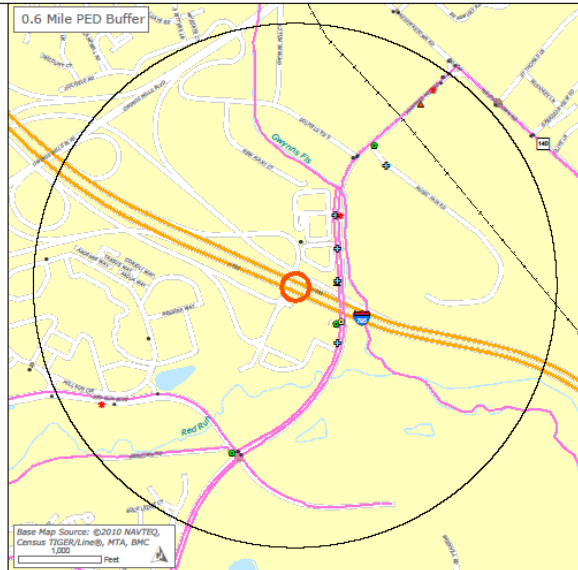
Jun 20, 2011



Existing Conditions

- Desire Lines
- 3 mile bike/.6 mile pedestrian
- Parallel Drainage Grate
- Missing Paved Shoulder
- Directional Signing
- Missing/Damaged Sidewalk
- Deficient Crosswalk
- Deficient ADA
- Deficient Lighting
- No Bicycle Storage

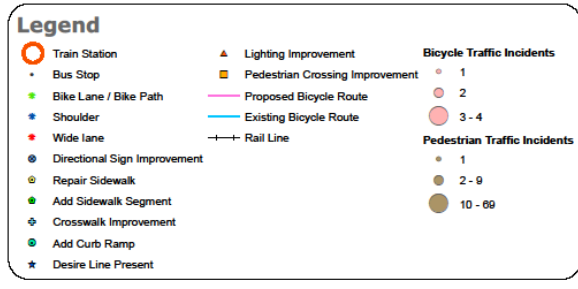
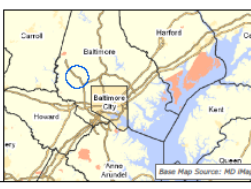
Example: Metro (Subway)



Recommended Improvements

Station: Owings Mills
Rail Line: Metro

Jun 20, 2011



- Recommended Improvements
- Bike Lane/Path
 - Shoulder
 - Wide Lane
 - Sign
- Improvements
- Repair/Add Sidewalk
 - ADA
 - Lighting
 - Proposed Routes
- Identified Crash Locations (Bike/Ped)

Example: Metro (Subway)

RECOMMENDED IMPROVEMENTS OWINGS MILLS - METRO

Station No. 1
Owings Mills Metro

Baltimore County

5018 Painters Mill Road

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		MUSIC FAIR ROAD	PAINTERS MILL ROAD	TO CUL-DE-SAC	COUNTY	INSTALL 3'00"X3' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		PAINTERS MILL ROAD	AT OWINGS MILLS STATION GARAGE	TO PAINTERS MILL ROAD	COUNTY	INSTALL 5'X120' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		RED RUN BOULEVARD	PAINTERS MILL ROAD	OWINGS MILLS BOULEVARD	COUNTY	INSTALL 3'00"X3' OF SIDEWALK	
	SIDEWALK DAMAGED		PAINTERS MILL ROAD	GARAGE	TRAIN STATION PARKING LOT	COUNTY	REPLACE 100'X4' OF SIDEWALK UNDER THE BRIDGE	
	LIGHTING AT INTERSECTION	CHURCH ROAD AND CEDAMERE CIR/STONE GARDEN COURT				COUNTY	INSTALL 3- LUMINAIRE ON THE UTILITY POLE	
	LIGHTING AT INTERSECTION	OWINGS MILLS BOULEVARD AND ENT. TO PARKING GARAGE				COUNTY	INSTALL 2- LIGHT POLES AT THIS LOCATION	
	LIGHTING AT INTERSECTION	PAINTERS MILL ROAD AND REISTERSTOWN ROAD				COUNTY	INSTALL 3- LIGHT POLES AT THIS LOCATION	
	LIGHTING ALONG ROADWAY		PAINTERS MILL ROAD			COUNTY	INSTALL ONE LIGHT POLE AT THE ENTRANCE TO OWINGS MILLS STATION	
	LIGHTING ALONG ROADWAY	CHURCH ROAD AND STONE GARDEN/CEDAMERE CIR.		CHURCH ROAD		COUNTY	INSTALL 2-LIGHT POLES AT CHURCH RD. AND STONE GARDEN/CEDAR MERE CIR.	
	CROSSWALK MISSING		196 PAINTERS MILL ROAD			COUNTY	INSTALL 200' XWALK AND 2 PED SIGNALS	
	CROSSWALK MISSING		MUSIC FAIR ROAD			COUNTY	INTERSECTION RECONSTRUCTION TO INSTALL PED SIGNALS	
	CROSSWALK MISSING		PAINTERS MILL ROAD STATION'S PARKING ENTRANCE			COUNTY	INSTALL 550' XWALK 30' S.B.	
	CROSSWALK MISSING		PAINTERS MILL ROAD STATION'S PARKING N ENTRANCE			COUNTY	INSTALL 500' XWALK 30' S.B.	
	CROSSWALK MISSING		PAINTERS MILL ROAD STATION'S PARKING S ENTRANCE			COUNTY	INSTALL 300' XWALK 25' S.B.	
	BIKE	WIDE LANE		CHURCH ROAD	CEDAMERE ROAD	PLEASANT HILL ROAD	COUNTY	ROUTE, SIGNING, MARKING
WIDE LANE			CHURCH ROAD	RED RUN BOULEVARD	CEDAMERE ROAD	COUNTY	ROUTE, WIDENING	0.465909
WIDE LANE			CRADDOCKS LANE	REISTERSTOWN ROAD	GREENSPRING VALLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.145833
WIDE LANE			CRADDOCKS LANE	REISTERSTOWN ROAD	GREENSPRING VALLEY ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.145833
WIDE LANE			DOLFIELD BOULEVARD	MILLPOND COURT	REISTERSTOWN ROAD	COUNTY	ROUTE, DRAINAGE	0.265152
WIDE LANE			LAKESIDE BOULEVARD	DOLFIELD BOULEVARD	PAINTERS MILL ROAD	COUNTY	ROUTE, SIGNING	1.835327
WIDE LANE			LYONS MILL ROAD	DEER PARK ROAD	MARRIOTSVILLE ROAD	COUNTY	ROUTE, WIDENING, SIGNING	0.216856
WIDE LANE			LYONS MILL ROAD	LYONS GATE DRIVE	MANOR FORGE WAY	COUNTY	ROUTE, WIDENING, SIGNING	0.233795
WIDE LANE			LYONS MILL ROAD	OWINGS MILLS BOULEVARD	PAINTERS MILL ROAD	COUNTY	ROUTE, SIGNING, DRAINAGE	0.422348
WIDE LANE			MCDONOUGH ROAD	PITTSFIELD ROAD	REISTERSTOWN ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.160985
WIDE LANE			PAINTERS MILL ROAD	RED RUN BOULEVARD	REISTERSTOWN ROAD	COUNTY	ROUTE, DRAINAGE	0.532083
WIDE LANE			PLEASANT HILL ROAD	CHURCH ROAD	REISTERSTOWN ROAD	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.120265
WIDE LANE			PLEASANT HILL ROAD	LAKESIDE BOULEVARD	RED RUN BOULEVARD	COUNTY	ROUTE, WIDENING, SIGNING	1.311553
WIDE LANE			PLEASANT HILL ROAD	RED RUN BOULEVARD	TOLLGATE ROAD	COUNTY	ROUTE, RESTRIPIING, SIGNING	0.166667
WIDE LANE			RED RUN BOULEVARD	CHURCH ROAD	PAINTERS MILL ROAD	COUNTY	ROUTE, SIGNING, MARKING, DRAINAGE	0.484048
WIDE LANE		SOUTH TOLLGATE ROAD	LASTGATE ROAD	REISTERSTOWN ROAD	COUNTY	ROUTE, SIGNING, MARKING	0.083333	
WIDE LANE		SOUTH TOLLGATE ROAD	PLEASANT HILL ROAD	LASTGATE ROAD	COUNTY	ROUTE, DRAINAGE	0.201705	

Recommended Improvements

- Separate Pedestrian and Bicycle
- By Type
- Intersection or Roadway Segment
- From/To
- Jurisdiction
- Recommended Improvement
- Distance

Example: Metro (Subway)

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (MI)
BIKE	SHOULDER		GREENSPRING VALLEY ROAD	CLIFFHOLME ROAD	PARK HEIGHTS AVENUE	STATE	ROUTE, SIGNING	0.230947
	SHOULDER		MCDONOUGH ROAD	I-795 (OVERPASS)	PITTSFIELD ROAD	COUNTY	ROUTE, SIGNING	0.186553
	SHOULDER		MCDONOUGH ROAD	PAINTERS MILL ROAD	I-795 (OVERPASS)	COUNTY	ROUTE, WIDENING, SIGNING, MARKING	0.331439
	SHOULDER		MCDONOUGH ROAD	WINANDS ROAD	PAINTERS MILL ROAD	COUNTY	ROUTE, WIDENING, SIGNING	0.535038
	SHOULDER		PARK HEIGHTS AVENUE	GREENSPRING VALLEY ROAD	ECCLESTON STATION ROAD	STATE	ROUTE, SIGNING	0.203958

Total Cost Station (\$)	Total Cost per Jurisdiction	Total Cost By Responsibility	
\$14,281,385	Anne Arundel County	\$0	
	Baltimore City	\$0	State Roads/Stations \$27,300
	Baltimore County	\$14,281,385	County Roads \$14,254,090
	Harford County	\$0	City Roads \$0
	Howard County	\$0	
	Prince George's County	\$0	

Recommended Improvements

- Total Cost by Station
- Total Cost by Jurisdiction
- Detailed in Appendix

Implementation and Next Steps

- Shared with all jurisdictions/agencies
- Used during Planning reviews and in Capital Programs
- Timing of next update being discussed



Thank you

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