SAFE ROUTES TO TRANSIT ACTION PLAN

Anne Arundel County, Maryland

A Safe Streets and Roads for All (SS4A) Grant Project

January 8, 2026

Table of Contents

EXECUTIVE SUMMARY 1

OVERVIEW AND APPROACH 2
- SCOPE AND STUDY LOCATION 2
- SAFE SYSTEMS APPROACH 2
- CURRENT TRANSIT SERVICE 4
- METHODOLOGY 5
  - *Bus Stop Infrastructure Gap Assessment*
  - *Bus Stop Prioritization Framework*
  - *Rail Stations*
  - *Identifying Infrastructure Improvements*

ASSESSMENT OF EXISTING CONDITIONS 6
- NORTH COUNTY | Overview 6
- WEST COUNTY | Overview 7
- GREATER ANNAPOLIS | Overview 8
- NORTH COUNTY | Bus Stop, Sidewalk, & Crossing Review 9
- WEST COUNTY | Bus Stop, Sidewalk, & Crossing Review 10
- GREATER ANNAPOLIS | Bus Stop, Sidewalk, & Crossing Review 11
- NON-MOTORIST SAFETY 12
  - Crash History 12
  - Crash Risk | Safer Streets Priority Finder 13
- EQUITY CONSIDERATIONS 14
- COMMUNITY ENGAGEMENT 15

BUA STOP PRIORITIZATION 16
- Factor 1: Importance 16
- Factor 2: Urgency 14
- BUS STOP PRIORITY RESULTS 20

RAIL STATIONS & PARK AND RIDE
- EXISTING CONDITIONS REVIEW >>>..... 22
- NEEDS ANALYSIS 28
- ACCESS IMPROVEMENT RECOMMENDATIONS 28
- PRIORITIZATION OF RAIL STATION IMPROVEMENTS 31

IMPLEMENTATION 32
- IMPROVEMENT TOOLBOX 32
- RECOMMENDED IMPROVEMENTS 33
  - Sidewalk Recommendations 33
  - Crossing Recommendations 34
  - Bus Stop Recommendations..... 36
  - Shared Use Path / Trail Recommendations 39
  - State of Good Repair / Maintenance Recommendations 40
- PROJECT DEVELOPMENT 41
  - Cost 41
  - Programming 41
  - Funding Sources 43

CONCLUSION 46

APPENDICES
- A – Bus Stop Location Maps
- B – Bus Stop Inventory Matrix
- C – Bus Stop Prioritization Results
- D – Prioritized Improvement Location Maps
- E – Cost Estimates
- F – Public and Stakeholder Comments
- G – Rail Station 10-minute Bikeshed Maps and Pedestrian/ADA Assessment Maps
- H – Memorandum No. 1
- I – Memorandum No. 2

List of Tables

Table 1 – North County Non-Motorist Crashes, 2020–2024 ..... **12**

Table 2 – West County Non-Motorist Crashes, 2020–2024 ..... **12**

Table 3– Greater Annapolis Non-Motorist Crashes, 2020–2024 ..... **12**

Table 4A – Importance Scoring Metrics **16**

Table 4B – Ridership Weight Factors **16**

Table 5 - Urgency Factor Parameters and Weights **17**

Table 6 – Bus Stops Ranked Highest Priority **20**

Table 7 – Sidewalks Ranked Highest Priority **21**

Table 8 – Crossings Ranked Highest Priority **21**

Table 9 – MTA Rail Station Accessibility Summary **22**

Table 10 – Rail Station and Park & Ride Analysis **29**

Table 11 – Initial Prioritization for Access to Rail Station Improvements **32**

Table 12 – Improvement Toolbox **32**

Table 13– Probable Cost for Priority 1 Sites **41**

Table 14 – Summary of Estimated Costs by Priority **41**

Table 15 – Currently Programmed Projects **42**

Table 16 – Improvement Key **45**

Table 17 – Current County Programmatic Funding Streams **45**

List of Figures

Figure 1 – USDOT Safe Systems Approach **2**

Figure 2 – Study Subarea Locations **3**

Figure 3 – County Bus Routes..... **4**

Figure 4a – North County Subarea **6**

Figure 4b – North County Priority Zones of Development **6**

Figure 5a – West County Subarea **7**

Figure 5b – West County Priority Zones of Development **7**

Figure 6a – Greater Annapolis Subarea **8**

Figure 6b – Greater Annapolis Priority Zones of Development **8**

Figure 7 – Anne Arundel County High Injury Network **12**

Figure 8 – Safer Streets Priority Finder (SSPF) Results **13**

Figure 9 – Equity Considerations for Prioritization Scoring **14**

Figure 10 – Safe Routes to Transit Interactive Feedback Map **15**

Figure 11 – Generic Annotated 2x2 Matrix Prioritization Tool **17**

Figure 12 – Harry S. Truman Park & Ride Location Map **26**

Figure 13 – Vicinity Map of MARC Stations (Laurel, Savage, Jessup) **27**

Figure 14 – Level of Traffic Stress Map for North County Light Rail Stations **30**

Figure 15 - Suggested SRTT Project Development Process **42**

Figure 16 - Transportation Community Enhancement Grant Eligible Communities **44**

Figure 17 – PSAP Priority Corridors **44**

EXECUTIVE SUMMARY

Pedestrians and bicyclists accessing transit in Anne Arundel County face safety risks due to high-speed arterial roadways, incomplete sidewalk networks, insufficient intersection crossing provisions, and limited bicycle accommodations. Crash data from 2020–2024 shows that **16% percent of pedestrian crashes and 11% of bicycle crashes** resulted in serious injury or fatality – more than three times the percentages associated with crashes overall – underscoring the disproportionate risk to vulnerable road users. These conditions are especially pronounced near bus stops, where riders must navigate wide roadways, long distances between safe crossings, and infrastructure that does not meet current ADA standards.

The need for targeted safety investment is greatest in areas of the County where high transit use overlaps with historically underserved communities and corridors identified as high-injury networks. Many transit riders in these areas rely on transit as their primary means of access yet lack safe, continuous, and accessible routes. Without infrastructure investment, these deficiencies will continue to limit transit accessibility, increase crash risk, and exacerbate inequities in mobility.

The **Safe Routes to Transit Safety Action Plan** directly responds to these needs by identifying location-specific deficiencies, prioritizing projects with the greatest safety and equity impact, and advancing proven countermeasures consistent with the USDOT Safe Systems Approach.

ACTION PLAN APPROACH

The **Safe Routes to Transit (SRTT) Safety Action Plan** was developed to advance the County's commitment to reducing serious injuries and fatalities among pedestrians and bicyclists accessing transit. Funded through the U.S. Department of Transportation's **Safe Streets and Roads for All (SS4A)** program, this plan provides a data-driven, equity-focused framework to identify, prioritize, and implement safety improvements at and in the vicinity of bus stops and rail stations.

The plan focuses on three geographic subareas—**North County, West County, and Greater Annapolis**—selected based on documented safety needs, high transit use, and the presence of historically underserved

communities. These areas experience high traffic volumes, incomplete pedestrian and bicycle networks, and elevated crash risk for vulnerable road users. The study evaluates more than 500 bus stops, multiple MARC and light rail stations, and associated pedestrian routes and crossings to identify infrastructure gaps and safety deficiencies.

Guided by the **USDOT Safe System Approach**, the SRTT Safety Action Plan emphasizes safer roads and safer speeds through proven countermeasures, including ADA-compliant sidewalks and curb ramps, enhanced crossings, traffic calming, bicycle accommodations and lighting. Crash history from 2020–2024, equity indicators, transit ridership, and roadway risk data were integrated into a transparent prioritization framework to ensure investments deliver the greatest safety benefit, particularly for vulnerable populations.

The plan identifies a phased program of Priority 1, Priority 2, and Priority 3 projects, supported by planning-level cost estimates and an implementation strategy aligned with local, state, and federal funding programs. Priority 1 improvements total approximately **$5.9 million**, with an overall program cost of **$25.6 million**, positioning the County to advance projects efficiently as funding becomes available from a variety of federal, state and County funding streams.

Extensive coordination with County departments, state agencies, transit providers, and community stakeholders ensures that the recommendations reflect local needs and implementation realities. Multiple public meetings, bilingual surveys (both online and hard copy options), and an interactive map were used to solicit community input and strengthen transparency.

Implementation of the SRTT Safety Action Plan will improve safe access to transit, reduce crash risk for pedestrians and bicyclists, advance accessibility, and support equitable mobility. Grant funding will directly accelerate the delivery of high-priority safety improvements, helping Anne Arundel County achieve its Vision Zero goals while enhancing access to reliable transportation for its residents.

OVERVIEW & APPROACH

SCOPE AND STUDY LOCATION

Anne Arundel County was awarded a US Department of Transportation (USDOT) "Safe Streets and Roads for All" (SS4A) grant to facilitate well-connected, safer infrastructure along roadways for transit riders, particularly where they are uniquely vulnerable to automobiles traveling at a high rate of speed on arterial roads. This project will address bus and rail stops in three geographical subareas as shown in Figure 2, based on the greatest need as defined in the grant application:

1. North County (Glen Burnie/Brooklyn Park in the grant application)
2. West County (Odenton/Maryland City in the grant application)
3. Greater Annapolis (West Annapolis/Parole in the grant application)

The Safe Routes to Transit (SRTT) project uses a detailed review and assessment of candidate safety locations to prioritize the most efficient use of resources and achieve the greatest safety benefit. Higher priority will be given to historically underserved communities.

SAFE SYSTEMS APPROACH

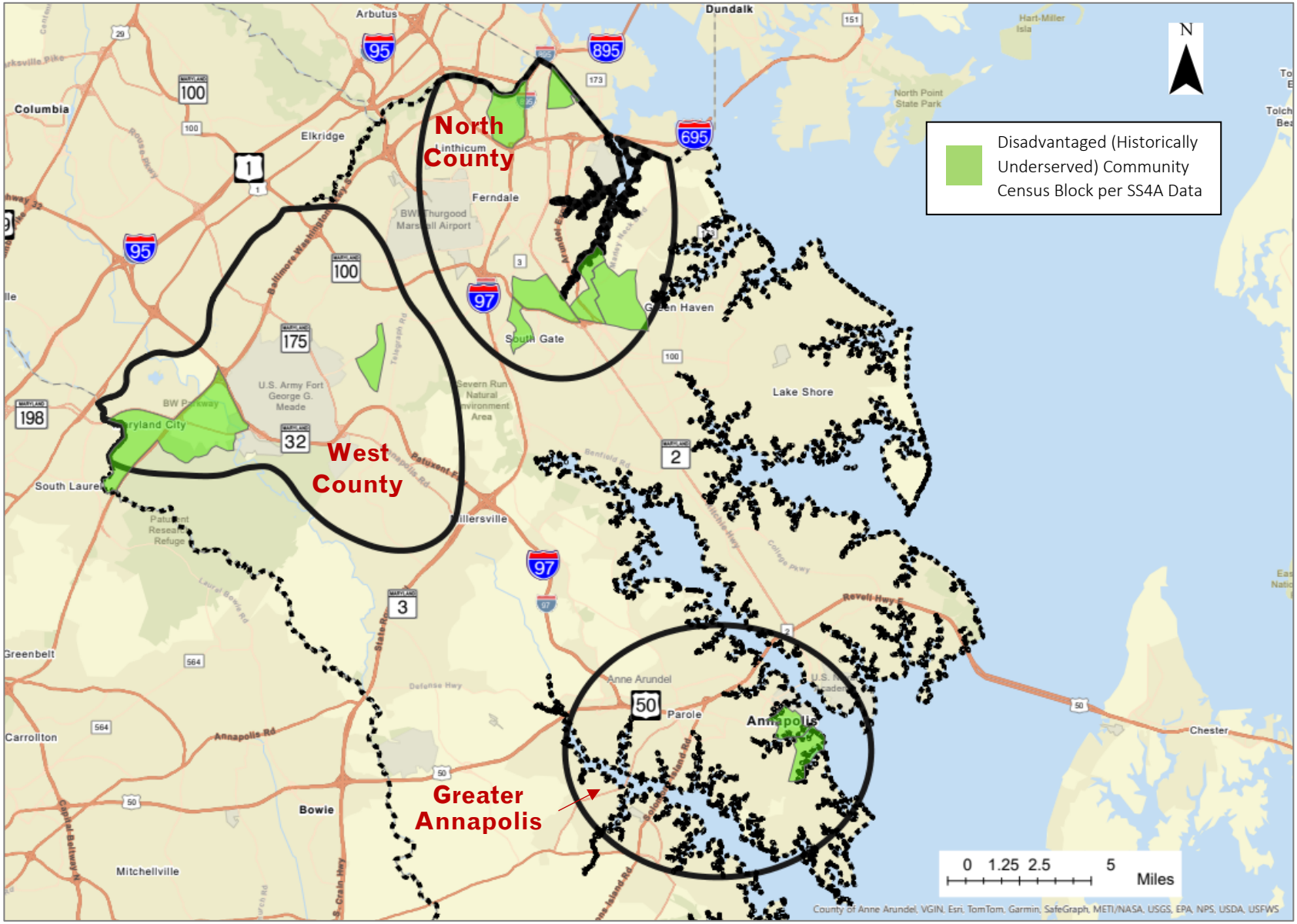
The Safe Routes to Transit Safety Action Plan utilizes at its core the United States Department of Transportation Safe Systems Approach as a foundational guide. This approach delineates a set of principles aimed at enhancing road safety across diverse jurisdictions in the nation. At its core, this approach encompasses a series of objectives that the County has embraced to guide its mission of mitigating and ultimately eradicating severe injuries and fatalities. Key tenets of the Safe Systems Approach, illustrated in Figure 1, include prioritizing the following areas:

- Safer vehicles
- Safer speeds
- Safer roads
- Post-crash care
- Safer people

Figure 1 – Safe Systems Approach *(courtesy USDOT)*

This SRTT action plan will play a role in two key areas of the Safe Systems Approach, namely:

- Safer Roads
  - Prioritizing elimination or reduction of crashes that result in death and serious injuries
  - Incorporating best practice safety features at intersections and along road segments that lead to bus stops or rail stations.
- Safer Speeds –
  - Incorporating best practice elements that aim to reduce travel speeds along road segments that lead to bus stops or rail stations


North County
West County
Greater Annapolis
Disadvantaged (Historically Underserved) Community Census Block per SS4A Data
N
0 1.25 2.5 5
Miles
Arbutus
Dundalk
Columbia
Elkridge
Linthicum
Ferndale
Glen Haven
South Gate
Lake Shore
Severn Run Natural Environment Area
U.S. Army Fort George G. Meade
South Laurel
Millersville
Greenbelt
Anne Arundel
Parole
Annapolis
Chester
Carrollton
Bowie
Mitchellville
North Point State Park
BW Thurgood Marshall Airport
Patuxent Research Refuge
Hart-Miller Isla
95
895
695
97
100
175
198
32
2
3
50
1
151
173
564
Annapolis Rd
Defense Hwy
Baltimore Washington Blvd
Telegraph Rd
Patuxent Rd
State Rd
Revell Hwy
College Pkwy
Bentfield Blvd
Greenbelt Rd
Solomons Island Rd
S. Crain Hwy
Capital Beltway N
BW Parkway
Laurel Bowie Rd
Arundel Mills Blvd
Harry Nice Br
Severn Run
Rhode River
Broadneck Peninsula
Middle River
Curtis Creek
Bodkin Creek
Magothy River
Chesapeake Bay
Patapsco River
Gunpowder River
Bush River
Sassafras River
Elk River
Northeast River
Susquehanna River
Deer Creek
Octoraro Creek
Conowingo Dam
Conowingo Reservoir
Susquehanna State Park
Rocks State Park
Eastern Neck National Wildlife Refuge
Blackwater National Wildlife Refuge
Fishing Bay
Honga River
Tangier Sound
Pocomoke Sound
Pocomoke River
Janes Island State Park
Assateague Island National Seashore
Assateague State Park
Chincoteague Bay
Chincoteague National Wildlife Refuge
Wallops Island
Wallops Flight Facility
Metompkin Bay
Hog Island Bay
Hog Island Wildlife Management Area
Mockhorn Island Wildlife Management Area
Cape Charles
Kiptopeke State Park
Cape Charles Harbor of Refuge
Fisherman Island National Wildlife Refuge
Cape Henry Lighthouse
Fort Story
Virginia Beach
Norfolk
Chesapeake
Portsmouth
Suffolk
Hampton
Newport News
Williamsburg
James City
York
Gloucester
Mathews
Middlesex
Lancaster
Northumberland
Richmond
Westmoreland
King George
Stafford
Spotsylvania
Caroline
Essex
King William
King and Queen
Hanover
Henrico
Chesterfield
Powhatan
Goochland
Fluvanna
Louisa
Orange
Culpeper
Madison
Greene
Albemarle
Nelson
Amherst
Rappahannock
Fauquier
Prince William
Loudoun
Clarke
Frederick
Shenandoah
Page
Warren
Rockingham
Augusta
Rockbridge
Bath
Alleghany
Botetourt
Roanoke
Craig
Giles
Montgomery
Pulaski
Floyd
Franklin
Bedford
Campbell
Appomattox
Buckingham
Cumberland
Prince Edward
Lunenburg
Nottoway
Dinwiddie
Prince George
Charles City
New Kent
Isle of Wight
Surry
Sussex
Southampton
Greensville
Emporia
Brunswick
Mecklenburg
Halifax
Pittsylvania
Henry
Patrick
Carroll
Grayson
Wythe
Smyth
Washington
Bristol
Scott
Lee
Wise
Dickenson
Buchanan
Tazewell
Russell
Bland
Giles
Craig
Botetourt
Roanoke
Salem
Lexington
Buena Vista
Staunton
Waynesboro
Harrisonburg
Winchester
Front Royal
Manassas
Manassas Park
Fairfax
Falls Church
Alexandria
Arlington
Fredericksburg
Colonial Beach
Montross
Warsaw
Tappahannock
Kilmarnock
Urbanna
West Point
Gloucester Point
Yorktown
Hampton
Newport News
Williamsburg
Smithfield
Suffolk
Chesapeake
Virginia Beach
Norfolk
Portsmouth
Franklin
Emporia
South Hill
Clarksville
Chase City
Boydton
Blackstone
Farmville
Appomattox
Lynchburg
Bedford
Rocky Mount
Martinsville
Danville
South Boston
Halifax
Chatham
Gretna
Altavista
Amherst
Madison Heights
Forest
Timberlake
Concord
Monroe
Elon
Lovingston
Scottsville
Charlottesville
Culpeper
Orange
Gordonsville
Louisa
Mineral
Fredericksburg
Stafford
Quantico
Dumfries
Woodbridge
Manassas
Manassas Park
Fairfax
Falls Church
Alexandria
Arlington
Leesburg
Purcellville
Middleburg
Warrenton
Marshall
The Plains
Haymarket
Gainesville
Dale City
Lake Ridge
Occoquan
Woodbridge
Quantico
Dumfries
Triangle
Stafford
Fredericksburg
Spotsylvania
Ruther Glen
Bowling Green
Tappahannock
Kilmarnock
Irvington
Lancaster
Warsaw
Montross
Colonial Beach
Oak Grove
Kinsale
Callao
Heathsville
Northumberland
Reedville
Kilmarnock
Irvington
Lancaster
Warsaw
Montross
Colonial Beach
Oak Grove
Kinsale
Callao
Heathsville
Northumberland
Reedville
Tappahannock

CURRENT TRANSIT SERVICE

Bus Service

Within the geographical subareas of the study, there are 25 fixed bus routes served by four (4) service providers.

Anne Arundel County (AACO) Transit: Free County service is provided with 8 fixed routes: 201, 202, 203, 204, 205, 206, 207, Baltimore/ Washington International (BWI) Airport Express*, and 209/Fort Meade Shuttle*, as shown in Figure 3. On demand transit is offered elsewhere.

Annapolis Transit: Annapolis Transit operates in Annapolis and Parole with three fixed routes (Red, Brown, and Green) at a regular fare of $2. A free circulator (Magenta) operates downtown, and on-demand is offered for the former Purple and Orange fixed routes.

Maryland Transit Administration (MTA): State Routes are located on Arterials, with Local Link routes 69, 70, and 75 and Commuter routes 201, 210, 215, 220 and 230. The regular fare is $2.

Regional Transportation Agency of Central Maryland (RTA): RTA provides routes in the West County subarea, with Routes 501 and 502. The regular fare is $2, whereas seniors and the disabled ride for free.

Rail Service and Commuter Park & Ride

There are seven light rail stops and four Maryland Area Regional Commuter (MARC) train stations serving residents within the study area, as well as a large park and ride facility:

Light Rail: MTA Light Rail stations include Nursery Road, North Linthicum, Linthicum, BWI Business District, BWI*, Ferndale and Glen Burnie. The regular fare is a flat rate of $2.

MARC Stations: MTA Commuter rail stations in Odenton, Jessup, Laurel Park (Laurel Race Track), and Savage. Fares start at $6.

Park & Ride: Harry S. Truman Park & Ride is an MTA commuter facility bounded by Harry S. Truman Parkway, Riva Road, and MD 665 in Parole.

**Bus stops and rail stations within Fort Meade boundaries and within the BWI airport are excluded from the scope of this study and action plan.*

The facility, which is the site of the County's future Parole Transportation Center (project #H581201), has approximately 800 parking spaces, four bus bays, and serves MTA routes 210, 220 and 230 and County route 207. The lot is commuter-based, with morning and evening peak commuter bus service that necessitates all day parking.

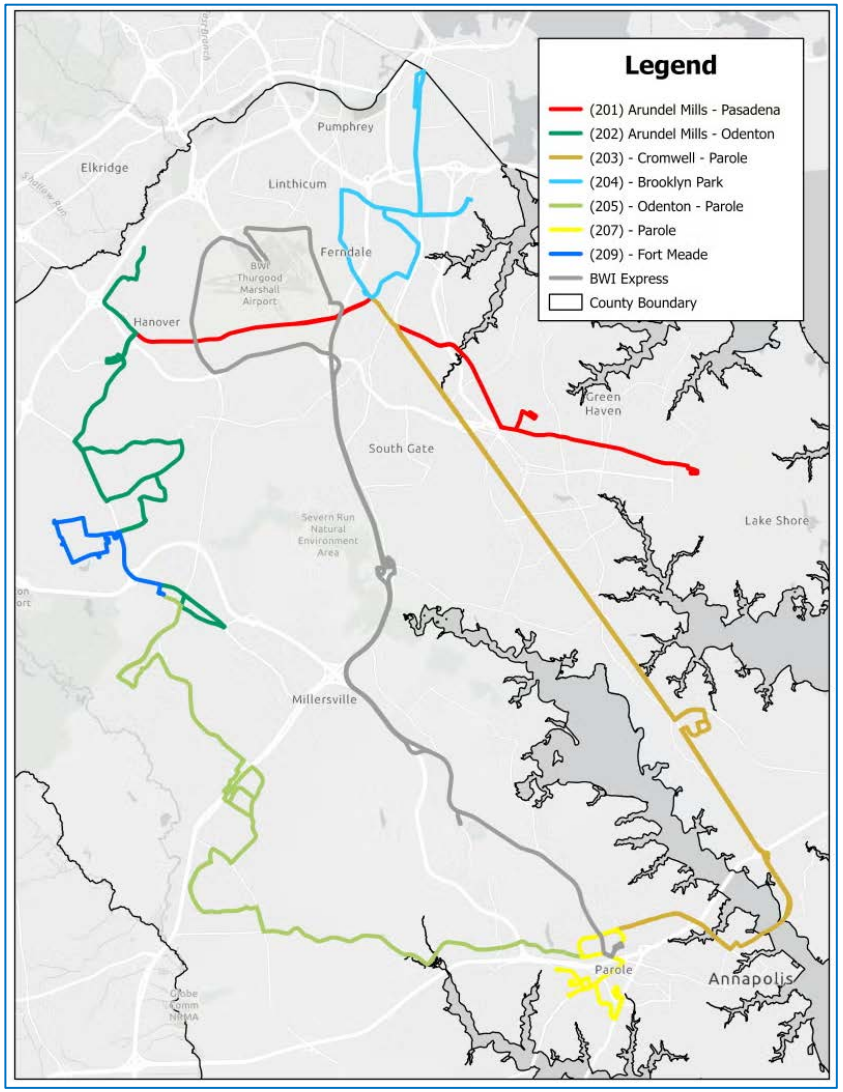


Figure 3 – County Bus Routes

METHODOLOGY

Bus Stop Infrastructure Gap Assessment

To determine the extent of infrastructure deficiencies and gaps, a comprehensive evaluation of bus stops within the geographical subarea boundaries was conducted. A total of 515 bus stops were reviewed, covering the bus stop itself and the adjacent access, up to and including the nearest intersection. Information was obtained from field views and available Geographic Information System (GIS) including Open Data.

An inventory matrix was developed, organized by bus stop location, summarizing existing conditions for landing pads, shelter, seating, connected sidewalk, shade, lighting, connected bike access, marked crosswalks at nearest intersection, traffic signal, pedestrian push button, curb ramps, detectable warning surface, number of travel lanes, median refuge, and other relevant infrastructure features. Also noted in the inventory matrix are transit provider, bus lines served, speed limit, sidewalk buffers, roadway functional classification, and whether the stop is within a census tract defined as disadvantaged. To analyze the extent of gaps/deficiencies, the project team assessed whether appropriate design standards for the infrastructure elements were met, recording the information in the inventory matrix.

Bus Stop Prioritization Framework

To develop a framework for selecting sites for improvements, and for prioritizing the sites based on the most pressing need, a process was developed to rank bus stops and their connected access, in three parts:

1. Bus stop (Stop)
2. Non-motorist route / connection to bus stop (Route)
3. Intersection crossing nearest to bus stop (Crossing)

Features of these three infrastructure components, along with ridership levels (both actual and potential) are factored into the score based on the existence and/or condition of appropriate infrastructure elements, or lack thereof. The process prioritizes the areas of greatest need– a measurement of the relative swiftness of taking action - by applying scores to contextual factors for the locations, including equity considerations, crash history and risk factors, and location support by community comment or prior study.

Rail Stations Scope of Review

A comprehensive assessment of pedestrian and bicycle access and accommodations was previously conducted in the study "Access to Rails in the Baltimore Region", 2011, by the Baltimore Regional Transportation Board. The study was reviewed and updated for the present analysis and serves as the basis for needs identification. Upgrades to the station infrastructure itself is beyond the scope of this action plan. For recommended improvements, the extent of review conducted within this action plan includes the following steps:

- Refer to County and State programmed projects in the station vicinity
- Identify whether there are disadvantaged neighborhoods served by the rail station.
- Make recommendations for connecting pedestrians for the final 1-2 blocks leading to the station.
- Review current bicycle infrastructure within a 10-minute ride of the stations. Assess whether there are gaps in addressing high stress bicycle routes within planned or programmed bicycle projects.
- Provide recommendations for any modification to current projects and/or timing thereof.
- In addition, any bus stop located within a rail station facility is also included in the bus stop evaluation herein.

Identifying Infrastructure Improvements

Conceptual design solutions will address sidewalk and / or shared-use path connections from prioritized bus stops or rail stations to the nearest logical destination, Americans with Disabilities Act (ADA) compliant curb ramps, and landing pads. Addition of pedestrian refuges, flashing beacons, right turn on red prohibitions, and other measures may also be considered to facilitate safe crossings. Recommendations may include bike lanes and supporting bicycle infrastructure, particularly at rail stations. These design recommendations will be developed and order of magnitude cost estimates, for use in future programming.

ASSESSMENT OF EXISTING CONDITIONS

NORTH COUNTY | Overview

Communities: Brooklyn Heights, Pumphrey, Linthicum Heights, Ferndale, and Glen Burnie

Bus Routes: Anne Arundel County Routes 201, 203, 204; MTA Local Link 69, 70 & 75; and MTA Commuter Routes 201 & 215

Rail Stations: Light Rail at Nursery Rd, North Linthicum, Linthicum, Ferndale, and Glen Burnie

Underserved Community Census Blocks: 7302.04, 7302.05, 7304.04, 7305.12, 7501.01, 7502.01

The North County subarea is bisected by MD 2 (Ritchie Highway), a 4- to 6-lane north/south arterial with the highest average daily traffic of any non-interstate in the County, exceeding 20,000 vehicles per day (vpd) throughout its length, and approaching 40,000 vpd between I-695 and MD 3 (Crain Highway). Served by five bus routes, the corridor boasts the County's highest transit ridership.

Brooklyn Park, which contains census block 7501.01, is densely populated at six times the county average. Most residences are within a half-mile walk of bus service either on MD 2 or just east of the subarea using MTA Citylink Silver or Local 29 via 10th Street. Parts of the Freetown Village area, including census block 7302.04 and 7302.05, exceed a 1 mile walking distance to bus stops. Likewise, some communities west of MD 2, including census blocks 7304.04 and 7305.12, have stops with walking distances often exceeding 1 mile.

It is noted that there is no fixed route directly serving the Pumphrey community (census block 7502.01). The Brooklyn Park line, AA 204, traveled on Hammonds Lane until a recent route change in late 2024.

MTA's Light Rail line traverses the west side of the subarea with five stops, at which Transit Oriented Development is envisioned, while Village Centers are defined at Brooklyn Park and Harundale Plaza. Corridor Revitalization is targeted for MD 3 in north Glen Burnie, and for MD 2 and MD 177 near Marley Station Mall.

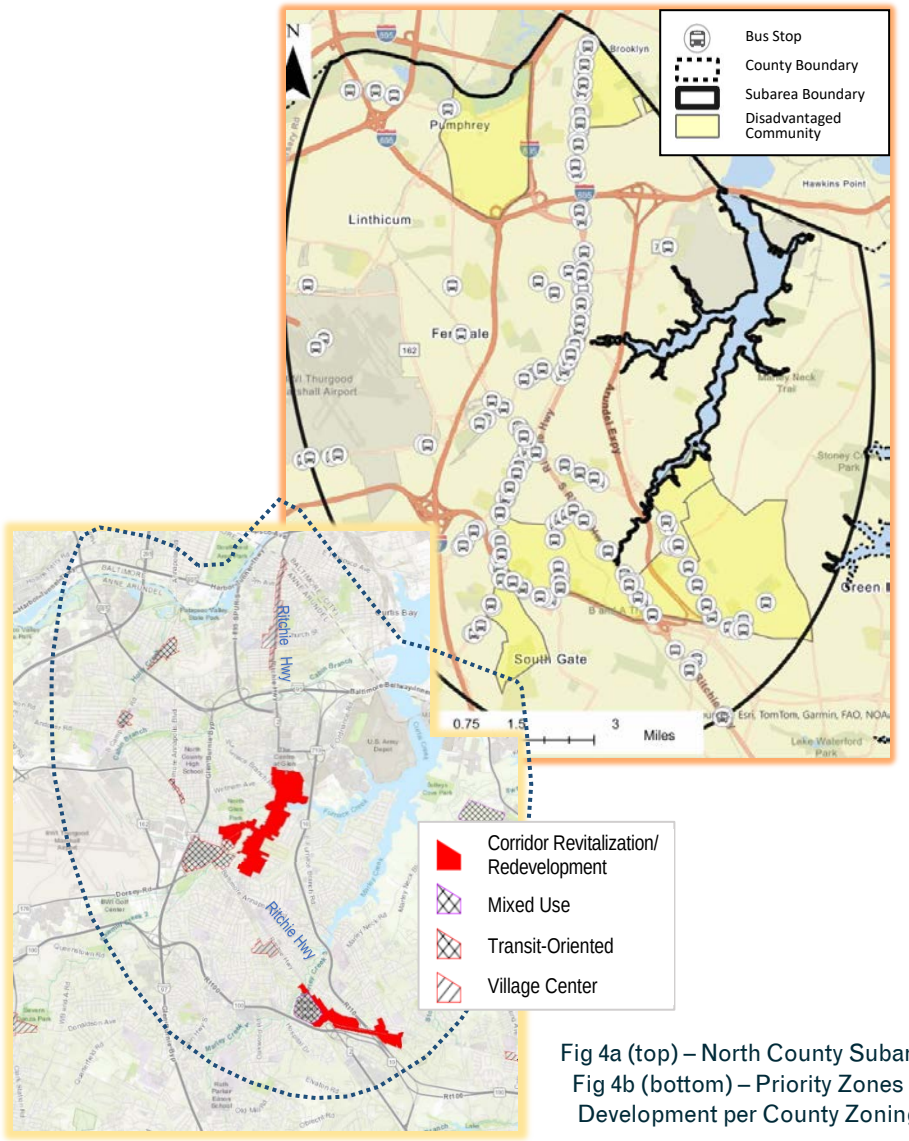


Fig 4a (top) – North County Subarea
Fig 4b (bottom) – Priority Zones of Development per County Zoning

WEST COUNTY | Overview

Communities: Maryland City , Fort Meade, Jessup, Odenton, Dorsey, Severn, Harmans, Annapolis Junction

Bus Routes: RTA 501 & 502; County Transit Routes 201, 202, 205 & 209

Rail Stations: MARC at Jessup, Laurel Race Track, Savage, Odenton

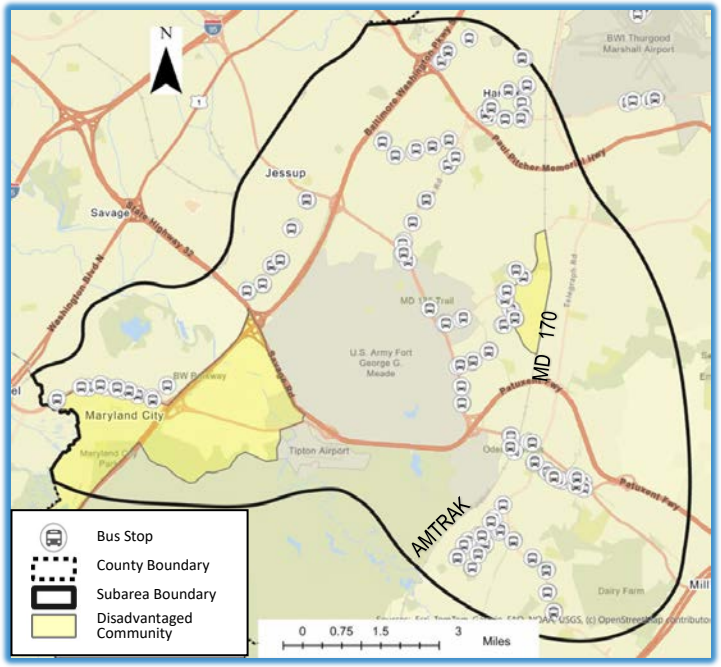
Underserved Community Census Blocks: 7401.05, 7515

This subarea surrounds Fort Meade in the western part of Anne Arundel County and is bisected on the west by the Baltimore-Washington (BW) Parkway. The Amtrak Northeast Corridor shares an alignment with the MARC Penn Line, which includes the Odenton station, but Amtrak does not stop within this subarea.

RTA and AACO Transit provide extensive coverage throughout most main corridors, with the exception of MD 170 (Telegraph Road) north of MD 32 which has no bus service. West of MD 295, bus service to Maryland City and Russett is provided by RTA solely along MD 198 (Laurel Fort Meade Road). This area is characterized by multi-family dwellings situated behind strip shopping centers and other auto-dominated uses. In Fort Meade proper, the County operates the Fort Meade shuttle with five (5) stops on base, connecting to the Odenton MARC station.

Gaps in the sidewalk network, long distances between signalized intersections, missing pedestrian countdown signals, and substandard curb ramps are apparent throughout Jessup and Odenton, which are also served by the MARC train between Baltimore and Washington, DC.

Transit oriented development is envisioned around the rail stations at Dorsey, Savage and Odenton, while Village Centers are defined within Jessup and Severn. Corridor revitalization is slated for MD 198 west of MD 295, and mixed-use redevelopment is identified in targeted areas both north and south of Fort Meade.



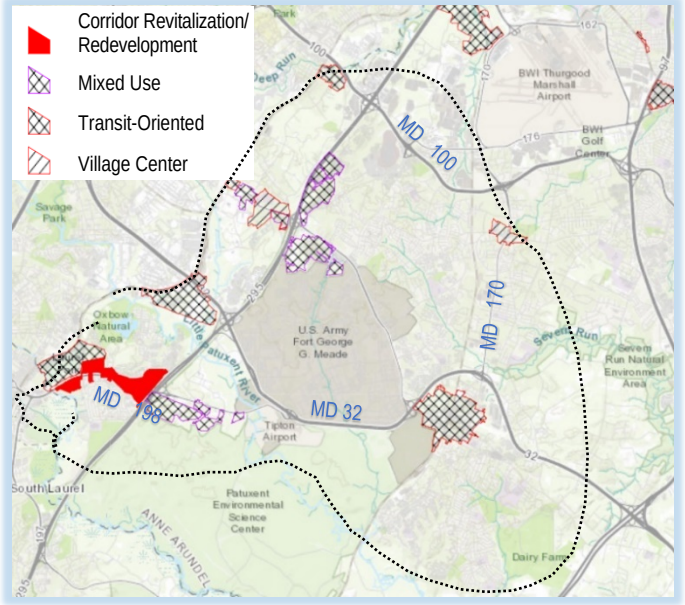


Fig 5a (top) – West County Subarea
Fig 5b (bottom) – Priority Zones of Development per County Zoning

GREATER ANNAPOLIS | Overview

Communities: Annapolis, Parole, Edgewater, S. Broadneck Peninsula

Bus Routes: Annapolis Transit Red, Brown, and Green; Annapolis Transit Magenta (free circulator); County Transit Routes 203, 205, 207 and 208; MTA Local Link 70; and MTA Commuter Routes 210, 220 and 230

Rail Stations: None

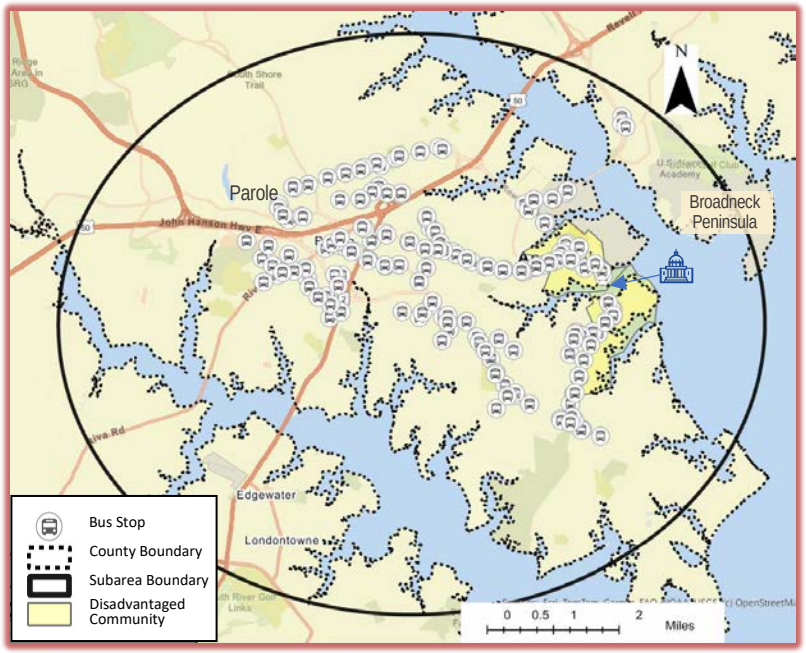
Park and Rides: Harry S. Truman Park and Ride

Underserved Community Census Blocks: 7061.02, 7063.02

The Greater Annapolis subarea encompasses the state capital and adjacent communities of Parole and Edgewater to its west and southwest, respectively. The entire subarea is highly developed and is also home to Anne Arundel Medical Center, the County's largest hospital. Three (3) fixed bus routes and a free circulator operate in the downtown area. As of July 2025, bus service within Edgewater is solely provided by the County as an on-demand service.

Beyond downtown, gaps in the sidewalk network, long distances between signalized intersections, missing pedestrian countdown signals, and substandard curb ramps are evident throughout the subarea, particularly along Forest Drive and MD 2 (Solomons Island Road). Downtown Annapolis has brick sidewalks and curb ramps, some of which may not be ADA compliant.

Two (2) contiguous underserved community census blocks are present in downtown Annapolis. Annapolis in its entirety is zoned by the City of Annapolis. Beyond the city limits, the County's General Development Plan (GDP) targets transit oriented development around the Harry S. Truman Park and Ride as well as Westfield Mall, with a Village Center envisioned along MD 253 (Mayo Road) in Edgewater.



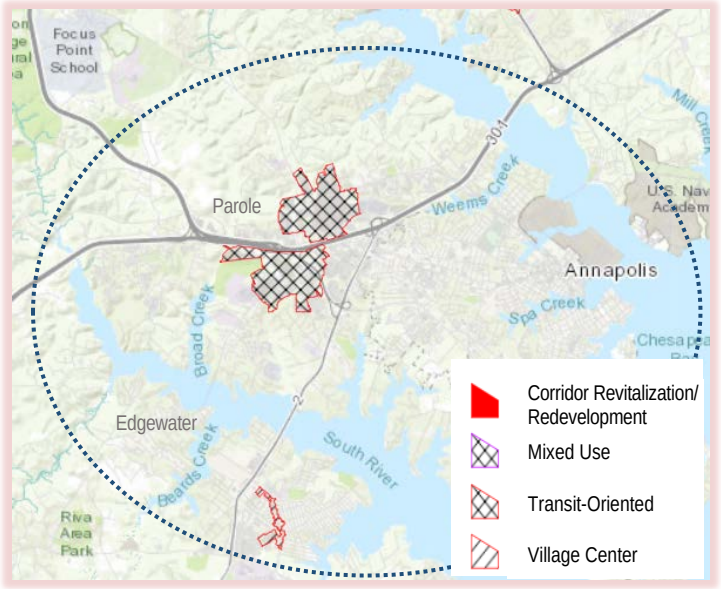


Fig 6a (top) – Greater Annapolis Subarea
Fig 6b (bottom) – Priority Zones of Development per County Zoning

NORTH COUNTY | Active Bus Stops: 172 *(not counting those at BWI airport)*

Bus Stop Review

Bus Stops with deficiencies: 170

Issue(s) most common: No landing pads at approximately 29% of the stops; Inadequate lighting at approximately 62% of the stops.

****

Although landing pads at the loading area are absent from nearly a forth of the bus stops, the condition here is better than in West County. Obstructions at bus boarding are mostly maintenance related, such as vegetation or settlement. It was noted that horizontal separation from the bus waiting area to the travel lane is lacking for about half of the bus stops.

Nineteen (19) bus stops have a bus shelter, primarily on MD 2 and Hospital Drive, and eleven (11) others have seating. An abbreviated "shelter need" analysis based on MTA's procedure shows that five (5) additional bus stops may warrant a shelter. Benches are recommended at stops that scored at least 2/3 of the bus shelter warrant points, amounting to 35 stops in this region. Benches are not provided by MTA and thus must be addressed by another avenue.

Sidewalk ("Route") Review

Pedestrian routes with deficiencies: 113

Issue(s) most common: Lacking buffer between curb and sidewalk at 58% of the locations, ADA deficiencies throughout sidewalks across driveways/side streets.

****

A large portion of sidewalks in the subarea directly abut the curb, which can create a reduced level of pedestrian safety. That said, by far the most prevalent issue is where sidewalks traverse driveways (and sometimes side streets) without an ADA compliant configuration. The full extent of this issue cannot be ascertained until project level survey is conducted during future design projects, although for the study at hand, the team utilized County GIS data entitled Public Right-of-Way (ROW) ADA Compliance combined with visual review.

Crossing Review

Road Crossings with deficiencies: 111

Issue(s) most common: No crosswalk within 250' at 45% of the locations, curb ramp ADA deficiencies at 39% of the locations, lack of median refuge at virtually all of the unsignalized locations.

****

Approximately 48% of the bus stop pairs in North County are situated around non-signalized intersections or mid-block, most often along Crain Highway, MD 648 (B&A Boulevard), and MD 2. The vast majority of these have no marked crossing on the main roadway, with walking distance to the nearest marked crosswalk many hundreds of feet away. Close to half of these instances cross four (4) or more lanes with no median refuge. The curb ramps leading to the crossings often lack detectable warning surface and appear to have slopes steeper than ADA requirements.

WEST COUNTY | Active Bus Stops: 137 *(not counting those at Fort Meade)*

Bus Stop Review

Bus Stops with deficiencies: 133

Issue(s) most common: No landing pads at 80% of the stops; Inadequate lighting at approximately 55% of the stops; Bus shelters present at only 4 bus stops, and seating at 5.

****

The absence of landing pads is a major deficiency in West County. The community has also commented on lack of seating or shelters, stating if they existed, transit use would increase. As in North County, it was noted that horizontal separation from the bus waiting area to the travel lane is lacking for about half of the bus stop locations in West County.

Although there are no state bus lines in this subarea, this Action Plan borrowed MTA's procedure to perform an abbreviated "shelter need" analysis, finding that one (1) stop potentially warrants but lack a bus shelter. Benches are recommended at stops that scored at least 2/3 of the bus shelter warrant points, amounting to four (4) of the stops in this subarea that do not already have seating.

Sidewalk ("Route") Review

Pedestrian routes with deficiencies: 46

Issue(s) most common: Sidewalk Gaps at 25% of the locations, Lacking buffer between curb and sidewalk at 15% of the locations.

****

Sidewalks are not the main concern in this subarea, though there are nearly 50 locations with either sidewalk gaps or lacking buffer from curb to sidewalk. In some locations, ADA compliance can be improved across driveways or side streets.

Crossing Review

Road Crossings with deficiencies: 86

Issue(s) most common: No crosswalk within 250' at 39% of the locations, curb ramp detectable warning surface missing at 32% of the locations, lack of median refuge at 83% of unsignalized locations.

****

About 25% of the bus stop in West County are located at uncontrolled intersections of 4 or more lanes, though about half of these do have a median. More than one-third of bus stop locations have no marked crossing of the main roadway, with walking distance to the nearest marked crosswalk many hundreds of feet away. There are missing curb ramps at approximately 19% of intersections leading to bus stops.

GREATER ANNAPOLIS | Active Bus Stops: 184 *(excluding 22 stops along discontinued Route 206)*

Bus Stop Review

Bus Stops with deficiencies: 135

Issue(s) most common: Insufficient lighting at about 50% of bus stops, no landing pad at about 28% of bus stops.

****

Landing pads and shelters are frequent at downtown Annapolis bus stops, but less common in areas beyond downtown. More than 40% of the stops have shelters in this subarea, with 51 of these inside the City limits. The main issue is lack of ADA accessibility at the shelters; however, the City has funded a capital project to upgrade the shelters starting in 2026. Beyond downtown, by far the most common issues are lack of proper landing pad for boarding and alighting, and insufficient lighting.

This Action Plan study team borrowed MTA's procedure to perform an abbreviated "shelter need" analysis, finding that two (2) bus stops potentially warrant but lack a bus shelter. Benches are recommended at stops that scored at least 2/3 of the bus shelter warrant points, amounting to two (2) of the stops in this subarea that do not already have seating.

Sidewalk ("Route") Review

Pedestrian routes with deficiencies: 103

Issue(s) most common: Lacking buffer between curb and sidewalk at 50% of the locations where sidewalk is present.

****

Sidewalks are not the main concern in this subarea, with all but 13 locations having connected sidewalks, though there are more than 90 locations lacking buffer from curb to sidewalk. In some locations, ADA compliance can be improved across driveways or side streets.

Crossing Review

Road Crossings with deficiencies: 107

Issue(s) most common: Lack of ADA compliance at intersection curb ramps at 45% of locations, No crosswalk within 250' at 37% of the locations.

****

As noted above, lack of ADA compliance at intersection curb ramps and missing crosswalks are the most common issues observed. Several locations along Forest Drive, MD 253, and both the Defense Highway and West Street segments of MD 450, have had non-motorist crashes in the past five (5) years and are mapped as higher risk to crashes in the Safe Street Priority Finder. These locations have been scored at a higher urgency than other locations, all other factors being equal.

NON-MOTORIST SAFETY

Crash History

The County's Vision Zero Dashboard presents crash history data for the 5-year period of 2020 to 2024. The data is searchable by severity, as well as pedestrian and cyclist involvement. A high injury network map, which reveals areas of relative crash density (i.e., where the most crashes occur relative to length of road) is provided in Figure 7.

Within the boundaries of the three geographic subareas, the crash history involving pedestrians and cyclists – or vulnerable users – is shown in Tables 1, 2 and 3. The data shows that 16% of pedestrian-involved crashes and 11% of cyclist-involved were either serious injury or fatal in severity over the period. This is compared to year over year percentages of fatal crashes at 0.5% of all Maryland crashes and serious injury crashes at 3% of all Maryland crashes, according to Zerodeathsmd.gov.

Mode	Fatal Crash	Serious Injury Crash	Less Severe
Pedestrian	19	65	387
Cyclist	1	12	117
Combined	**20**	**77**	**504**

Table 1 – North County Non-motorist Cashes, 2020-2024

Mode	Fatal Crash	Serious Injury Crash	Less Severe
Pedestrian	8	33	255
Cyclist	1	7	65
Combined	**9**	**40**	**320**

Table 2 – West County Non-motorist Cashes, 2020-2024

Mode	Fatal Crash	Serious Injury Crash	Less Severe
Pedestrian	10	35	256
Cyclist	1	8	68
Combined	**11**	**43**	**324**

Table 3 – Greater Annapolis Non-motorist Cashes, 2020-2024

It is noted that not all crashes summarized in Tables 1 through 3 are within the vicinity of rail stations or bus stops.

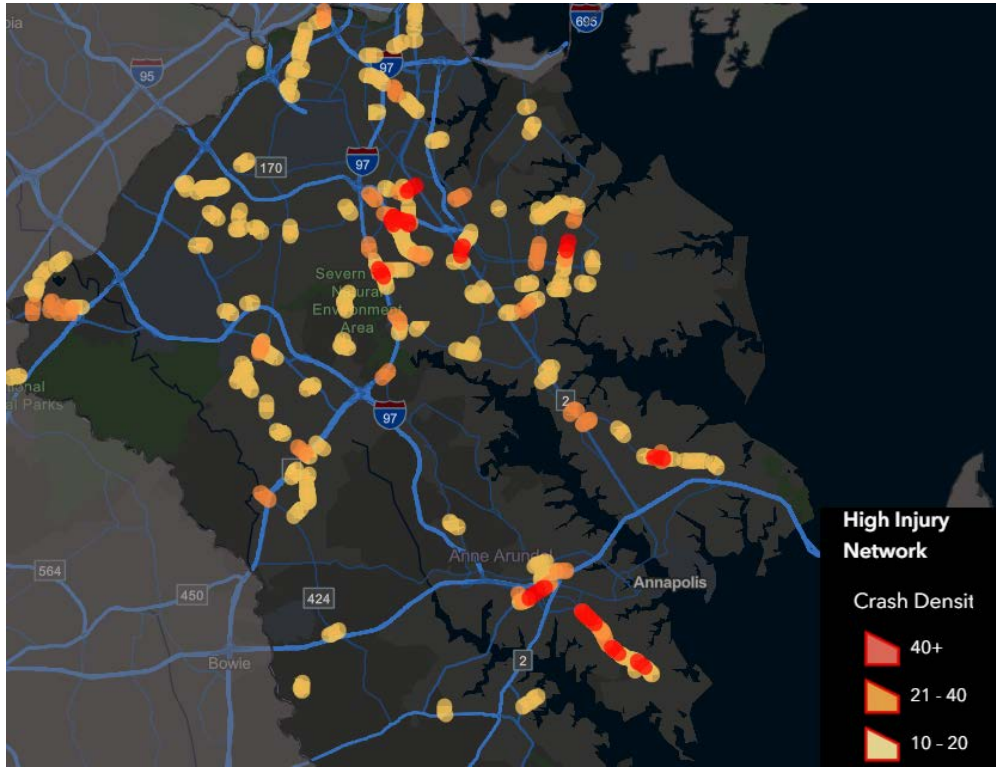
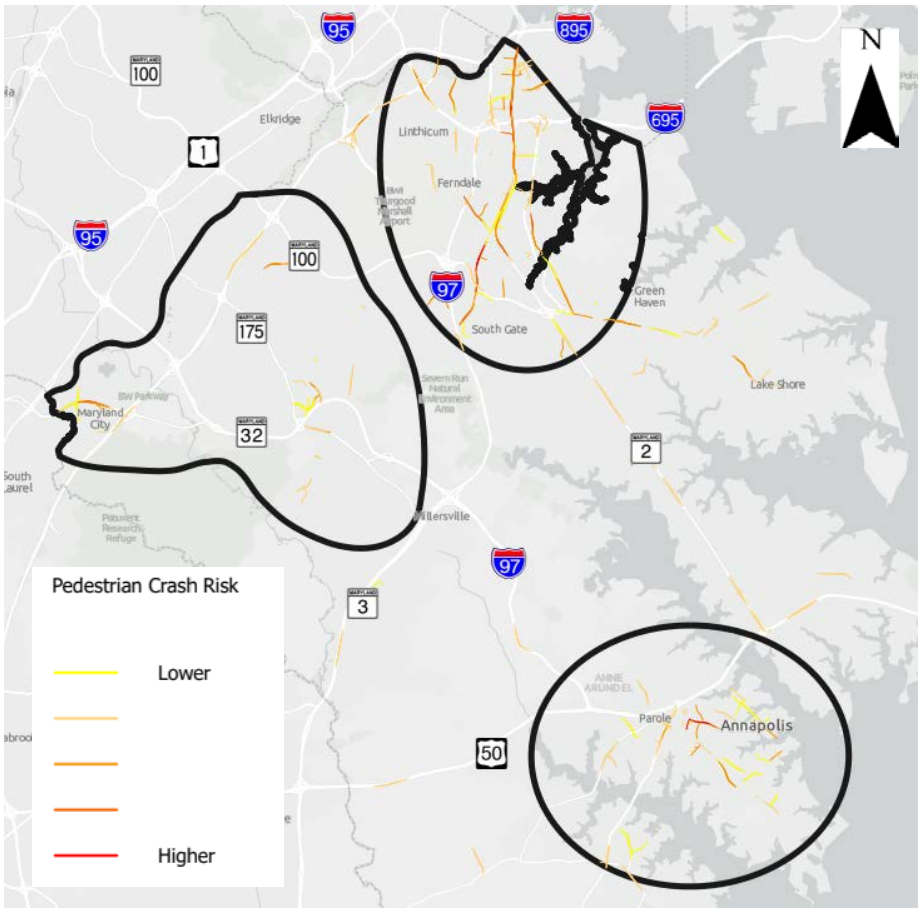


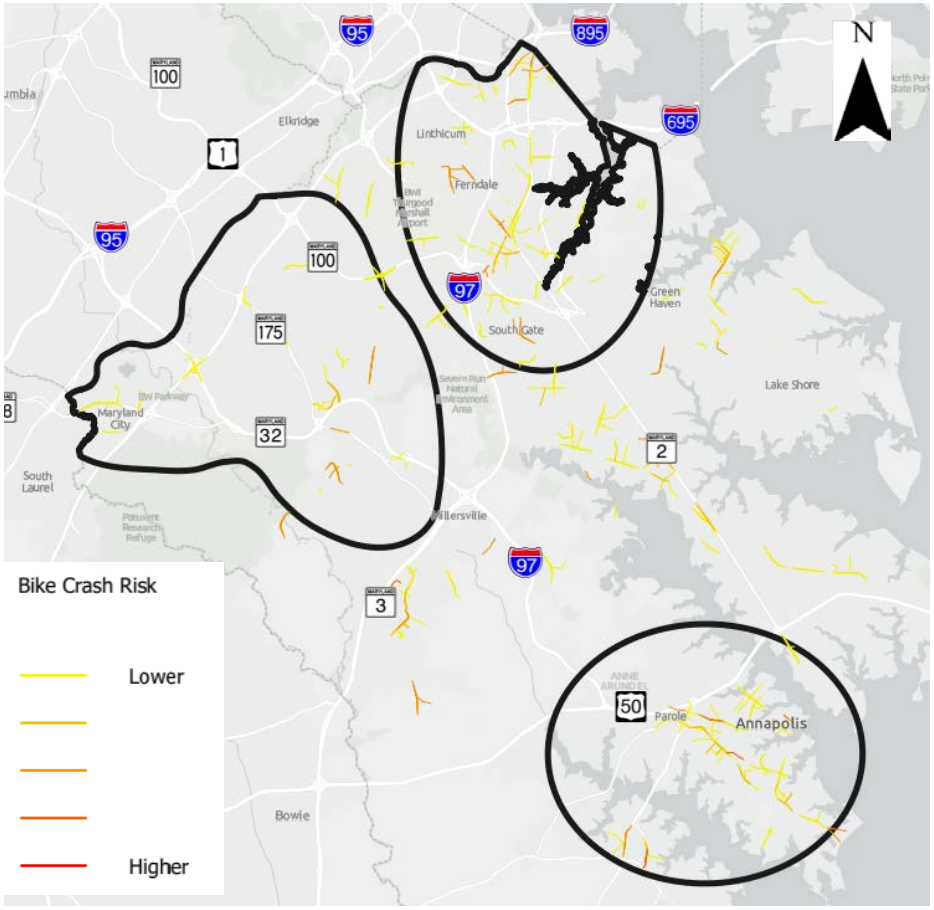
Figure 7 – Anne Arundel County High Injury Network

Crash Risk | Safer Streets Priority Finder

Contributing to the crash factor assessment in the URGENCY score is the predicted risk of crashes, at various levels (low, medium, high) for cyclists and pedestrians using the Safer Streets Priority Finder (SSPF) tool[1]. This beta tool was incorporated into the project prioritization for Walk and Roll Anne Arundel! As part of this SRTT study, the SSPF was regenerated with more recent crash data to obtain updated sliding scale crash risk, which inform the crash risk score for each of the potential project sites. The regenerated maps are included in Figure 8.



Pedestrian Crash Risk



Bicycle Crash Risk

Figure 8 - Safer Streets Priority Finder (SSPF) Results

Maps Generated using Safer Streets Priority Finder and Anne Arundel Crash Data from 2020-2024

[1] Safer Streets Priority Finder is a free and open source resource that allows practitioners and advocates to analyze and understand the risk to vulnerable road users (bicyclists and pedestrians) on their local roadways - www.saferstreetspriorityfinder.com

EQUITY CONSIDERATIONS

A primary objective of the project and a focus of the USDOT "Safe Streets and Roads for All" program, is reaching communities who have been historically underserved and for whom the subsequent implementation of improvements will have the most meaningful impact. To ensure achievement of this objective, the study selected several indicators which will allow locations in these communities to be of a higher priority for improvements. The considerations are taken from US Census 2020 data, as follows.

Consideration	Rationale / Description
SS4A Underserved Communities Census Area	USDOT defined tracts which exceed the 50th percentile across at least four of the six transportation disadvantaged indicators
Transportation Disadvantaged	Additional priority for communities that spend higher percent of income, and take longer, to get where they need to go
Population in Poverty >15%	The poverty rate is the percentage below 100% of the poverty threshold
Carless House-holds >15%	Households with no vehicle have a greater need for transit service
Elderly + Disabled Population >20%	Elderly and disabled populations have a greater need for high quality infrastructure for their mobility
Social Vulnerability Index > 4	A blending of demographic and socioeconomic factors which adversely affect communities that encounter hazards and other stressors, some of which are scored separately (in factors above) for additional emphasis.

Figure 9 conveys the results of the equity scoring system based on the factors described. Each score parameter is weighted by a factor of 3, resulting in scores ranging from 3 for a site that is only within the Census Area boundary but meets no further parameter, to a score of 15 for a site which is within the Census Area boundary and meets all additional parameters. These weighted scores yielded a progressively more significant effect on the overall scores for the study locations, resulting in higher priority for those with the highest equity scores.

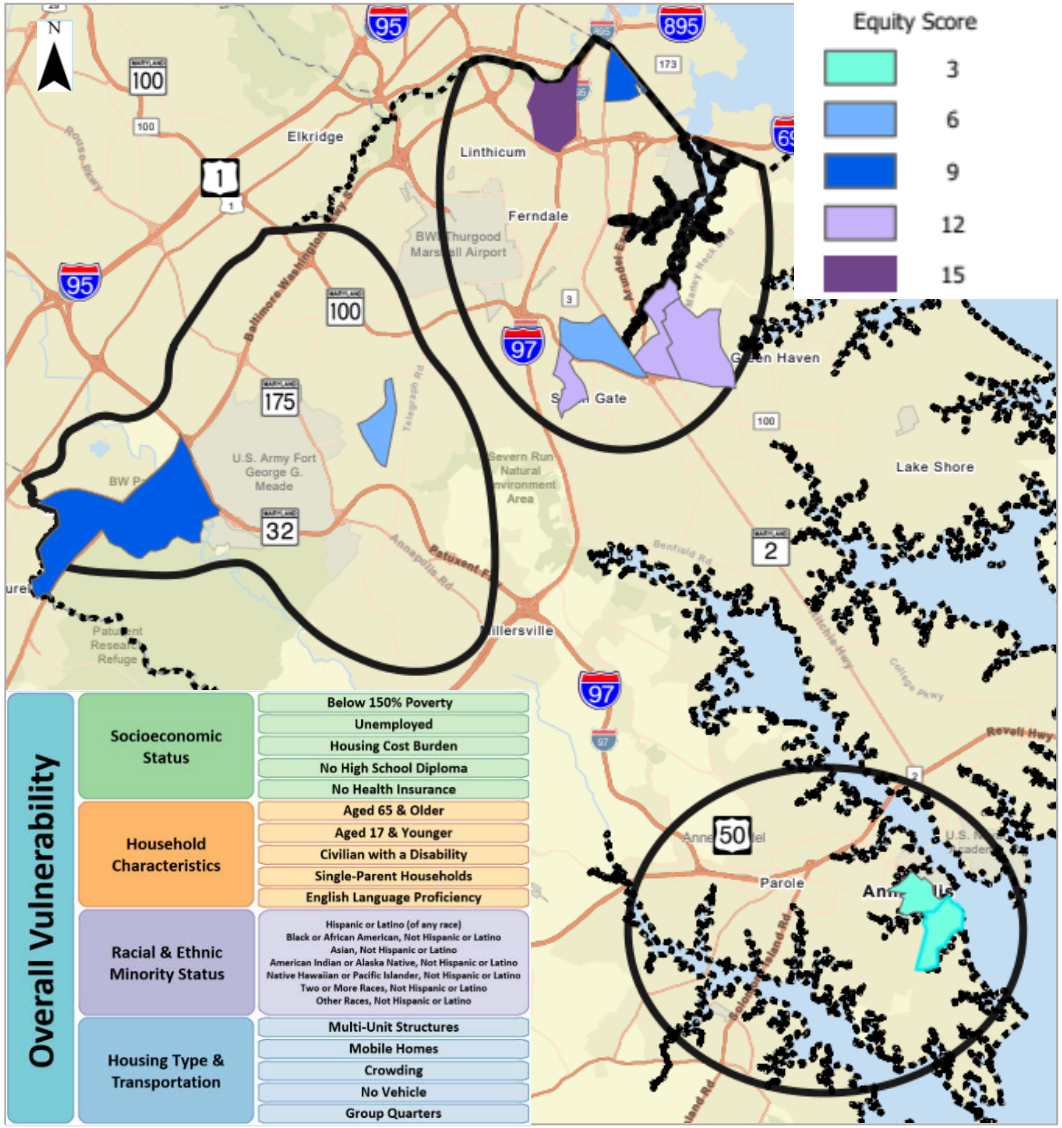


Figure 9 – Equity Considerations for Prioritization Scoring (using Census Data)

COMMUNITY ENGAGEMENT

Community Stakeholder Sessions

Throughout the study, there have been multiple sessions with interagency departments and community members. A partial list of agencies involved is given below. Stakeholder meetings were held with these groups supplemented by community leaders for each of the three (3) subareas in January 2025.

- County Office of Transportation
- County Department of Public Works
- County Office of Planning and Zoning
- Maryland Transit Administration (MTA)
- Maryland State Highway Administration (SHA)
- City of Annapolis

Public Meetings

Three (3) formal, in-person public meetings were held in the Spring of 2025 to inform the public of the project purpose, provide an update on progress, and solicit their feedback on key areas of concern related to safe access to transit. One formal public meeting, each followed by a 28-day (minimum) comment period, was held for each of the three subareas, and additional informal sessions were held upon request from community leaders. Materials used at the meetings included a PowerPoint presentation, display boards, and a survey.

Online Survey and Interactive Map

To encourage additional input from community members, the County hosts a project website containing study materials. Throughout the public comment periods, both an online survey and an online interactive map were available for the public to provide their specific comments and suggestions for improvements to transit related infrastructure. An excerpt from the online map is shown in Figure 10.

Public and stakeholder comments and survey responses are provided in Appendix F.

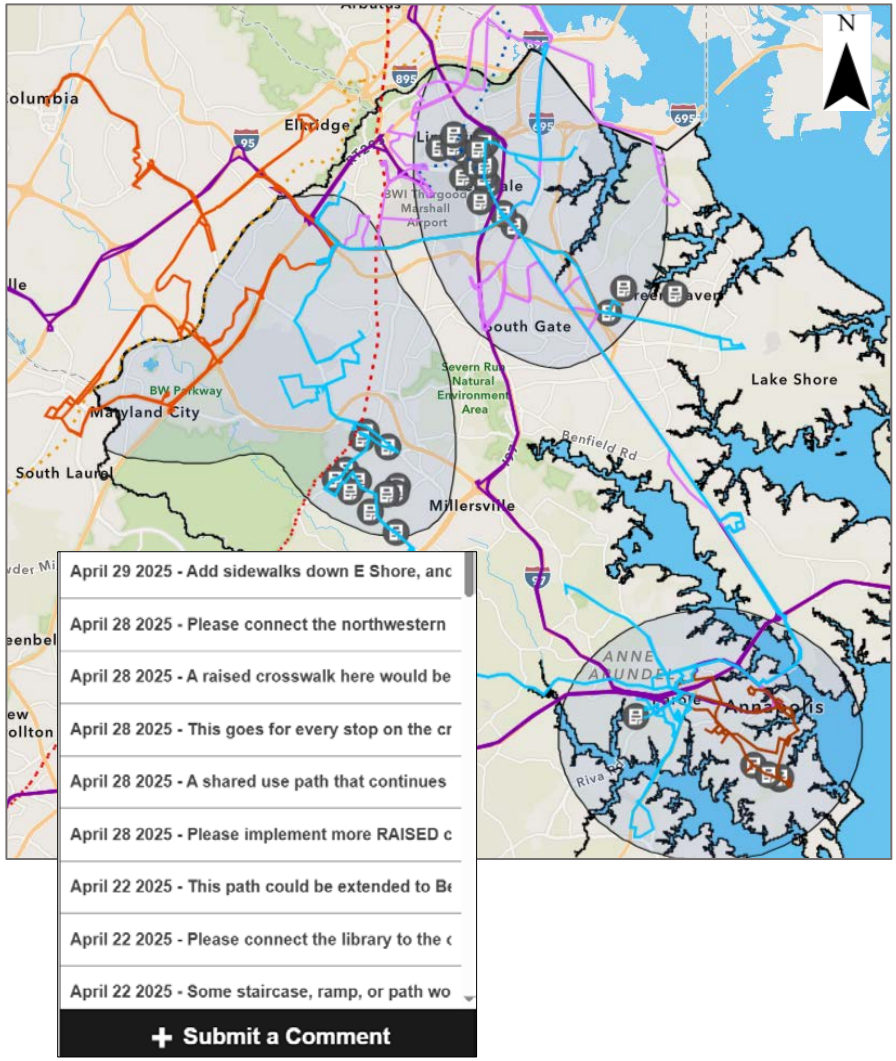


Figure 10 - Safe Routes to Transit Interactive Feedback Map

BUS STOP PRIORITIZATION

Due to the sheer number of bus stops and rail stations, substantial funding will be needed to plan, design, and construct the necessary improvements. A strategic approach to fund and phase projects is crucial to successful implementation of the County's Safe Routes to Transit infrastructure. Coordination is needed between various County, State, and City of Annapolis agencies, as well as other stakeholders. Below describes the process for prioritization for implementation. Specifically, it is a framework for identifying sites for improvements, and for prioritizing the sites based on the most pressing needs.

Factor 1: Importance

To rank level of IMPORTANCE, or the level of positive impact an improvement may afford, the three components of the bus stops – namely the stop itself, the route to the stop, and the nearest road crossing – are each scored separately. Metrics for the scoring system of these features, based on the existence and/or condition of appropriate infrastructure elements, or lack thereof, is provided in Table 4A and 4B. The IMPORTANCE factor also includes ridership, in terms of both actual and potential boardings, since the positive impact would increase for sites where a greater number of riders would benefit from the improvement. Potential Demand categories, as presented in Table 4b, are defined as follows:

- *Priority Land Use Zone (PZ)* - within County designated areas of: Transit Oriented Development; Corridor Revitalization; Mixed Use; or Village Center
- *City* – within City of Annapolis limits
- *Focus Development Classification* –residential/industrial/commercial not in PZ
- *Outside Focus Development Classification* – agricultural or conservation areas

Table 4A (far right): Importance Factor Scoring Metrics

Table 4B (bottom left): Ridership Weight Factors

Transit Trips - Weights applied to Importance Score	
Current Ridership (daily) - Select one	
Boardings ≥ 25	1.4
Boardings between 11 and 24	1.2
Boardings between 6 and 10	1
Boardings ≤ 5	0.9
Potential Demand - Select one	
Within Land Use Prioitizaton Zone (PZ)	1.5
Within City	1.4
Within Focus Development classification, not in PZ	1.25
Outside of Focus Development classification	1

Importance Scoring Method			
	Metric		Score
Stop	Safety		
	Separation - Select one		
		No horizontal or vertical separation	6
		Vertical separaton only	3
		Horizontal separation only	3
		Horizontal and vertical separation	0
	Lighting - Select one		
		Lighting not present, night routes exist	3
		Lighting exists, or no night service	0
	Site-specfic Issues (e.g. sight distance, trip hazards)		
		*Score up to 5, determined based on site	*
	Accessibility/ADA - *Select one*		
		No Conc. Landing Pad within grass buffer	6
		Substandard Landing Pad (incl. sidewalk as pad)	3
		5' x 8' Landing Pad	0
	Passenger Amenity/Convenience		
	Seating	No Seating, meets ridership threshold	2
		Seating exists or is not warranted	0
	Shelter	No shelter, meets ridership threshold	1
		Shelter exists or is not warranted	0
Crossing	Safety		
	Roadway - Select all that apply		
		Unsignalized 6 lane crossing, no median	4
		Unsignalized 4 lane crossing, no median	2
		Unsignalized 2 lane crossing	0
		Unsignalized 4+ lanes, with median	2
		Signalized (with or without median)	0
		No Marked Crosswalk within 250 feet	4
		No Accessible Pedestrian Signal (APS)	2
	Traffic Volume Weight - Select one		
		ADT > 20,000	1.5
		ADT between 5,000 and 20,000	1.25
		ADT < 5000	1
	Site-specfic Issues (e.g. desire for mid-block crossing)		
		*Score up to 5, determined based on site	*
	Accessibility/ADA - *Select one*		
		No sidewalk ramps	4
		Ramps exist but not ADA compliant (e.g. DWS)	3
		ADA compliant sidewalk ramps	0
Route	Pedestrian Route - *Select all that apply*		
		Sidewalk missing/gap	8
		Horizontal Obstructions narrowing path	4
		Vertical obstacles (curbs, etc)	5
		Insufficient buffer to travelway, variable score	4 max
		ADA compliant walkway	0
	Site-specfic Issues (e.g. trip hazards)		
		*Score up to 5, determined based on site	*

Factor 2: Urgency

The second step in the process will prioritize the areas of greatest need, by applying scores to contextual factors for the bus stop and rail station locations. These factors include Equity, Crash History and Risk, Location Support or Previous Study Identification. Metrics for the URGENCY scoring system are provided in Table 5.

2 x 2 Matrix Approach

The 2x2 Prioritization Matrix is a useful construct for delineating and prioritizing tasks, offering agencies a pragmatic lens for prioritization and programming. By categorizing assessed sites along axes of urgency and importance, it allows visualization of priorities, helping to ensure strategic alignment with project purpose and goals.

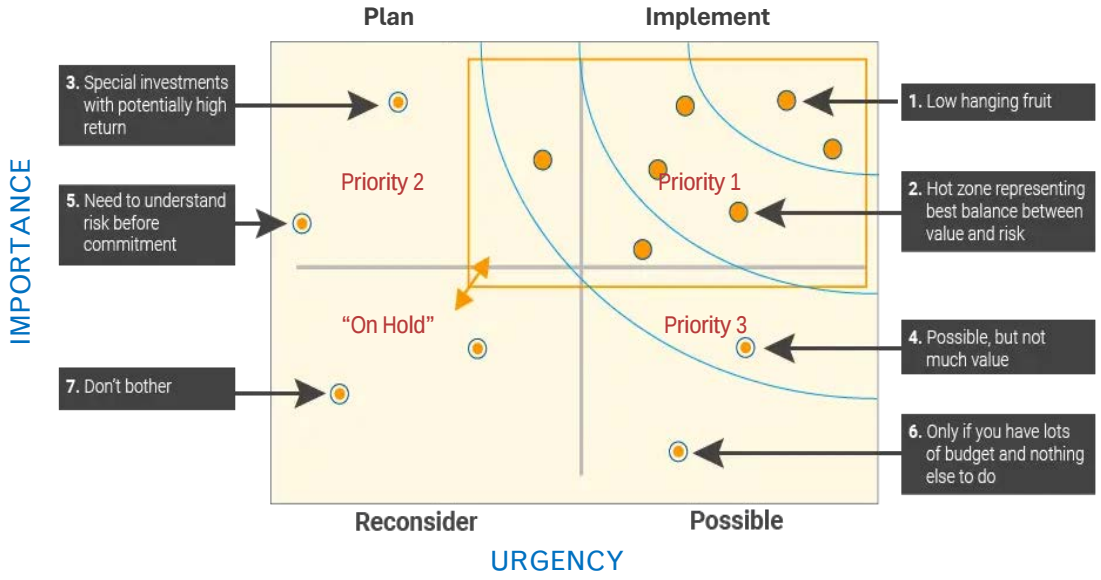


Figure 11 – Generic Annotated 2 x 2 Matrix Prioritization Tool

The scores for steps one and two are plotted on a matrix. The results at the upper right of the matrix are most important and most urgent, and those at the bottom left, least important and least urgent.

Urgency Scoring Method		
Factor	**Score**	**Weight**
Equity		
Disadvantaged Community - Select one		3
Transportation Disadvantaged	2	
Within Disadvantaged Census Tract	1	
Outside of Disadvantaged Census Tract	0	
Population Vulnerability - Select all that apply		3
Vulnerability Index ≥ 4	1	
Disabled/Elderly population ≥ 20% (combined)	1	
Carless population ≥ 15%	1	
Population less than 100% Poverty Level ≥ 15%	1	
Crash Factors		
Vulnerable User Crash History - Select One per Incident		2
Fatalities & Major Injuries	3	
Minor or suspected injuries	2	
Property Damage Only	1	
SSPF Pedestrian Crash Risk - Select One		2
Higher crash risk	3	
Medium crash risk	2	
Lower crash risk	1	
SSPF Cyclist Crash Risk - Select One		2
Higher crash risk	3	
Medium crash risk	2	
Lower crash risk	1	
Travel Speeds (Speed Limit)		1
Speed limit ≥ 40 mph	3	
Speed limit 30 mph to 35 mph	2	
Speed limit ≤ 25 mph	1	
Project Support/Requests		
Location previously prioritized - Select one		2
Location prioritized in a County Plan/Study	1	
Location not prioritized in a County Plan/Study	0	
Community Request- Select one		2
Community request for improvement	1	
No commmunity request for improvement	0	
Agency Request - Select one		2
Prioritized by Agency/Stakeholder	1	
Not prioritized by Agency/Stakeholder	0	

Table 5: Urgency Factor Parameters and Weights

Bus Stops – Examples of Existing Conditions

Example Bus Stop with Inadequate Infrastructure
MD 177 (Mountain Road) near Long Hill Road in North County Subarea

Example of Bus Shelter without 30" x 48" Clear Floor Space
for ADA Compliance in Greater Annapolis Subarea

Example Bus Stop with No Landing Pad Across Grass
Forest Drive at Old Solomons Island Road in Greater Annapolis Subarea

Example Bus Stop with Appropriate Infrastructure
MD 198 (Fort Meade Road) at Ethel Drive in West County Subarea

Sidewalks and Crossings – Examples of Existing Conditions

Example of Deficient Sidewalk (lack of buffer, ADA compliance at Driveways)

Lack of Sidewalk on MD 2 (Ritchie Highway)

Example of Precarious Midblock Crossing Location between 2 bus stops MD 648 near Sun Valley Shopping Center in North County Subarea

Example of intersection with adequate crossings in North County Subarea

BUS STOP PRIORITY RESULTS

Based on the scoring criteria, this study has identified tiers of priority for bus stop improvements, subdivided into the bus stops themselves, intersection crossings, and routes (sidewalks). The Urgency and Importance scores which place a location in a particular priority tier are shown below. The cut-offs were defined in consideration of the highest and lowest scores for each category. Priority 3 consists of an initial grouping (3a) based on high urgency and an expanded list (3b) that had a moderate level of importance despite its lower urgency score. As budget permits, all of phase 3 should be programmed over time.

Bus Stops

Priority	Urgency	Importance
1	≥12	≥12
2	<12	≥12
3a	≥12	<12
3b	<12	Between 6 and 12

Routes (Sidewalks)

Priority	Urgency	Importance
1	≥12	≥10
2	<12	≥10
3a	≥12	<10
3b	<12	Between 5.3 and 10

Crossings

Priority	Urgency	Importance
1	≥12	≥10
2	<12	≥10
3a	≥12	<10
3b	<12	Between 5.3 and 10

Locations with scores less than the 3B thresholds are deferred

The resulting totals for the priority tiers are as follows:

- Priority 1: 15 bus stops, 11 sidewalks, and 31 crossings
- Priority 2: 86 bus stops, 70 sidewalks, and 113 crossings
- Priority 3a: 41 bus stops, 23 sidewalks, and 33 crossings
- Priority 3b: 161 bus stops, 69 sidewalks, and 71 crossings
- 108 bus stops, 88 sidewalks, and 78 crossings where improvements are not currently warranted

Priority 1 Bus Stops	
North County (13)	• Marley Middle School NB (MD 648) (AA) • Marley Station Rd. & B&A Blvd (MD 648) WB **and** EB (MTA) • MD 2 & 11th Ave NB **and** SB (AA, MTA) • MD 2 & Cresswell Rd (AA, MTA) • MD 2 & Marley Neck Rd NB (MTA) • MD 648 & Marley Meadow NB (AA) • MD 648 & Marley Neck Rd. (AA) • MD 648 & Sumac Rd. (AA) • Hospital Drive at Crain Highway EB (MD 3 BU) (MTA) • Sun Valley Shopping Center NB **and** SB (MD 648) (AA, MTA)
West County (2)	• Fort Meade Rd (MD 198) & Maryland City Plaza WB (RTA) • Fort Meade Rd (MD 198) & Russett Green East (RTA)

Table 6: Bus Stops Ranked Highest Priority

Priority 1 Routes (Sidewalks)	
North County (10)	• Crain Hwy & Crain Towers Blvd SB* (State Road – MD 3 BU) • Marley Middle School NB (County) • MD 2 & Americana Cir NB (State Road) • MD 2 & Cresswell Rd (State Road) • MD 648 & Marley Meadow NB (State Road) • MD 648 & Marley Neck (State Road) • MD 648 & Sumac (State Road) • Ritchie Hwy& Marley Neck Rd NB (State Road – MD 2) • Sun Valley Shopping Center NB (State Road – MD 648) • Freetown Rd at Leonard Dr (County)
West County (1)	• Fort Meade Rd & Russett Green East (State Road – MD 198)

**It is recognized that bus stop is to be removed from service by MTA. Since it was ranked as Priority 1 it remains ranked as such in this study.*

Table 7: Sidewalks Ranked Highest Priority

Priority 1 Crossings	
North County (21)	• Arundel Village Plaza Shopping Ctr NB (State Road-MD 2) • Crain Hwy at 1400 Block (State Road-MD 3 BU) • Crain Hwy & Hidden Brook Dr EB **and** WB (State Road-MD 3 BU) • Crain Hwy & Madison Park Dr NB (State Road-MD 3 BU) • Crain Hwy & Main Ave NB **and** SB (State Road-MD 3 BU) • MD 2 & 2nd Ave (State Road) • MD 2 & 7th Ave SB (State Road) • MD 2 & 15th Ave (SB) (State Road) • MD 2 & Edison St (State Road) • MD 2 & Orchard Ave (State Road) • MD 2 & Seward Ave (State Road) • MD 2 & Townsend Ave (State Road) • MD 648 & Maple Ln NB and SB (State Road) • MD 648 & Marley Meadow NB (State Road) • Ritchie Hwy & Mountain Rd NB (State Road-MD 2) • Ritchie Hwy & Norfolk RD NB (State Road-MD 2) • Ritchie Hwy & Norman Rd NB (State Road-MD 2) • Sun Valley Shopping Ctr NB **and** SB (State Road-MD 648)
West County (3)	• MD 198 & Laurel Race Track Rd EB **and** WB (State Road) • MD 198 & Maryland City Plaza EB (State Road)
Greater Annapolis (7)	• Bay Ridge Rd & Cypress Rd NB **and** SB (County Road) • Forest Dr & Rosecrest Dr NB **and** SB (County Road) • West St (MD 450) & Somerville Rd EB **and** WB (State Road) • West St (MD 450) & Legion Ave WB (State Road)

Table 8: Crossings Ranked Highest Priority

The full list of bus stops, sidewalks and crossings, along with their scores and priority assignment is provided in Appendix C, with associated mapping provided in Appendix D.

RAIL STATIONS AND PARK & RIDE

EXISTING CONDITIONS REVIEW

There are six light rail stations and four MARC commuter rail stations within the North County and West County subareas. Additionally, the Harry S. Truman Park and Ride is located in Parole, within the Greater Annapolis subarea. Table 9 summarizes facility ADA accessibility.

Location	ADA Accessible?
BWI Business Park (Light Rail)	Yes
Nursery Road (Light Rail)	Yes
North Linthicum (Light Rail)	Yes
Linthicum (Light Rail)	Yes
Ferndale (Light Rail)	Yes
Glen Burnie (Light Rail)	Yes
Jessup (MARC)	No
Laurel Racetrack (MARC)	No
Odenton (MARC)	Yes
Savage (MARC)	Yes

Table 9: MTA Rail Station Accessibility Summary

Light Rail Stations

A comprehensive assessment of pedestrian and bicycle access and accommodations, along with recommendations and cost estimates, was conducted by the Baltimore Regional Transportation Board for all Baltimore region Rail Stations in the 2011 study "Access to Rails in the Baltimore Region". Individual Station Profiles for Light Rail stations in the County identified connectivity gaps, infrastructure deficiencies, desire lines, and crashes. This Action Plan includes a review of the stations for any changes implemented since the 2011 study, finding that the majority of 2011 recommendations have not been implemented, although the BWI Trail as noted in the 2011 study, and the more recent bike lanes on Camp Meade Road, create very good non-motorist connections to several stations. The following deficiencies were observed as of November 2024:

Nursery Road

Pedestrian Deficiencies:

1. Sidewalks are missing or have significant gaps along several roads in the area, including MD 168 (Nursery Road), MD 648, Old Annapolis Road and Hoffman Ave.
2. Street lighting is not present but is recommended for the bus stop at MD 648 and MD 168.
3. Road surface is in poor condition at crossing locations, creating potential tripping hazards.
4. Possible drainage issues resulting in sediment buildup is evident at curb ramps and sidewalk connection to the station parking lot.

Bicycle Deficiencies:

1. A general lack of direct bicycle connections and no designated bicycle facilities.
2. Parking and limited roadway width limit bicycle use of the shoulders south of the station.

North Linthicum

Pedestrian Deficiencies:

1. There are numerous sidewalk gaps in the surrounding areas.
2. No crosswalks or designated pedestrian paths in the station area. Curb ramps from the parking lot to station platform are sparse.
3. Pedestrian crossing signs are not present at the railroad crossing.

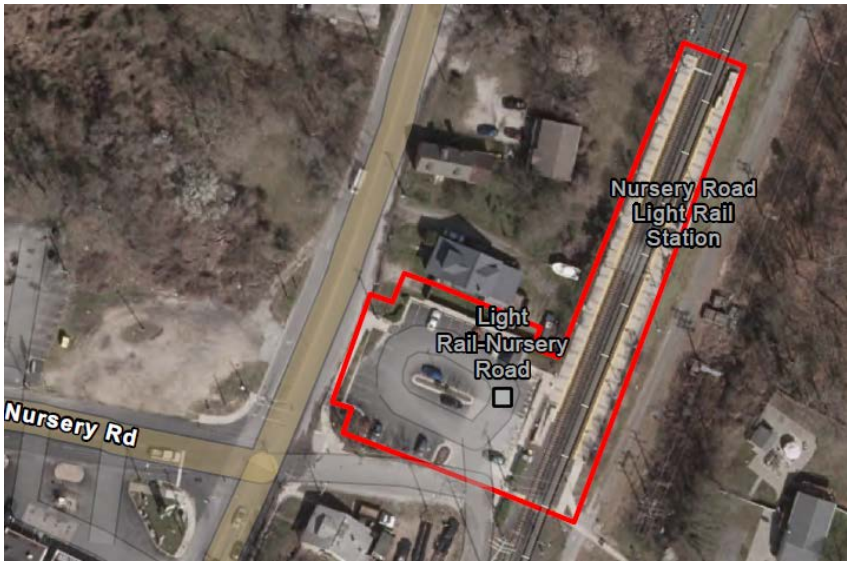
Bicycle Deficiencies:

1. Bike lanes on MD 170 terminate at the north at MD 648.

Linthicum

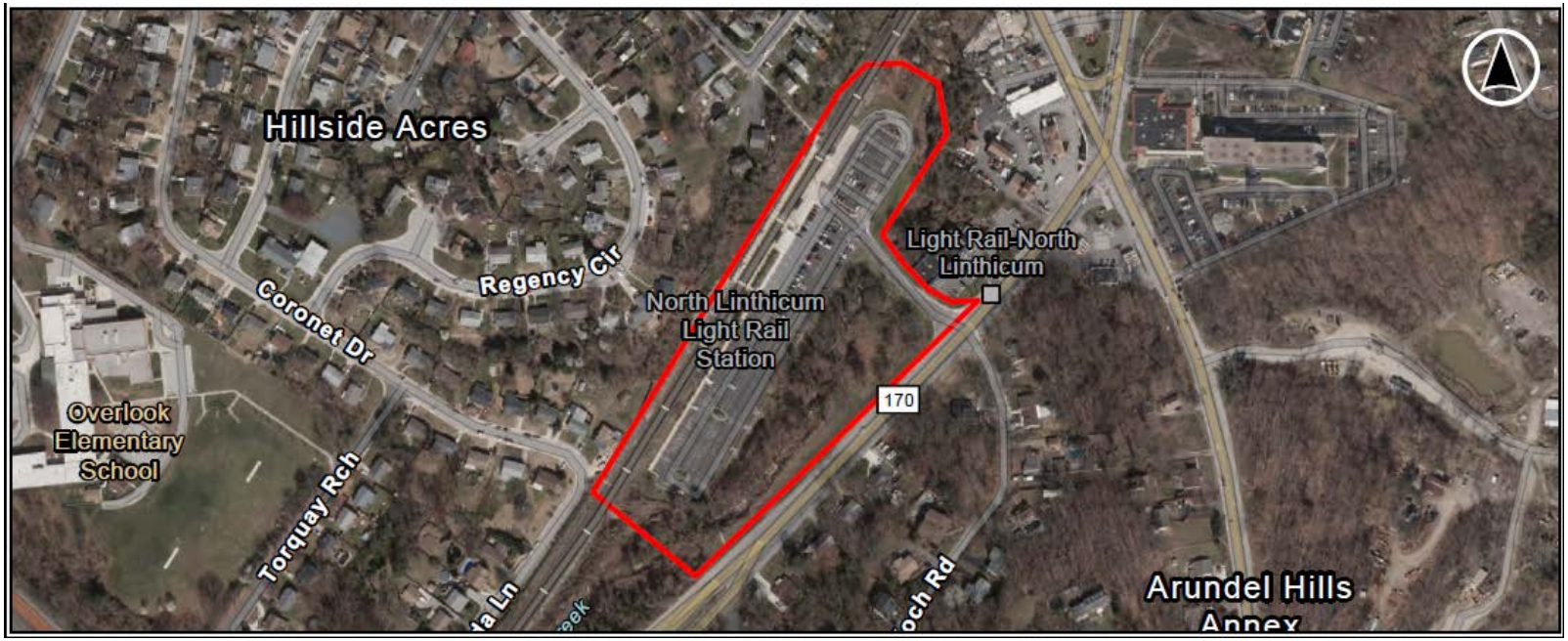
Pedestrian Deficiencies:

1. There are sidewalk gaps in the surrounding roadway network, most notably along MD 170.
2. Upgrades to the crossing of MD 170 east of the station are needed, including ADA compliant curb ramps, addition of Audible Pedestrian Signal (APS)/push buttons (which would necessitate upgrading to a full signal), and connections to adjacent sidewalks.



Nursery Road Light Rail Station *(courtesy MTA)*

Linthicum Light Rail Station *(courtesy MTA)*



North Linthicum Light Rail Station *(courtesy MTA)*

Bicycle Deficiencies:

1. The bike lanes along MD 170 terminate south of the station at Music Lane and north of the station at School Lane where the roadway width no longer accommodates separated bicycle use.
2. Signage for full lane shared bicycle use is missing where the bike lane drops at School Lane.

Ferndale

Pedestrian Deficiencies:

1. Pedestrian crossing signs are missing and should be placed at the railroad crossings.
2. Curb ramp upgrades for ADA compliance are needed for connections to the west of the station.
3. There is a gap in the sidewalk south of Ferndale Road along Broadview Blvd.
4. Sidewalk terminates at Broadview Boulevard north of Packard Ave.
5. Sidewalk adjacent to the station on Broadview Boulevard between Ferndale Avenue and Packard Avenue is narrow and pedestrians were observed walking within the roadway.

Bicycle Deficiencies:

MD 648 shoulders near the station could accommodate cyclists, but there are no bike markings or signage. No share the road signage was observed on any of the minor streets accessing the station.

Glen Burnie

Pedestrian Deficiencies:

1. Sidewalk connection is missing on Eastern Road between Longwood Avenue and MD 648, which, if present, would provide access for a large residential neighborhood.
2. Crossings, sidewalk and curb ramps across from the station to the east side of MD 648 are present but do not have connections to the shopping center.
3. Pedestrian signals/crosswalks are lacking but recommended across MD 648 at Eastern Road and across 8th Ave NW at MD 176.
4. Missing sidewalks, crosswalks and pedestrian crossing signs should be addressed within the station area.

Bicycle Deficiencies:

There are no bicycle facilities along the adjacent roadways. The roadways are able to support bicycle improvements, but there are no bicycle connections to/from the station. Also missing is a connection to the John Overstreet Connector Shared-Use Path (SUP) to the south at MD 176/ 8th Avenue NW and MD 648.

MTA has a >$1 billion Light Rail Modernization Program that is fully funded and in the early design phase. The initiative will address, among other improvements, the functionality and safety of access within the rail stations for non-motorist modes, including ADA features.

MARC Stations

A review of the four (4) MARC stations has shown the gaps/deficiencies to be as follows:

Odenton

Pedestrian Deficiencies:

1. Sidewalk along MD 175 (Annapolis Road) is narrow without a grass buffer. High vehicular speeds and limited sight lines present a hazard to pedestrians traveling adjacent to the roadway. Although the sidewalk is protected by a curb, numerous traffic barrier strikes are noted in the area.
2. Crosswalk and curb ramp upgrades are needed at MD 175 and Town Center Boulevard.
3. Clear pedestrian paths and crosswalks are needed to provide a safe path within the station to the train platform.
4. Desire paths around the train platforms should be barricaded or paved to improve safety of pedestrian pathways.

Bicycle Deficiencies:

The existing shared-use path accessing the east segment of the station from the south at Becknel Avenue has a very steep slope and vegetation obstruction. There are no markings or signs accommodating bicycle use.

Top Left: Ferndale Light Rail Station
Bottom Left: Glen Burnie Light Rail Station
Right: Odenton MARC Station - West and East
(© 2025 Google Maps and MTA)

Jessup

This station is located on the Anne Arundel/Howard County line. The station is not intended to be a walk-on site for AA County users and has limited access and facilities at the site. The primary access point is Old Jessup Road from MD 175 (Jessup Road), which also does not have sidewalks. There are no bike markings or signs on nearby roadways. The station is surrounded by industrial land use, with a small residential subdivision that would require 1 mile of walking distance to reach. Ridership is extremely low, with only two (2) train stops per day, one each in the morning and evening peak hours. Due to the context of the Jessup station, no further review is conducted in this Study.

Laurel Racetrack

This station is located on the Anne Arundel/Howard County line and primarily services the Laurel Racetrack. The station facilities are in disrepair, are not ADA accessible, and present hazards to users. There is a larger project in Maryland Department of Transportation's (MDOT) 6-year Capital Improvement Plan to upgrade this station. The main issue that warrants safety mitigation is the unsignalized crossing of MD 198 (Fort Meade Road) at the bus stops. This will be addressed in the bus stop section of the study, and no further review of the station will be performed.

Savage

This station is located on the Anne Arundel/Howard County line in Annapolis Junction. Non-motorists can access to and from the platforms through the parking garage, which sits on the Howard County side of the station, which has sidewalks and bike-friendly streets leading to it. In Anne Arundel County, bicycle and pedestrian access is constrained since the Dorsey Run Road bridge over Amtrak has no sidewalk connections and there are no bicycle facilities. There is a marked crosswalk on Brock Bridge Road, under the Dorsey Run Road bridge, however there are no existing sidewalks along Brock Bridge Road. The crossing can only be accessed by a stairway along Dorsey Run Road, which has inadequate lighting and limits access for wheelchair and micromobility users. Since the barriers to entry for Anne Arundel County non-motorists is beyond the scope of this study, no further review of this station is conducted. It is noted, however, that Savage is identified by MDOT as a Transit Oriented Development area which may address these issues in the future.

A more complete summary for each of the MTA Light Rail and MARC stations reviewed in this study was presented in Memorandum No. 2.

Harry S. Truman Park and Ride

This 800-space facility is north of Riva Road, west of MD 665 (see Figure 12). MTA Commuter routes 210, 220 and 230 and County route 207 provide service to the lot, a facility with bike racks. The road serving the main entrance, Harry S. Truman Parkway, has buffered sidewalks connecting to Riva Road, an intersection equipped with accessible pedestrian signals and ADA compliant curb ramps. There is a separate asphalt path along a secondary entrance from Riva Road, however it terminates short, requiring nonmotorists to use the access road to reach the park and ride lot.

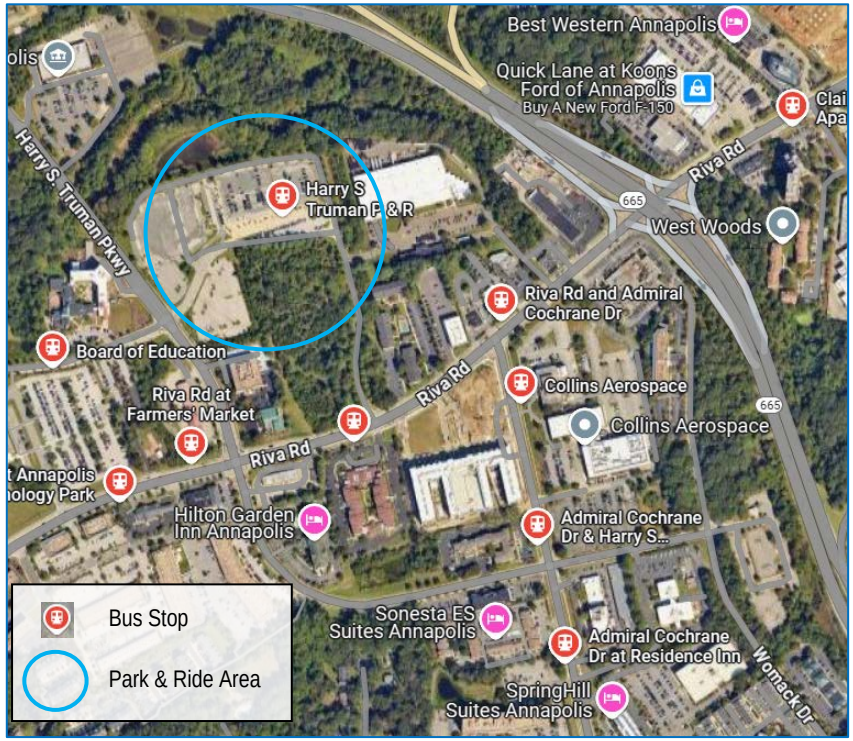


Figure 12 – Harry S. Truman Park & Ride Location Map
(© 2025 Google Maps)

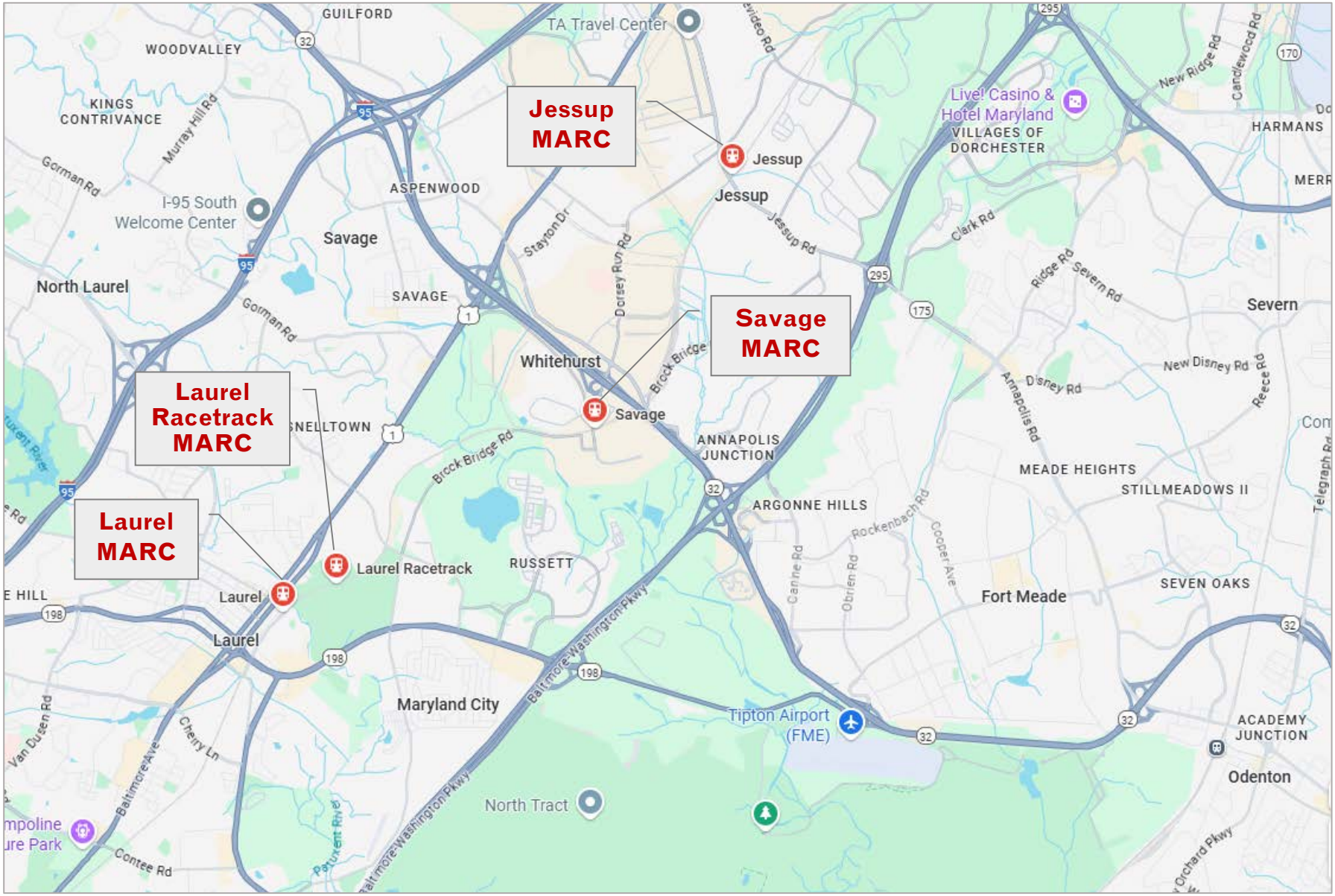


Figure 13 – Vicinity Map of MTA MARC Stations at Laurel Racetrack, Savage, and Jessup (all primarily serviced via Howard County)

(© 2025 Google Maps)

NEEDS ANALYSIS

Access to rail stations within the study area by non-motorist modes varies by station, with most stations experiencing little to no access by bicycle (source: MTA's Transit Station Area Profile Tool [TSAPT]). While it is recognized that a contributing factor to this condition is the availability of continuous and adequate bicycle infrastructure leading to the stations, the scope of this study is more limited in nature, assessing access only within the immediate vicinity of the transit service location. Master plans exist for planned bicycle and pedestrian network infrastructure improvements at both the state (MTA, SHA) and County levels. For the SRTT study, we qualitatively described the deficiencies within and immediately adjacent to the rail stations in the existing conditions assessment presented earlier in the Action Plan.

Following the existing conditions review of the six (6) light rail stations within the study limits, Odenton MARC station, and the Harry S. Truman Park & Ride, we reviewed County and State programmed, planned and proposed projects in the vicinity of these stations and identified whether there are disadvantaged census block communities served by the station. Considering these factors and the existing assessment, we have assembled recommendations for connecting pedestrians within 1-2 blocks of the stations. Furthermore, we reviewed MDOT's published Level of Traffic Stress (LTS) for bikesheds within a 10-minute ride of the stations and assessed whether there are gaps in achieving LTS better than 4 (see below) within planned bicycle projects. This process results in a set of recommendations for modification to current projects, addition of new projects, and/or the timing thereof. The review is summarized in Table 10 on the next page. Figure 14 represents a merged 10-minute bikeshed boundary for the North County light rail stations. Individual 10-minute bikesheds for each station are provided in the Appendix G.

Level of Traffic Stress (LTS) is a methodology used to assess the comfort and safety of bicycle facilities and networks by evaluating the perceived stress cyclists experience when sharing the road with motor vehicles. It categorizes streets and intersections into different LTS levels based on factors such as traffic speed, volume, number of lanes, and presence of bike lanes, with higher LTS levels indicating more stressful conditions for cyclists.

LTS 0=All Ages and Abilities LTS 1=Almost Everyone LTS 2=Interested by Concerned
LTS 3=Enthused and Confident LTS 4=Strong and Fearless LTS 5=Bikes Prohibited

ACCESS IMPROVEMENT RECOMMENDATIONS

Nursery Road Light Rail

- Prioritize programming of sidewalks studied in the SHA 2014 Nursery Road Sidewalk Study, on MD 168 (Nursery Road) between Patapsco Road and the rail station, at a minimum on the south side.
- Study feasibility of bike lanes or SUP on Hammonds Lane between the I-895 spur and MD 648.

North Linthicum Light Rail

- Consider reconstructing sidewalk to 48" minimum clear width and ADA compliant curb ramps on west side of MD 170 between Kohl Road (station entrance) and MD 648.
- Consider new sidewalk, east side of MD 170, Kohl Rd to 650' to south.

Linthicum Light Rail

- Program the missing sidewalks on MD 170 both north and south of the crosswalk serving the station connector walkway.
- Short term: consider restriping existing 8'-10' bike lane to provide for a 4' wide pedestrian zone adjacent to the curb and a 4' to 6' cyclist zone (300' south of crosswalk to 150' north of crosswalk).

Current 8' to 10' wide bike lane on MD 170 near Linthicum Road Light Rail walk-way can be striped to designate zones for pedestrians and bikers.

© 2025 Google Maps

Factor:	Nursery Road Light Rail (LR)	North Linthicum LR	Linthicum LR	Ferndale LR	Glen Burnie LR	BWI Business District LR	Odenton MARC	Harry S. Truman P&R
Average 2019 MTA Weekday Ridership[1]	419	568	434	91	1057	200	2482	Data Unavailable
Current Modes of Access[1]	Roughly even split btw Bus, Walk, and Park-and-Ride (P&R)	75% P&R + Taxi, 25% Walk	20% each Walk, Bus, Taxi; 40% Bike	75% Walk, 25% P&R and Taxi	48% Bus + Taxi, 2% Bike, 22% Walk, 23% P&R	64% Bus + Taxi, 28% Walk, 8% P&R	56% P&R, 33% Bus + Taxi, 11% Walk + Bike	Data Unavailable
Surrounding Land Use[1]	R-MD, R-LD, Ind, Com	R-MD, R-LD, Ind, Com	R-MD, R-LD, Ind, Com	R-MD, Ind, Com	R-MD, R-HD, Ind, Com, Ag., Inst., Forest	Com	R-MD, R-LD, Ind, Com, Inst., Forest	R-HD, Ind, Com, Forest
Serves a Dis-advantaged Area?	Yes	Yes	Yes	No	No	No	No	No
Pedestrian access today?[1]	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Data Unavailable
Cyclist access today?[1]	No	No	Yes	No	Yes	No	Yes	Data Unavailable
Nearby roads with LTS 4?[2]	Hammonds Lane	Hammonds Lane, MD 170 @ MD 648	MD 648, Andover Rd., Aviation Blvd, Hammonds Ferry Rd	Wellham Ave.	MD 648, MD 2, MD 176, 8th Ave, 5th Ave	Andover Rd, Aviation Blvd, Elkridge Landing Rd	MD 175, MD 170, Piney Orchard Pkwy	Riva Road
Alternate lower stress bike access (if applicable)			Partially on BWI Trail	West of I-97 only, on Oakleigh Rd	Partially on BWI Trail and B&A Trail	Partially on BWI Trail		
Planned Project for LTS 4 locations?	Secondary Network only (no planned project) [3]	Yes, for MD 170 @ MD 648 only [4]	Yes, bike lanes on Andover Rd and MD 648 only [3,4]	No [4]	Yes, Bike lanes planned for all LTS 4 roads [4]	Yes, for Andover Rd and Aviation Blvd only [4]	Yes, SUP Planned for all current LTS 4 roads[4]	Yes, SUP programmed for Riva Rd[4]
For sidewalk or crosswalk gaps, are there planned pedestrian connectivity projects?	2014 Nursery Road Sidewalk Study (SHA)	No formal project	No formal project	No formal project	8th Avenue; MD 648[3]	No formal project	Odenton Town Center Master Plan and/or Odenton Grid Project to add MD 175 signalized crosswalk	No gaps to address

Land Use Legend: R-MD: Residential, Medium Density R-LD: Residential, Low Density R-HD: Residential, High Density Com: Commercial
Ind: Industrial Inst: Institutional Ag: Agricultural

Table 10: Rail Station and Park & Ride Analysis

[1] *Source: MTA's Transit Station Area Profile Tool*
[2] *Source: MDOT Level of Traffic Stress Online Map*
[3] *Source: Walk and Roll Anne Arundel!*
[4] *Source: County Bicycle, Pedestrian and Transit Assessment Online Map*

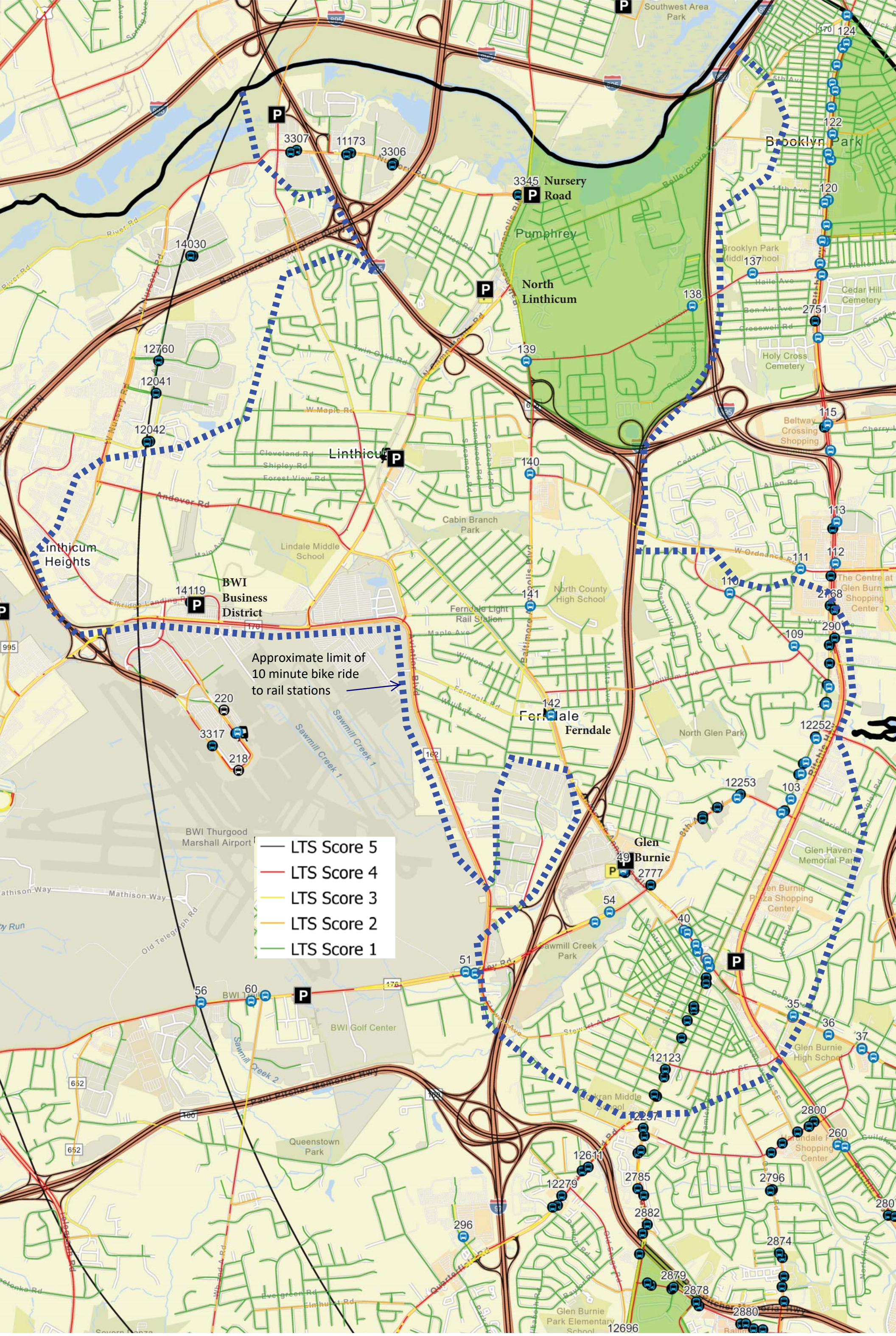


Figure 14: Merged 10-Minute Bikeshed Boundary for North County Light Rail Stations
No Scale

Linthicum Light Rail, continued

- On Hammonds Ferry Road, address misaligned cross walk and sidewalk ramps at intersection with Shipley Road and consider a new midblock crosswalk intersection with Hawthorne Rd.

Ferndale Light Rail

- Shift sign blocking walking path and add detectable warning surface (DWS) to curb ramps at Ferndale Rd railroad grade crossing.
- Consider adding crosswalk at Oakleigh Road (citizen request).
- Consider designating N. Broadview Blvd north of Packard Avenue as a shared street following NACTO guidance.
- Consider designating shoulders as bike lanes on MD 648.
- Study feasibility of bike lanes or SUP on Wellham Road from east of I-97 to MD 648.

Sign at Ferndale Road and Broadview Blvd. blocks pedestrian path to Ferndale Light Rail platform. Ramp ADA compliance should also be verified.

© 2025 Google Maps

Glen Burnie Light Rail

- Prioritize SUP segment in the County's Trail Spurs and Connectors Study (Nov. 2024) between John Overstreet Connector at MD 176 and the station entrance. MD 648 lane narrowing to 11' can accommodate a 9'-10' trail width without adjusting the back of the sidewalk location.
- Add crosswalk on MD 648 on west side of 8th St/Dorsey Rd.

BWI Business District Light Rail

- Add detectable warning surface to trail ramps.
- Consider new crosswalk with pedestrian signs at parking lot entrance.
- Consider programming missing sidewalks west of BWI Trail along both sides of Elkridge Landing Road, connecting to the bus stops near the driveways at 778 and 781 Elkridge Landing Road.

Odenton MARC

Beyond projects within the state's Transit Oriented Development (TOD) initiative, we recommend a sidewalk connection to the library and addressing ADA compliance on all curb ramps around the station.

Harry S. Truman Park & Ride

This facility will be redeveloped as the Parole Transportation Center. In the short term, we recommend adding DWS to the sidewalk ramps on Harry S. Truman Blvd., in addition to signage and markings along the secondary access road from Riva Road where the asphalt path ends, directing nonmotorists into the access road.

PRIORITIZATION OF RAIL STATION RECOMMENDATIONS

The recommendations for safety improvements for non-motorist access to rail stations includes studies, quick-build improvements, and in some cases, more complex construction. In order to prioritize the recommendations, the study team has considered the following factors:

- **Equity:** Stations serving communities that are located within disadvantaged areas are given a higher priority.
- **Current Ridership:** Stations with higher ridership are given a higher priority.
- **Current Bicycle and Pedestrian Access:** The current modal split to the facility, specifically bicycle and pedestrian access, factor into the bicycle and pedestrian prioritization.
- **Community or Stakeholder Safety Request:** Where citizen or stakeholder observations provided in their comments elevate the severity of a safety issue, higher priority is assigned.

Table 11 provides an initial priority 1 recommendations based on the above factors. The County should conduct further review in conjunction with current projects which may alter the prioritization of the recommendations.

Site	Priority 1 Recommendations
N-LR	Nursery Road Sidewalk between Patapsco Road and the rail station
NL-LR	Reconstruct sidewalk to 48" minimum clear width and ADA compliant curb ramps on west side of MD 170 between Kohl Road and MD 648.
L-LR	Consider striping existing 8'-10' bike shoulder to designate 4' wide pedestrian zone adjacent to the curb and a 4' to 6' cyclist zone
	Address misaligned cross walk and curb ramps at Hammonds Ferry Road and Shipley Road
F-LR	Shift sign blocking walking path
	Add DWS to curb ramps at Ferndale Rd/railroad grade crossing.
	Add crosswalk at Oakleigh Road.
GB -LR	Prioritize the SUP segment between MD 176 and light rail entrance.
	Add crosswalk on MD 648 on west side of 8th St/Dorsey Rd.
BB-LR	Add detectable warning surface to trail ramps.
O-MARC	New sidewalk connection to the library
	Addressing ADA on all curb ramps around the station
P&R	Add DWS to the curb ramps on Harry S. Truman Parkway
LR=Light Rail, N=Nursery Rd, NL=N. Linthicum, L=Linthicum, F=Ferndale, GB=Glen Burnie, BB=BWI Business District, O=Odenton, P&R=Harry S Truman Park & Ride	

Table 11: Initial Priority 1 for Access to Rail Station Improvements

IMPLEMENTATION

IMPROVEMENT TOOLBOX

To address deficiencies at the prioritized bus stops, as well as along the routes (sidewalks/SUP) and crossings that connect to bus stops and rail stations, various improvement elements are recommended for implementation. These have been selected based on standards, guidance, and best practices from Federal Highway Administration (FHWA), Maryland Transit Administration (MTA), and National Association of City Transportation Officials (NACTO). Some locations require only minor improvements while others warrant more significant construction. Those with higher importance scores will generally require a higher level of improvement. A list of the improvement options is provided in Table 12, and the following pages provide further detail about the improvements, including rationale and factors considered.

For the purposes of this study, we have focused on the bus stop and its sidewalk connection to the nearest intersection. Added safety features implemented along networks, such as for speed reduction (traffic calming, reduced speed limits, speed cameras), red light cameras, or on-road bike lanes will serve to further augment safe routes to transit.

Infrastructure Element	Improvement
Routes	New or replaced sidewalks
	Reconfigured driveway aprons
	New shared-use path connections
	Increased sidewalk buffers where feasible
	Road Diet** (Tier 2*)
Intersection Crossings (Tier 1a unless otherwise noted)	New or upgraded crosswalks
	Curb ramp reconstruction
	Detectable warning surface
	Audible Pedestrian Signal (APS) (Tier 1b*)
	Leading Pedestrian Interval (LPI) (Tier 1b*)
	Pedestrian signals or warning beacons (Tier 2*)
	New median or refuge island at crossings (Tier 2*)
	Tighten Corner Radius, Turn Hardening (Tier 2*)
Bus or Rail Stops	Landing pads
	Benches or Shelters
	Bicycle racks
	Lighting
	Stop relocations

** Tier 1b improvements are traffic signal modifications, and Tier 2 are items which require a greater level of design and/or construction to implement*

*** A Road Diet reassigns existing travel lanes to bicycle or pedestrian use*

Table 12: Improvement Toolbox

SIDEWALK RECOMMENDATIONS

Example non-ADA compliant driveway within walking path (Baltimore Annapolis Boulevard)

Example ADA compliant apron at driveway within walking path

Sidewalk Improvements

Listed items a) through d) in rightmost column are cross referenced to each other under Elements, Description and Decision Factors, and Priority 1 Locations

Elements	a) New sidewalks (fill sidewalk gaps) b) Upgrade narrow or constricted sidewalks c) Relocate sidewalks to incorporate offset (buffer) d) Driveway reconstruction for ADA compliant route
Description and Decision Factors	Add (or improve) a safe place for pedestrians to travel **to and from bus stops from the nearest intersection** and provide increased accessibility along those routes. a) Construct sidewalk where none exists today - on the same side of the street as the bus stop b) Address obstructions or insufficient sidewalk width o *"Bump around" sidewalks at utility obstructions* o *Provide minimum clear width of 48 inches* c) Consider offsetting sidewalks from travel lanes o *Where property, utility & environmental impacts are minimal, especially:* - *Where traffic volumes > 5,000 ADT* - *Where speeds > 30 mph* - *Near schools, health centers, or senior care facilities* d) Provide ADA compliant path at driveways/side streets o *Sidewalk at consistent elevation above the curb will promote safety as related to vehicles turning at driveways*
Priority 1 Locations	a) ♦ Crain Hwy & Crain Towers Blvd SB ♦ Marley Middle School NB ♦ MD 648 & Marley Meadow NB ♦ MD 648 & Marley Neck Rd ♦ Sun Valley Shopping Center NB ♦ MD 648 & Sumac Rd ♦ MD 2 & Marley Neck Rd NB ♦ Freetown Rd & Leonard Dr b) ♦ MD 2 & Americana Cir NB ♦ MD 648 & Marley Neck Rd ♦ Sun Valley Shopping Center NB ♦ MD 2 & Cresswell Rd. SB c) To be determined during design. d) ♦ MD 648 & Marley Meadow Ln NB ♦ Marley Middle School NB ♦ MD 648 & Marley Neck Blvd ♦ MD 2 & Cresswell Rd SB ♦ Crain Hwy & Crain Towers Blvd SB

CROSSING RECOMMENDATIONS

ADA compliant curb ramps at intersection

High visibility "ladder style" crosswalks

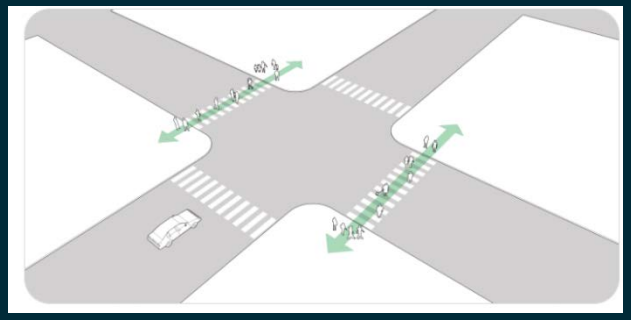
Depiction of "Daylighting" an intersection by prohibiting parking

Crossing Improvements – Tier 1a

Listed items a) through e) in rightmost column are cross referenced to each other under Elements, Description and Decision Factors, and Priority 1 Locations

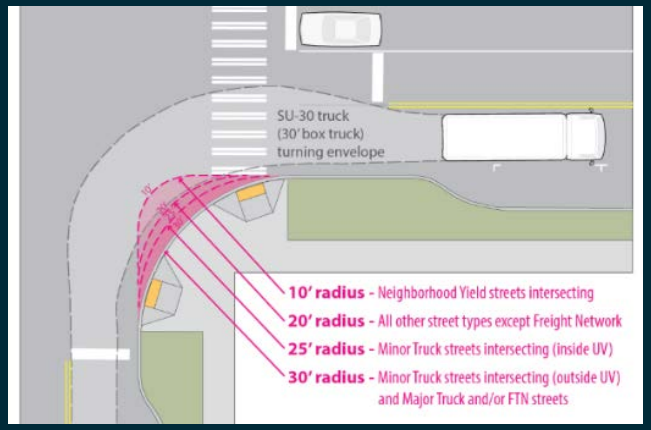
Elements	a) New or reconstructed curb ramps b) New or replaced detectable warning surface c) New high visibility crosswalk at intersection d) Enhanced signage and/or markings e) "Daylight" intersection to improve sight lines
Description and Decision Factors	Appropriately designed sidewalk ramps increase accessibility for disabled pedestrians, while prominent crosswalks and unobstructed sight lines provide visibility between vehicles and pedestrians. a) Construct or modify curb ramps to be ADA compliant. b) Add detectable warning surface meeting current standards where absent or defective c) Consider standardizing "ladder style" cross walks on all arterials and collectors d) Warning signs, "Turning traffic yield to pedestrians", Oversized signs, Advance signs, Supplemental plaques, and/or Advance markings e) Reinforce rules of prohibited parking with signage: 20 feet from crosswalks, 30 feet from stop signs/signals.
Priority 1 Locations	a) ♦ Bay Ridge Rd & Cypress Rd ♦ Crain Hwy at 1400 Block ♦ Forest Dr. & Rosecrest Dr. ♦ Crain Hwy & Main Ave ♦ Ritchie Hwy & Townsend Ave ♦ Ritchie Hwy & Norman Rd ♦ Ritchie Hwy & 2nd Ave ♦ Ritchie Hwy & 7th Ave SB ♦ Ritchie Hwy & 15th Ave SB ♦ Ritchie Hwy & Seward Ave ♦ Ritchie Hwy & MD 177 NB ♦ Ritchie Hwy & Orchard Ave ♦ West St & Somerville ♦ West St & Legion Ave WB ♦ Fort Meade Rd & Laurel Race Track Rd EB b) ♦ Crain Hwy at 1400 Block ♦ Ritchie Hwy & Orchard Ave ♦ MD 648 & Maple Ln c) Generally the same locations as a) above d) TBD during design e) TBD during design

CROSSING RECOMMENDATIONS



LPI Illustration - Pedestrians get a 3 to 7 second head start

Crosswalk with median nose that "hardens" (i.e. slows down) left turning vehicles



Example corner radius criteria from City of Seattle

Crossing Improvements – Tier 1b & 2

Listed items a) through e) in rightmost column are cross referenced to each other under Elements, Description and Decision Factors, and Priority 1 Locations

Elements	a) Install Push Button and/or Audible Pedestrian Signals (APS) -Tier 1b b) Modify signal timing to add Leading Pedestrian Interval (LPI) - Tier 1b c) Install median refuge island or left turn hardening - Tier 2 d) Tighten corner radii and/or install curb extensions – Tier 2 e) Provide enhanced crossings (raised crosswalk, Pedestrian Hybrid Beacon (PHB), Rectangular Rapid Flashing Beacon (RRFB) – Tier 2
Description and Decision Factors	Best practices for pedestrian crossings at intersections or at midblock locations are designed with a goal of reducing risk exposure of pedestrians in the crosswalk. a) Install APS at locations where it does not exist, and budget is available. b) FHWA recommends LPI at intersections with high turning volumes. c) & d) Reduced corner radii create compact intersections and, along with left turn hardening, create safer turning speeds for vehicles approaching the crosswalk. o *Curb or flex-posts (budget-based decision) can be applied to harden or tighten turning movements* e) Provide enhanced crossings where crash risk, crash history and traffic-related warrants reveal a need for enhanced treatment. Consider particularly at mid-block crossings serving bus stops.
Priority 1 Locations	a) ♦ Crain Hwy at Crain Towers ♦ Crain Hwy & Hidden Brook Rd ♦ Ritchie Hwy & 15th Ave ♦ Ritchie Hwy & Cresswell Rd ♦ Ritchie Hwy & Norfolk Rd b) ♦ Crain Hwy at Crain Towers ♦ MD 198 & Russet Green (public comment) ♦ Others as determined during further study c) & d) TBD during design e) Consider RRFB along w/stop relocation at MD 450 & Somerville Rd.(Holly Ave), coordinated with West East Extension (WEE) trail; Consider PHB at: ♦ Fort Meade Rd & Laurel Race Track Rd. ♦ Sun Valley Shopping Ctr ♦ Crain Hwy & Main Ave ♦ Forest Dr. & Rosecrest Dr. ♦ Bay Ridge Rd & Cypress Rd ♦ Ritchie Hwy & Norman Rd

BUS STOP RECOMMENDATIONS

ADA compliant landing pad at boarding area

Bus Stop Landing Pads

Listed items under a) in rightmost column are cross referenced to each other under Elements, Description and Decision Factors, and Priority 1 Locations

Elements	a) Provide a minimum 5' wide (along curb) by 8' long (perpendicular to curb) concrete pad adjacent to curb at the boarding location.
Description and Decision Factors	a) An ADA compliant landing pad provides greater access to transit services for wheelchair users, the elderly, and other encumbered riders such as parents with strollers. o *Where sidewalk abuts the curb, it can serve as the landing pad. In these cases, a minimum 8' width of sidewalk at the boarding locations is required for ADA compliance.*
Priority 1 Locations	a) Implement landing pads at locations below: ♦ Sun Valley Shopping Center NB **and** SB ♦ Marley Middle School NB ♦ MD 2 & Creswell Rd SB ♦ Hospital Dr & Crain Hwy EB ♦ MD 648 & Marley Meadow Ln NB ♦ Marley Station & B&A Blvd WB ♦ MD 648 & Sumac Rd ♦ MD 648 & Faywood SB ♦ Mountain Rd & Long Hill Rd WB ♦ Marley Station & B&A EB ♦ MD 648 & Marley Meadow Ln SB ♦ MD 648 & Marley Neck Blvd ♦ Fort Meade Rd & Laurel Race Track Rd EB ♦ Fort Meade Rd & Old Annapolis Rd ♦ Fort Meade Rd & Maryland City Plaza EB **and** WB

BUS STOP RECOMMENDATIONS

New bus shelter near Severn Library

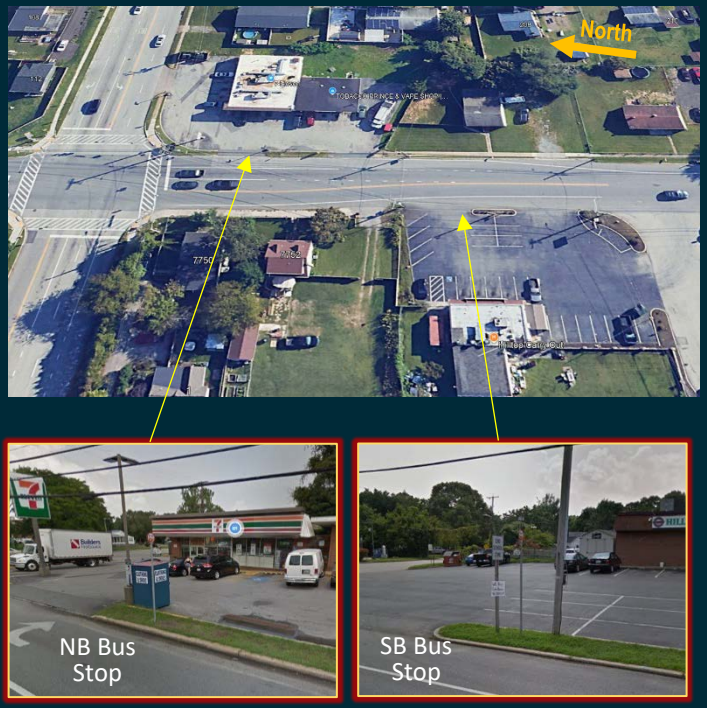
Bicycle storage at North Linthicum Light Rail Station

Bus Stop Enhancements

Listed items a) through d) in rightmost column are cross referenced to each other under Elements, Description and Decision Factors, and Priority 1 Locations

Elements	a) Install ADA compliant bus shelter b) Install bench c) Install lighting d) Bicycle storage
Description and Decision Factors	a) Bus shelters provide a dry and accessible space for the rider: o *At MTA bus stops, a shelter warrant must be met. It is based on ridership, location, and destination types within the vicinity of the stop.* b) A bench can be provided as space allows, where a bus shelter isn't warranted or within budget c) Lighting at bus stops aims to improve safety of riders who await the bus at night. o *Stops that serve nighttime routes warrant lighting.* d) Bike racks are recommended at major transit hub locations, such as at bus stops located within Park and Ride commuter lots or at rail stations.
Priority 1 Locations	a) ♦ MD 2 & 11th Ave NB ♦ Sun Valley Shopping Center NB b) ♦ Hospital Dr & Crain Hwy Fs EB ♦ Marley Station Rd & B&A Blvd. ♦ Sun Valley Shopping Center SB ♦ MD 648 & Faywood Ave SB c) Assess all Priority 1 bus stops for addition of lighting d) To be determined during further study

BUS STOP RECOMMENDATIONS



Mid-block bus stops abutting 3-lane section of MD 648 in southern Glen Burnie.

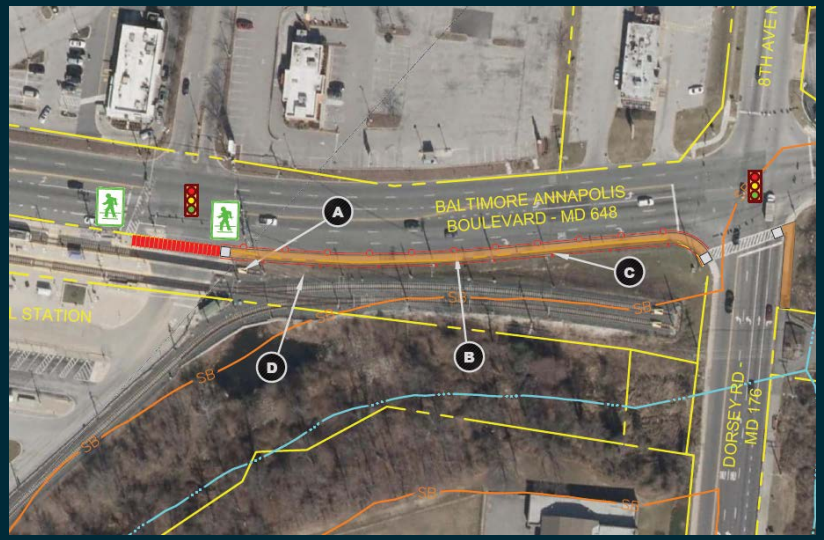
Note that these bus stops are located less than 200 feet -- less than a 1 minute walk -- from the Marley Neck Blvd. intersection to the north, which has signalized, well-marked crosswalks.

Bus Stop Relocation

Listed items under a) in rightmost column are cross referenced to each other under Elements, Description and Decision Factors, and Priority 1 Locations

Elements	a) Relocate bus stop to improve safety
Description and Decision Factors	a) Bus stops located at the "far side" of an intersection are generally considered the safest location for pedestrians. Mid-block bus stops can be especially precarious if an appropriately designed road crossing is not provided. o *Decisions about bus stop relocation should be closely coordinated with all transit operators who serve the stop and are dependent upon adequacy of sidewalk connections to the new proposed location.* o *The final locations of bus stops often evolve with periodic service optimization studies performed by transit agency operational units.*
Priority 1 Locations	a) Consider relocating the following bus stops: ♦ MD 198 at Maryland City Plaza EB ♦ MD 648 at Marley Meadow Ln SB ♦ MD 648 at Sumac Rd ♦ MD 450 at Somerville Rd EB **and** WB ♦ Solomons Island Rd at Pike Ridge Rd

SHARED USE PATH/TRAIL RECOMMENDATIONS



B&A Trail Connector to Glen Burnie (formerly Cromwell) Light Rail Station
From County's Trail Spurs and Connectors Study, November 2024

Shared Use Path/Trail Improvements

Listed items a) through b) in rightmost column are cross referenced to each other under Elements, Description and Decision Factors, and Priority 1 Locations

Elements	a) Provide missing link for full SUP/Trail connectivity at major transit hubs, such as rail stations b) Provide road crossing/intersection improvements of SUP/Trail extensions where applicable
Description and Decision Factors	a) & b) Development of these connections to light rail stations, MARC facilities, future transit centers, and/or park and ride(s), should be compatible with current studies and design recommendations, such as the **Anne Arundel County Trail Spurs and Connectors Study (Nov. 2024)** and **Walk and Roll Anne Arundel! (Jan. 2023)** o *When the schedule for full trail connection project programming is deemed to be too far in the future, short term "interim" connections should be considered for the last ¼ mile of connectivity to the rail service location.* o *As appropriate, SUP should be at a consistent elevation above the curb to promote safety as related to vehicles turning at driveways.*
Priority 1 Locations	No Priority 1 locations have been identified. However, extension of the path (approximately 400 feet) along the Harry S. Truman Park-and-Ride secondary entrance from Riva Road should be considered. At a minimum, signage should be added where the path currently terminates directing pedestrians and cyclists into the entrance road.

STATE OF GOOD REPAIR/MAINTENANCE RECOMMENDATIONS

Settlement at drainage structure creates tripping hazard

Vegetation within sidewalk and at sidewalk ramp interferes with non-motorist travel path

Maintenance/Asset Management

Listed items a) through b) in rightmost column are cross referenced to each other under Elements, Description and Decision Factors, and Priority 1 Locations

Elements	a) Replace deteriorating or "out of alignment" sidewalks, curbs, driveway aprons, ADA curb ramps and/or landing pads b) Vegetation control
Description and Decision Factors	a) Deterioration or settlement of concrete infrastructure along walking paths to transit can introduce tripping hazards and create difficulty for wheeled pedestrians High levels of deterioration may also induce pedestrians to walk in the roadway instead of on the sidewalk. Keeping these concrete elements in a state of good repair directly influences the level of safety of non-motorists seeking to safely access transit. b) Significant vegetation that covers or grows within sidewalks can effectively reduce the clear width of the path, thus inhibiting access especially for those in wheel chairs.
Priority 1 Locations	It is recommended that all routine maintenance activities be completed or programmed over the upcoming 12 month period regardless of where the location is ranked in the prioritization.

PROJECT DEVELOPMENT

Cost

Planning level costs have been developed for the recommended improvements designated as Priority 1 and Priority 2 locations. Priority 3 locations costs were not developed individually but are based on a range of expected costs for the scope of need in Priority 3. The cost for various items of work were assigned using a bottom up approach considering: the major items of work associated with the improvement; recent construction bid costs, and; adjustment factors for future escalation. Appropriate contingencies and allowances are applied.

For the purpose of this study, individual projects were defined by the recommendations for each individual element as a stand-alone project. However, there will likely be efficiency of scale that occurs by combining improvements at a given location (i.e. improvements for bus stop, sidewalk and crossing into a single project) or multiple locations (i.e. install landing pads at a larger number of locations within a region).

Tables 13 and 14 summarize planning level costs for the Priority 1, 2 and 3 locations. The cost estimates by stop are provided in Appendix E.

Programming

Phasing | The County should program both Priority 1 and Priority 2 locations in the near term, with precedence given to Priority 1. Although a timeframe of 5 years for all Priority 1 and 2 projects can be a goal, this study recognizes that actual timeframe will hinge on availability of funding. Once the Priority 1 and 2 projects become active funded projects, Priority 3a and 3b projects should be addressed.

Locations within Currently Programmed Projects – no matter the priority level, any recommendation in this Study that overlaps with a current project that is either in design or programmed should have its timing promoted to be simultaneous with the Priority 1 projects. A list of programmed projects identified as of this study is given in Table 15.

Type of Improvement	Estimated Cost*
New Sidewalks and ADA Ramps	$1,700,000
Replaced Sidewalks, driveway aprons, and ADA Ramps	
Landing Pads (new or reconstructed)	$72,000
Curb construction	$650,000
Cross walk markings	$264,000
Signage	$25,000
Audible Pedestrian Signal (APS) or Push Buttons	$137,800
Enhanced pedestrian crossing (e.g. PHB)	$2,500,000
Bus shelter	$283,000
Bench	$5,500
Lighting	$130,000
Other	$97,400
TOTAL ESTIMATED COST – Priority 1	**$5,864,700**

* *Cost includes design, construction, construction management and inspection (CMI), owner administration, and escalation to 2029. Utility and property costs cannot be determined in this study and are not included.*

Table 13: Probable Cost for Priority 1 Sites

Total Estimated Cost – Priority 1	**$5,865,000***
Total Estimated Cost – Priority 2	**$6,265,000***
Total Projected Cost – Priority 3	**$13,500,000***
OVERALL COST	**$25,630,000***

* *Cost basis year 2029 and should be escalated to match projected timing. Lighting accounts for $4 million (15%) of the estimate across all phases.*

Table 14: Summary of Estimated Costs by Priority

Belle Grove Road Safety Improvements
B&A Blvd Sidewalk, Burwood Shopping Center to North County High School
Hammonds Ferry School Sidewalk Safe Routes to School
MD 175 Study, MD 295 to MD 170
MD 175, MD 170 to Sappington Station Rd
Forest Dr Safety Improvements, Phase 1
MD 198, MD 295 to MD 32
Odenton Grid Streets
MD 450 Vulnerable Road User (VRU) Study, MD 2 to Westgate Circle
MD 2 VRU Study, MD 171 to MD 170
City of Annapolis Bus Shelter Upgrade (City of Annapolis)
West East Express Trail (City of Annapolis)
Countywide Trail Network (multiple projects)
Odenton TOD Project (MDOT)
Parole Transportation Center
Ritchie Highway Vision Plan

Table 15: Currently Programmed Projects (State, County, City)

Feasibility Studies | To develop scope and budgets for the improvements, the County should conduct feasibility studies that assess in greater detail the cost and level of impact associated with the improvements. This step is important since the current study was conducted without data such as right-of-way limits, utility locations, or ground elevations which are important for design. During such future feasibility studies, the recommendations would be refined based on criteria established, and could also offer options for final selection. Key guidelines to reference during project development include:

- NACTO's Urban Street Design Guide
- FHWA's Safe Transportation for Every Pedestrian Program
- FHWA's Designing Sidewalks and Trails for Access, Best Practices Design Guide: Parts 1 and 2
- FHWA's Achieving Multimodal Networks
- AASHTO's Guide for the Development of Bicycle Facilities
- AASHTO's Guide for the Planning, Design, and Operation of Pedestrian Facilities: 2nd Edition
- MDOT Complete Streets
- Anne Arundel County (AACO) Walk and Roll Anne Arundel!

Following the feasibility studies, to be most expeditious in implementation, projects programmed first within Priority 1 should be constructable within existing rights-of-way, or at least minimal right of way required, and preferably with minimal or no utility impacts. A flow chart of the project development process is provided in Figure 15 below.

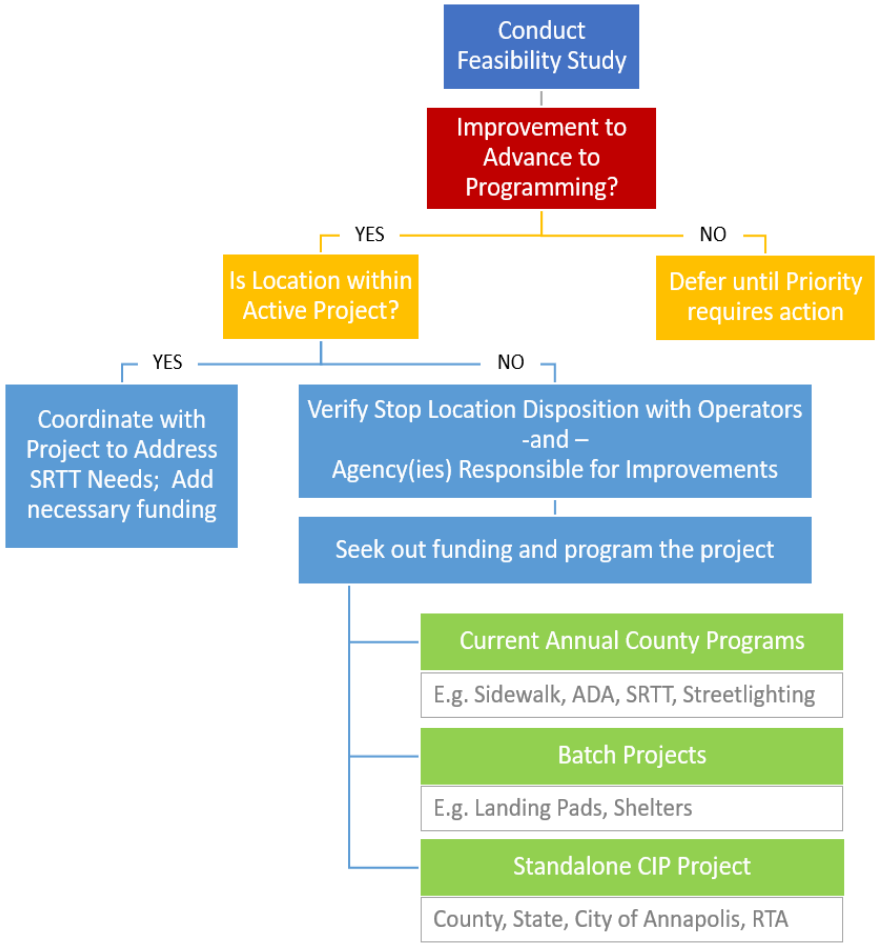


Figure 15 – Suggested SRTT Project Development Process

Batch Projects – Certain elements may be most cost effectively delivered as a batch project at multiple locations within regional areas. One example is installing landing pads at bus stops.

Full Coordination in Scoping | While improvements have been recommended stop by stop, subdivided by each element (stop, crossing, and connection/route), it is vitally important not to program the projects in a vacuum. Final decisions on scoped improvements and their timing must be made holistically, at a minimum in review of all elements at the stop (some of which will be assigned lower priority than others), and ideally from the perspective of the series of stops on the particular route. For example, if it is determined that a new crossing of the roadway would be infeasible or cost prohibitive, or if an operator is planning bus stop location consolidation, the location of a bus stop that may be slated as Priority 1 may soon be out of service and moved to a new location. Thus, making improvements at that location may be deferred, depending on how significant the current deficiencies are. This coordination should be a key activity conducted during future feasibility studies.

Funding Sources

Funding may come from a variety of sources, including the County, the State of Maryland, the federal government, local jurisdictions, and private sector organizations. Governmental grant programs each have their own stipulations and goals, related to safety, safe routes to schools, Complete Streets, active transportation, or other areas of focus. Most have matching funds requirements, generally at 20%.

Current competitive grants and funding streams for which this study's recommendations would be eligible are included in the following list. The County should comprehensively examine each available source of funding and develop strategies to effectively compete for those dollars, including budgeting for matching funds and assuring projects are ready for grant cycles. Most funding programs require a certain level of planning or design to be accomplished before an award is approved.

Federal

Safe Streets and Roads for All (SS4A) | US DOT – One year remains on this multi-year program, with grant application due by June 2026. This is the grant that funded the current Safe Routes to Transit Study and Action Plan. Future design and construction aspects of this study would be eligible for SS4A implementation funding.

Transportation Alternatives Program (TAP) | FWHA (administered by MDOT) - As part of the FHWA Surface Transportation Block Grant Program, the Transportation Alternatives Set-Aside is a reimbursable federal aid funding program for transportation-related community projects that strengthen the intermodal system, funding projects that enhance mobility and accessibility, as well as the cultural, aesthetic, historic, and environmental aspects of Maryland's transportation network. TAP- funded projects create bicycle and pedestrian facilities, restore historic transportation buildings, or convert abandoned railway corridors.

BUILD | USDOT - The Better Utilizing Investments to Leverage Development (BUILD) grant program provides funding for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009.

State

Kim Lamphier Bikeways Network Program | MDOT - provides grant support for a wide range of bicycle network development activities, supporting projects that maximize bicycle access and enhance last-mile connections to work, school, shopping and transit. The Bikeways Program seeks to leverage past investments in bicycle facilities, complement existing state, local, and federal programs. The program prioritizes funding projects which improve safety and access for disadvantaged communities. Aspects of Safe Routes to Transit recommendations that pertain to bicycle facilities would be eligible.

Statewide Transit Innovation Grant | MTA - a competitive grant program with a goal of supporting local efforts to improve transit reliability, improving access and connections to activity centers, and improving transit mobility options. The program seeks to fund cost-

effective public transportation projects that reduce delays for people and improve connectivity between regional and economic population centers. Projects may incorporate bus, rail, or other transit modes.

Transportation Community Enhancement Grants (TCEG) : Enhancement of Communities Surrounding Baltimore-Washington International Thurgood Marshall Airport | Maryland Aviation Administration (MAA) - In 2001 this program was legislated with intent to provide benefit to those citizens living in the communities impacted by the daily operations of BWI Airport, by allowing them the opportunity to apply for grants for transportation related projects. Typical projects include speed humps, streetscapes, bus shelters, and sidewalk repairs. These communities must be located within the 1998 certified Airport Noise Zone or within two miles of the outermost noise contour.

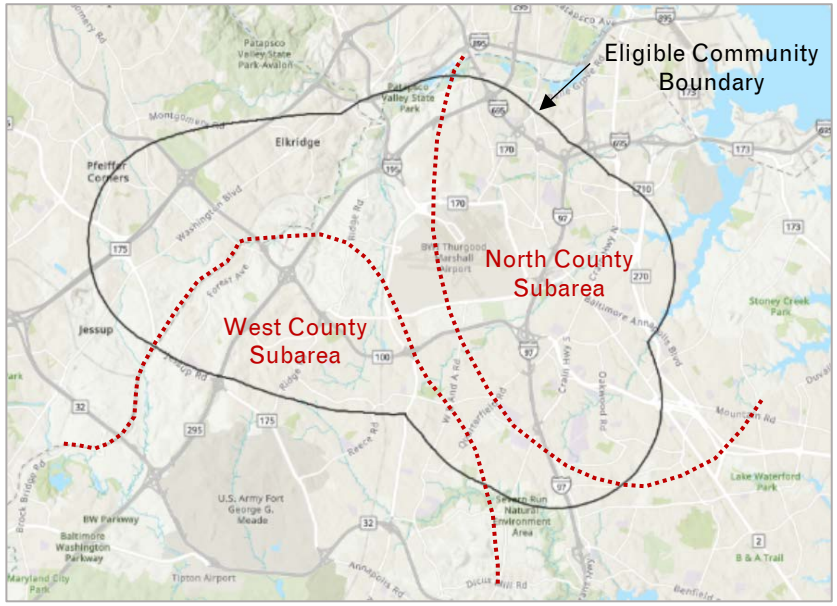


Figure 16: TCEG Eligible Communities

For the past several years, the formula funding which allocates $250,000 annually has been underutilized, often funding parking lot projects. Although the legislation does not define eligible applicants, the grant procedure requires applicants to be citizen organizations. The County could partner with a neighborhood association to obtain these funds.

MDOT Consolidated Transportation Program (CTP) | MDOT - The CTP is Maryland's six-year capital budget for transportation projects. The program includes major and minor projects for MDOT and its modal agencies. Each year by May 16th, localities are given an opportunity to submit priority project letters to publicly express local priorities for major capital projects so those needs can be included in decision making on MDOT's budget. SRTT projects deemed especially important could be included in the County's priority letter.

Pedestrian Safety Action Plan (PSAP) Initiative | SHA - The Pedestrian Safety Action Plan (PSAP) is a strategic framework that allows SHA to improve safety for vulnerable road users, including pedestrians and bicyclists. Improvements will be informed by these overarching goals and measurable objectives. Although there is no formal funding application associated with this program, through this initiative capital improvement projects can be adopted in which SHA will work with communities to achieve pedestrian safety goals on state roads with a history of non-motorist crashes.

An excerpt showing the corridors of statewide priority within Anne Arundel County is provided in Figure 17. While SHA is committed to making all roadways safe for pedestrians and bicyclists, the prioritized roadways will be among the first to receive attention for context driven solutions. Several of the highest and middle priority (85th Percentile and 50th to 85th Percentile) corridors are located within the subareas of the SRTT study.

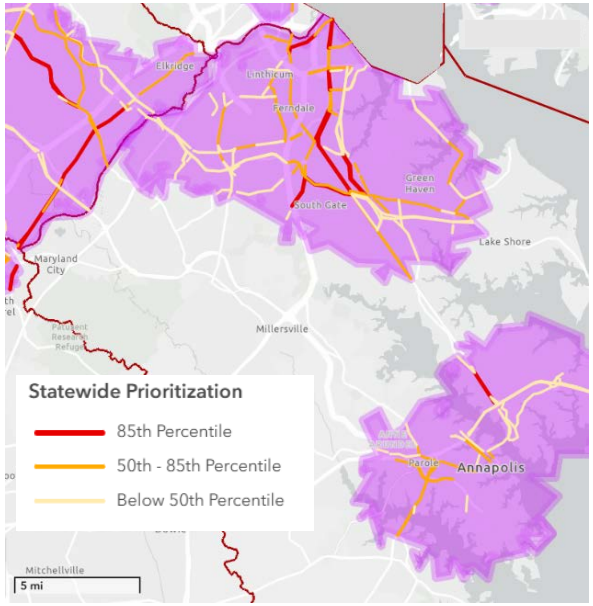


Figure 17: PSAP Priority Corridors

County

County programs with annual allocations for which portions of the SRTT recommendations are eligible are summarized in Table 17 with an improvement key in Table 16.

It is noted that as of 2024, new state legislation has placed full responsibility for construction of sidewalks within state right of way on the Maryland State Highway Administration, which may affect the way funds of the programs "State Road Sidewalk Maintenance and Repair" and "Pedestrian Improvements– SHA" are allocated in the future.

Improvement Key			
a b	New sidewalk Upgrade narrow sidewalks	j	Modify signal timing to add leading ped interval (LPI)
c	Relocate sidewalks to incorporate buffer	k	Install median refuge island/left turn hardening
d	Driveway reconstruction for ADA compliance	l	Tighten corner radii or install curb extensions
e	Construct new or reconstruct existing deficient curb ramps	m n	Enhanced crossings Add landing pad at bus stop
f	New or replaced detectable warning surface	o	Install ADA compliant bus shelter
g	New high visibility crosswalk at intersection	p q	Install bench Install lighting
h	"Daylight" intersection to improve sight lines	r	Bicycle storage
i	Install Audible Pedestrian Signals (APS)	s	Replace deteriorated sidewalk, ramp, curb

Table 16: Improvement Key

Program	Annual Funding	SRTT Elements (see key)
Highway Safety Improvements (HSI)	$650k	Any supported by crash history and geometrics
Design/construct highway safety improvements based on crashes and geometrics.		
Masonry Reconstruction	$1.12M	d, e, s
Replacement of existing sidewalks and curb and gutter which are structurally deficient and deemed the County's responsibility in accordance with County policy		
Arundel Mills LDC Roads	$500k	Any within boundary
Road/pedestrian rehabilitation and safety improvements as identified by Anne Arundel County Arundel Mills - MarylandLive! Local Development Council (LDC) for the purpose of improving motorist/pedestrian facilities for communities near Arundel Mills – MarylandLive!		
Severn-Harman Pedestrian Network	$2.5M	Any within boundary
Pedestrian, bicycle, and transit improvements creating a network recommended in the Pedestrian and Bicycle Master Plan Update (Master Plan) and Transit Development Plan. Improvements include projects identified in the Master Plan and will provide sidewalks at missing segments, new sidewalk segments, crosswalks, pedestrian signals, and multipurpose trail segments near Arundel Mills - MarylandLive!		
State Road Sidewalk Maintenance and Repair	$75k	d, e, s
Maintenance and repair of existing sidewalks, shared use paths, and curb and gutter along state highways which are structurally deficient and deemed the county's responsibility		
ADA Right-of-Way Compliance	$1.12M	b, d, e, f, i, k
Rehabilitate sidewalks, curb ramps, and APS within the County right of way, including ancillary work such as system-wide evaluations, to ensure compliance with ADA		
Sidewalk/Bikeway Fund	$650k	a through r, potentially
Design/construct sidewalk, bikeway, and transit links along County roadways		
Pedestrian Improvements– SHA	$500k	a, b, c, d, e, f, s
County's share of costs for SHA to construct new sidewalk and reconstruct existing sidewalks along State Highways		
Safe Routes to Transit	$500k	Any
Bicycle and pedestrian facility upgrade with a focus on providing access to transit stop locations currently lacking ADA access and improving roadway crossing safety		
New Traffic Signals	$350k	m
New traffic control equipment on County roads including associated software		
New Streetlighting	$75k	q
New streetlights to enhance pedestrian safety and reduce crime		

Table 17: Current County Programmatic Funding Streams

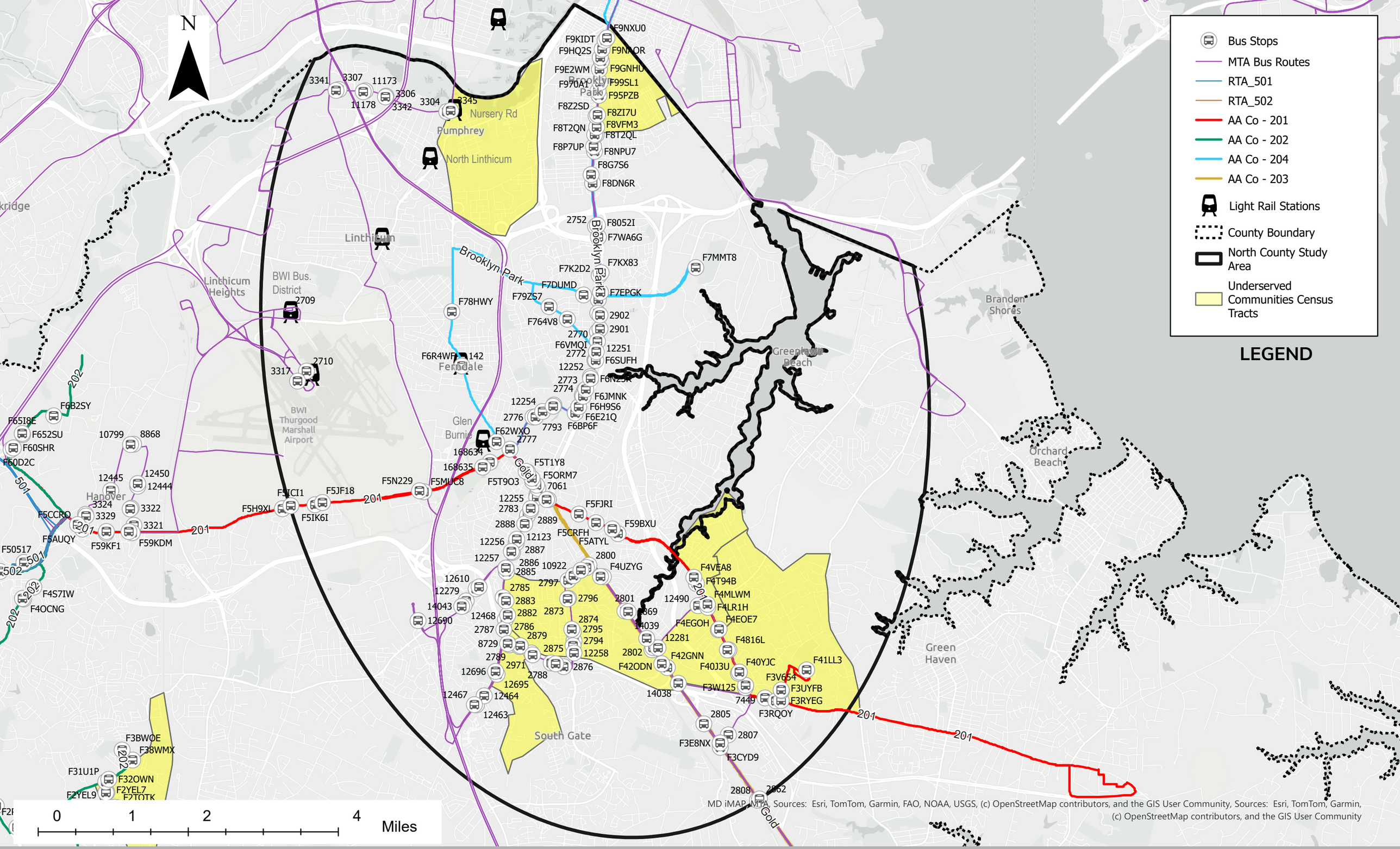
CONCLUSION

The Anne Arundel County Safe Routes to Transit Safety Action Plan utilizes guiding principles of USDOT's Safe Systems approach and embraces a comprehensive, data-driven method to enhance safety for transit riders accessing transit services. By integrating community input, implementing best practices, and focusing on high-risk areas of the greatest need, the plan aims to significantly reduce the risk of traffic-related injuries and fatalities in the County, especially for pedestrians and bicyclists, while encouraging increased transit use. Key components of the plan include targeted infrastructure improvements at priority locations, leveraging partnerships and funding opportunities, and bus stop relocation recommendations to foster a safer environment for both pedestrians and cyclists who are also transit customers.

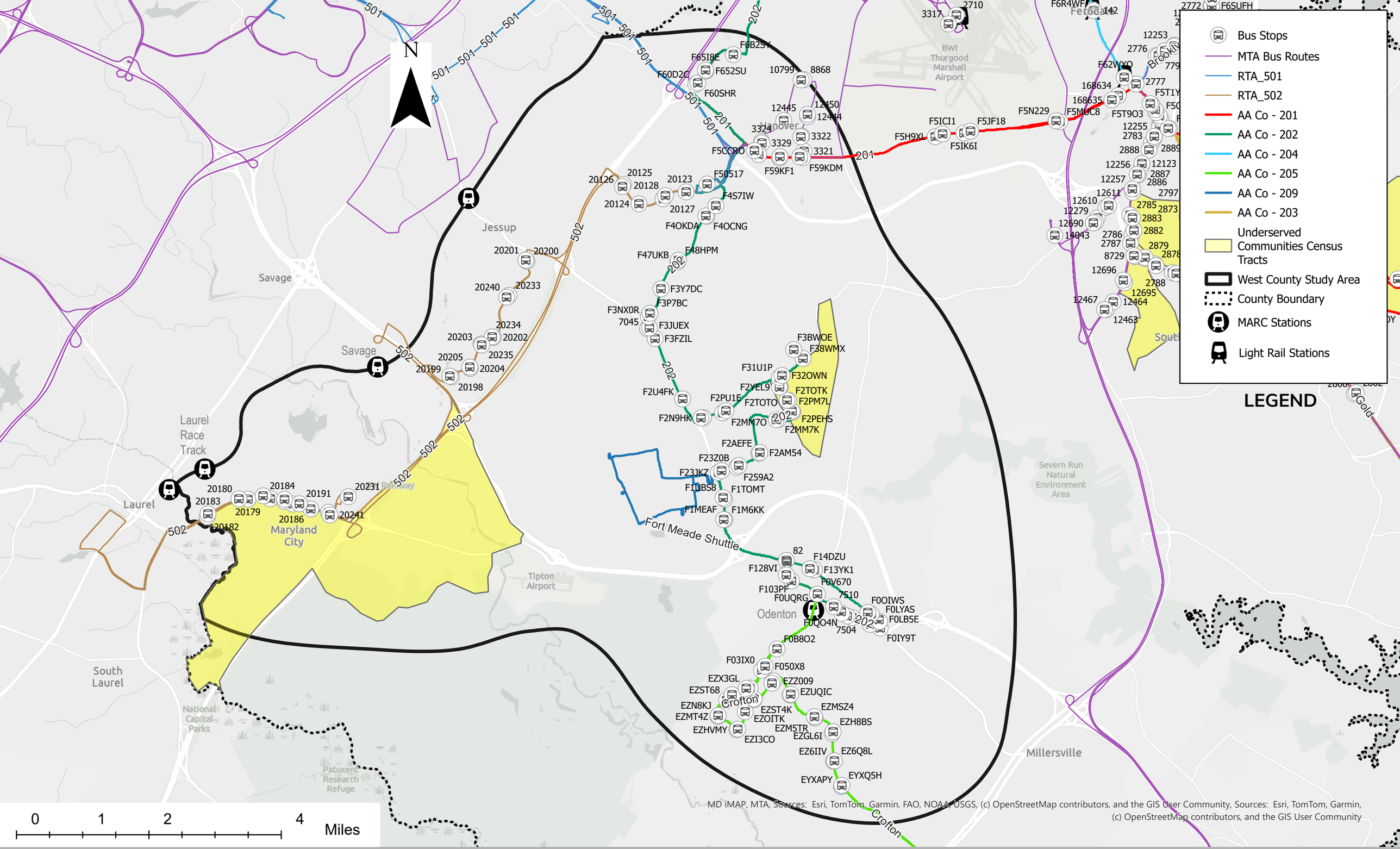
Anne Arundel County is well positioned to advance implementation of the Safe Routes to Transit Safety Action Plan upon receipt and/or appropriation of the necessary funding. The plan is the result of a comprehensive existing conditions assessment, crash analysis, and community engagement conducted through 2024 and 2025. Priority locations have been clearly identified, and recommended improvements have been defined at a level sufficient to support near-term project development.

The County has established a phased implementation framework, with Priority 1 projects ready to advance into design and construction as funding becomes available. Planning-level cost estimates have been developed using recent bid data and include allowances for design, construction, and escalation. The County also maintains active coordination with the Maryland Transit Administration (MTA), Maryland State Highway Administration (SHA), and municipal partners to streamline delivery and leverage concurrent projects. In addition, the County has experience delivering federally funded transportation and safety projects and has identified multiple local and state funding programs that can complement future grant awards. This combination of completed planning, defined priorities, interagency coordination, and proven delivery capacity demonstrates a high level of project readiness and ensures funds can be deployed efficiently to achieve measurable safety outcomes.

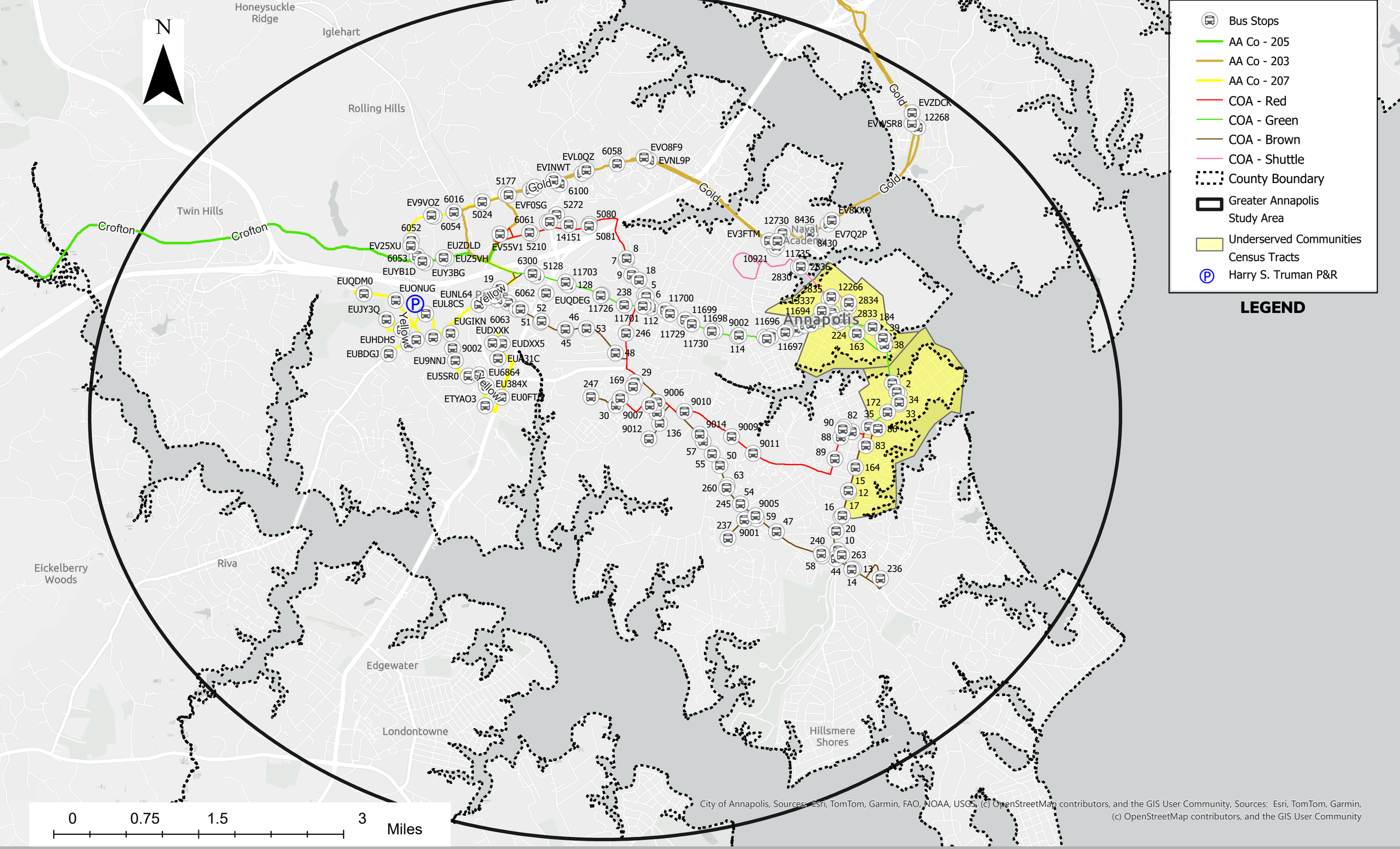
Through sustained community engagement and transparent communication, the County is committed to refining and implementing effective safety measures within this Action Plan. The collaborative efforts between the County team, state and local authority partners, and stakeholders will ensure the successful realization of the plan's objectives. By developing an action plan that prioritizes safety and accessibility, Anne Arundel County is taking a vital step towards creating a safer, more connected community for everyone.



Appendix A - North County - Bus Stop Locations



Appendix A - West County - Bus Stop Locations



City of Annapolis, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community

LEGEND

- Bus Stops
- AA Co - 205
- AA Co - 203
- AA Co - 207
- COA - Red
- COA - Green
- COA - Brown
- COA - Shuttle
- County Boundary
- Greater Annapolis Study Area
- Underserved Communities Census Tracts
- Harry S. Truman P&R

Appendix A - Greater Annapolis - Bus Stop Locations

APPENDIX B
Bus Stop Inventory

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	1	West Annapolis/ Parole	6th St. at Spa Creek Bridge	NB	6th St	Severn Ave	10/2022	Deferred	3 Extended	3 Extended	38.971	-76.48501	COA	Green, Purple	Yes		2	None	25	14930	None	
Yes	2	West Annapolis/ Parole	(6th St at Eastport Elementary) (NB)	NB	6th St	Bay Ridge Ave	10/2022	Deferred	3 Extended	3	38.96978	-76.48399	COA	Green, Purple	Yes		2	None	25	14930	None	
Yes	3	West Annapolis/ Parole	6th St. (SB)	SB	6th St	Bay Ridge Ave	10/2022	Deferred	3 Extended	Deferred	38.96997	-76.48436	COA	Green, Purple	Yes		2	None	25	14930	None	
Yes	5	West Annapolis/ Parole	(Admiral Dr Poplar Ave) (SB)	SB	Admiral Dr	Poplar Ave	6/2023	3 Extended	Deferred	Deferred	38.98128	-76.52209	COA	Red	Yes		2	None	25	7490	sharrow	
Yes	6	West Annapolis/ Parole	Admiral Dr. at Poplar Ave. (NB)	NB	Admiral Dr	Poplar Ave	6/2023	3 Extended	3 Extended	Deferred	38.98109	-76.52183	COA	Red	Yes		2	None	25	7490	sharrow	
Yes	7	West Annapolis/ Parole	Admial Dr. (SB)	SB	Admiral Dr	Captains Cir	10/2022	Deferred	Deferred	3 Extended	38.98525	-76.52483	COA	Red	Yes		2	None	25	7490	None	
Yes	8	West Annapolis/ Parole	Admiral at Admiral Oaks (NB)	NB	Admiral Dr	Captains Cir	10/2022	3 Extended	2	3 Extended	38.98554	-76.52476	COA	Red	Yes		2	None	25	7490	sharrow	
Yes	9	West Annapolis/ Parole	(Admiral Dr Croll Dr)	SB	Admiral Dr	Croll Dr	10/2022	Deferred	Deferred	3 Extended	38.9836	-76.52402	COA	Red	Yes		2	None	25	7490	sharrow	
Yes	10	West Annapolis/ Parole	Bayridge Ave. at Bens Dr. (SB)	SB	Bay Ridge Ave	Bens Dr	10/2022	3 Extended	2	Deferred	38.95156	-76.49315	COA	Brown, Purple	Yes		2	None	30	11480	None	
Yes	12	West Annapolis/ Parole	(Bay Ridge Ave Janice Dr) (NB)	NB	Bay Ridge Ave	Janice Dr	10/2022	Deferred	3 Extended	3 Extended	38.95828	-76.49151	COA	Brown, Purple	Yes		2	None	30	11480	Marked Lane	
Yes	13	West Annapolis/ Parole	Bayridge Rd at Cypress Rd NB	NB	Bay Ridge Rd	Cypress Rd	10/2022	Deferred	Deferred	1	38.9494	-76.49082	COA	Brown, Purple	Yes		5	None	40	11480	None	
Yes	14	West Annapolis/ Parole	Bayridge Rd. at Cypress Rd SB	SB	Bay Ridge Rd	Cypress Rd	10/2022	3 Extended	Deferred	1	38.94933	-76.49109	COA	Brown, Purple	Yes		5	None	40	11480	None	
Yes	15	West Annapolis/ Parole	Bayridge Ave Bethany Ct. (SB)	SB	Bay Ridge Ave	Bethany Ct	10/2022	3 Extended	3 Extended	3 Extended	38.9585	-76.49158	COA	Brown, Purple	Yes		2	None	30	11480	Marked Lane	
Yes	16	West Annapolis/ Parole	(Bay Ridge Ave The Pathways School) (SB)	SB	Bay Ridge Ave	The Pathways School	10/2022	3 Extended	Deferred	Deferred	38.95545	-76.49271	COA	Brown, Purple	Yes		2	None	30	11480	Marked Lane	
Yes	17	West Annapolis/ Parole	Bayridge Ave. at Timber Creek IB. (NB)	NB	Bay Ridge Ave	The Pathways School	10/2022	3 Extended	Deferred	Deferred	38.9556	-76.49247	COA	Brown, Purple	Yes		2	None	30	11480	Marked Lane	
Yes	18	West Annapolis/ Parole	Admiral Dr at Radio Park	NB	Admiral Dr	Radio Park	10/2022	2	Deferred	3 Extended	38.983	-76.5229	COA	Red	Yes		2	None	25	7471	None	
Check	19	West Annapolis/ Parole	Riva Rd opp. Town Ctr. Blvd	WB	Riva Rd	Towne Centre blvd	10/2025	Deferred	3 Extended	Deferred	38.982	-76.5437	AA, COA, MTA	Brown, Gold, Purple, Yellow, 207, 210, 215,	Yes		6	n	40	19912	None	
Yes	20	West Annapolis/ Parole	(Bay Ridge Ave Victor Pkwy) (SB)	SB	Bay Ridge Ave	Victor Pkwy	10/2022	Deferred	3 Extended	Deferred	38.95378	-76.49343	COA	Brown, Purple	Yes	bus stop location on west side of Bay Ridge Ave at crosswalk	2	None	30	11480	Marked Lane	
Yes	29	West Annapolis/ Parole	Bywater Rd at Forest Drive	SB	Bywater Rd	Forest Dr	7/2023	Deferred	Deferred	3	38.97113	-76.52354	COA	Brown, Orange, Purple, Red	Yes		4	None	25	N/A	None	
Yes	30	West Annapolis/ Parole	(Bywater Rd and Great Bay Ave)	NB	Bywater Rd	Great Bay Ave	6/2023	Deferred	Deferred	Deferred	38.96842	-76.52638	COA	Brown, Orange, Purple-N1, Purple-S2	Yes		2	None	25	N/A	None	
Yes	33	West Annapolis/ Parole	Chesapeake Ave. at 6th St. (EB)	EB	Chesapeake Ave	Dignan Ally	10/2022	3 Extended	3 Extended	Deferred	38.9686	-76.48402	COA	Green, Purple	Yes		2	None	25	10660	None	
Yes	34	West Annapolis/ Parole	Chesapeake Ave. at 6th St. (WB)	WB	Chesapeake Ave	Dignan Ally	10/2022	Deferred	2	3 Extended	38.96879	-76.48398	COA	Green, Purple	Yes		2	None	25	10660	None	
Yes	35	West Annapolis/ Parole	Chesapeake Ave at Eastport Shopping Center	NB/EB	Chesapeake Ave	Bay Ridge Ave	10/2022	3 Extended	2	3 Extended	38.96595	-76.48849	COA	Brown, Green, Purple-S2, Red	Yes		2	None	25	10660	None	
Yes	38	West Annapolis/ Parole	Compromise St. at St. Marys St.	EB	St Marys St	Compromise St	10/2022	3 Extended	3 Extended	3 Extended	38.97549	-76.48619	COA	Green, Purple	Yes		2	None	25	N/A	None	
Yes	39	West Annapolis/ Parole	Compromise St. at St. Marys St. WB	NB/WB	Compromise St	Newman St	10/2022	3 Extended	Deferred	3 Extended	38.97628	-76.48642	COA	Green, Purple	Yes		3	None	25	14930	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	44	West Annapolis/ Parole	Forest Dr. at Ace Hardware	WB	Forest Dr	Bay Ridge Ave	10/2022	3 Extended	3 Extended	Deferred	38.95058	-76.49347	COA	Brown , Purple	Yes		5	None	40	27622	None	
Yes	45	West Annapolis/ Parole	(Forest Dr Center St) (EB)	EB	Forest Dr	Center St	10/2022	Deferred	3 Extended	Deferred	38.97716	-76.53383	COA	Brown, Purple-S2	Yes		2	None	30	9534	None	
Yes	46	West Annapolis/ Parole	Forest Dr. at Center St. (WB)	WB	Forest Dr	Center St	10/2022	Deferred	3 Extended	Deferred	38.9773	-76.53392	COA	Brown, Purple-S2	Yes		2	None	30	9534	None	
Yes	47	West Annapolis/ Parole	Forest Dr. and Crows Nest Ct.	NB	Forest Dr	Crows Nest Ct	10/2022	3 Extended	3 Extended	2	38.95373	-76.50234	COA	Brown, Purple-N1	Yes	is this stop still in service? Did not receive ridership info from Annapolis	5	None	40	27622	None	
Yes	48	West Annapolis/ Parole	Forest Dr. at Fairfax Rd.	SB	Forest Dr	Fairfax Rd	10/2022	3 Extended	2	3 Extended	38.97452	-76.52644	COA	Brown, Purple	Yes		3	None	30	9534	None	
Yes	50	West Annapolis/ Parole	Forest Dr. at Gemini Dr. (NB)	NB	Forest Dr	Gemini Dr	10/2022	3 Extended	Deferred	3	38.96143	-76.51081	COA	Brown, Orange	Yes		5	None	40	27622	None	
Yes	51	West Annapolis/ Parole	Forest Dr. and Old Solomons Island Rd.	EB	Forest Dr	Old Solomons Island Rd	10/2022	3 Extended	3 Extended	Deferred	38.9781	-76.53766	COA	Brown, Gold, Purple-S2	Yes		5	Raised	35	9534	None	
Yes	52	West Annapolis/ Parole	(Forest Dr Old Solomons Island Rd) (SE)	WB	Forest Dr	Old Solomons Island Rd	10/2022	3 Extended	3 Extended	Deferred	38.97825	-76.53749	COA	Brown, Gold, Purple-S2	Yes		5	Raised	35	9534	None	
Yes	53	West Annapolis/ Parole	Forest Dr. at Bausum Dr.	EB	Forest Dr	Bausum Dr	10/2022	3 Extended	Deferred	3 Extended	38.97738	-76.53077	COA	Brown, Purple	Yes		2	None	30	9534	None	
Yes	54	West Annapolis/ Parole	Forest Dr. at Rosecrest Dr. NB	NB	Forest Dr	Rosecrest Dr	10/2022	3 Extended	3 Extended	1	38.95696	-76.50774	COA	Brown, Orange, Purple	Yes		5	None	40	27622	None	
Yes	55	West Annapolis/ Parole	Forest Dr. at Spa Rd. (7 Eleven)	SB	Forest Dr	Castlegate Dr	8/2025	2	Deferred	Deferred	38.96279	-76.51198	COA	Brown, Orange	Yes		5	None	40	27622	None	
double check everything	57	West Annapolis/ Parole	Forest Dr. at Spa Rd.	SB	Forest Dr	Spa Rd	8/2025	3 Extended	Deferred	Deferred	38.96425	-76.51332	COA	Brown, Orange, Purple	Yes		5	None	40	27622	None	
Yes	58	West Annapolis/ Parole	Forest Dr. and Quiet Waters Pl.	EB	Forest Dr	Quiet Waters Pl	10/2022	3 Extended	3 Extended	2	38.95092	-76.49548	COA	Brown , Purple-S2	Yes		5	None	40	27622	None	
Yes	59	West Annapolis/ Parole	(Forest Dr Tyler Ave) (SB)	SB	Forest Dr	Tyler Ave	8/2025	Deferred	Deferred	Deferred	38.95523	-76.50533	COA	Brown , Purple-S2	Yes		5	None	40	27622	None	
Yes	63	West Annapolis/ Parole	Forest Dr. at Youngs Farm Rd. (NB)	NB	Forest Dr	Youngs Farm Rd	8/2025	3 Extended	Deferred	Deferred	38.95913	-76.50971	COA	Brown, Orange	Yes		5	None	40	27622	None	
Yes	81	West Annapolis/ Parole	Madison St. at Brashears St. (EB)	EB	Madison St	Brashears St	10/2022	Deferred	3 Extended	3 Extended	38.96537	-76.49107	COA	Red, Purple	Yes		2	None	25	N/A	None	
Yes	82	Odenton/ Maryland City	(Annapolis Rd Town Center Blvd)	WB	Annapolis Rd	Town Center Blvd	8/2023	3 Extended	2	3 Extended	39.09018	-76.70704	AA	202	Yes		5	None	40	27505	None	Planned shared use path - Odenton Trail and NEPA Project (MD 170 to 295)
Yes	82	West Annapolis/ Parole	(Madison St President St) (WB)	WB	Madison St	President St	10/2022	Deferred	3 Extended	Deferred	38.96591	-76.49225	COA	Purple-N1, Red	Yes	bus stop sign located on stop sign pole at NE corner of Madison St and President St interection	2	None	25	N/A	None	
Yes	83	West Annapolis/ Parole	Monroe St. at Bayridge Ave.	WB	Monroe St	Bay Ridge Ave	10/2022	3 Extended	Deferred	2	38.96376	-76.48896	COA	Brown, Green, Purple, Red	Yes		2	None	25	N/A	None	
Yes	86	West Annapolis/ Parole	Americana Dr. at Norman Dr.	SB/WB	Norman Dr	Americana Dr	10/2022	3 Extended	2	2	38.96571	-76.48718	COA	Brown, Green, Purple, Red	Yes		2	None	25	N/A	None	
Yes	87	West Annapolis/ Parole	(Northwest St Church Cir)	SB/EB	Northwest St	Church Cir	10/2022	Deferred	Deferred	Deferred	38.9792	-76.4941	COA	Gold, 210, 215	Yes		2	None	25	5664	None	
Yes	88	West Annapolis/ Parole	President St. at Monroe St.	NB	President St	Monroe St	10/2022	3 Extended	3 Extended	Deferred	38.96475	-76.49273	COA	Purple, Red	Yes		2	None	25	N/A	None	
Yes	89	West Annapolis/ Parole	(President St Van Buren St)	NB	President St	Van Buren St	10/2022	3 Extended	3 Extended	Deferred	38.96221	-76.49361	COA	Purple-S2, Red	Yes	not included with provided ridership info/bus stop location list.	2	None	25	N/A	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	90	West Annapolis/ Parole	President St. at Madison St.	NB	President St	Madison St	10/2022	Deferred	3 Extended	Deferred	38.96565	-76.49243	COA	Purple, Red	Yes		2	None	25	N/A	None	
Yes	112	West Annapolis/ Parole	West St at Admiral Dr	EB	West St	Edgewood Ave	8/2023	3	3	3	38.97978	-76.52113	COA	Green, Purple, 220, 230	Yes		5	None	30	26182	None	
Yes	113	West Annapolis/ Parole	WEST ST & ADMIRAL DR wb	WB	West St	Admiral Dr	8/2023	3	3	3	38.97998	-76.52177	COA	Green, Purple, 220, 230	Yes		5	None	30	26182	None	
Yes	114	West Annapolis/ Parole	West St. at Brewer Ave. (EB)	EB	West St	Brewer ave	8/2023	Deferred	3 Extended	3 Extended	38.97647	-76.50818	COA	Green, Purple, 220, 230	Yes		2	None	25	26182	None	
Yes	125	West Annapolis/ Parole	West St. at Taylor Ave.	WB	West St	Park Pl Midblock Crossing	6/2023	Deferred	Deferred	3 Extended	38.97636	-76.50413	COA	Green, Orange, Purple, 220; 230	Yes		4	Raised	25	26182	None	
Yes	128	West Annapolis/ Parole	West St and Old Solomons Island Rd	EB	West St	Old Solomons Island Rd	8/2023	2	3 Extended	3 Extended	38.98245	-76.53352	COA, MTA	Green, Purple, 220, 230	Yes		5	Raised	30	26182	None	
Yes	136	West Annapolis/ Parole	Newtowne at Juliana Cir.	SB	Newtowne Dr	Juliana Cir W	6/2023	Deferred	3 Extended	Deferred	38.96636	-76.51984	COA	Brown, Orange, Purple	Yes		2	None	25	N/A	None	
Yes	142	Glen Burnie/ Brooklyn Park	(Baltimore Annapolis Blvd Ferndale Rd) SB	SB	Baltimore Annapolis Blvd	Ferndale Rd	11/2022	3 Extended	Deferred	Deferred	39.18331	-76.63995	AA	204	No		3	None	30	16755	None	
Yes	163	West Annapolis/ Parole	Duke of Gloucester St. at Conduit St.	SB/EB	Duke of Gloucester St	Conduit St	8/2021	Deferred	3 Extended	Deferred	38.9768	-76.49033	COA	Green, Purple	Yes	Southeast of green circle at dropped pin #163 (FID 158 on AA transit Field Map, but 163 on Annapolis Open Data Portal)	2	None	25	N/A	None	
Yes	164	West Annapolis/ Parole	Bay Ridge Ave. at Parkwood Ave.	NB	Bay Ridge Ave	Parkwood Ave	10/2022	Deferred	3 Extended	3 Extended	38.96121	-76.49053	COA	Brown, Purple	Yes	FID 159 on AA Transit Map, but shown as 164 on Annapolis Open Data Portal	2	None	25	11480	Sharrow	
Yes	169	West Annapolis/ Parole	Annapolis Marketplace (Safeway)	NB	Bywater Rd	Schooner Ct	7/2023	Deferred	Deferred	Deferred	38.97059	-76.5238	COA	Brown, red, orange, purple	Yes		4	None	25	N/A	None	
Yes	172	West Annapolis/ Parole	Chesapeake Ave. at State St.	EB	Chesapeake Ave	State St	10/2022	3 Extended	3 Extended	3 Extended	38.96762	-76.48574	COA	Green, Purple	Yes		2	None	25	N/A	None	
Yes	184	West Annapolis/ Parole	Main Street / City Dock	WB	Main St	Green St	10/2022	Deferred	Deferred	3	38.97754	-76.48796	COA	Green, Purple	Yes		2	Raised	25	4020	None	
Yes	199	West Annapolis/ Parole	Skippers Ln and Vanguard Ln (Skippers)	SE	Skippers Ln	S Cherry Grove Ave	8/2019	Deferred	Deferred	Deferred	38.96763	-76.52024	COA	Brown, Orange, Purple	Yes		2	None	25	N/A	None	
Yes	224	West Annapolis/ Parole	(Church Cir South St)	WB	Church Cir	South St	10/2022	Deferred	Deferred	3 Extended	38.97807	-76.49299	COA	Purple, Orange, Gold, Green, 70, 210, 215	Yes	Not included with client provided lat/long & ridership data	3	None	25	12502	None	
Yes	236	West Annapolis/ Parole	(Bay Ridge Shopping Center Edgewood Rd)	NB	Bay Ridge Shopping Center	Edgewood Rd	10/2022	Deferred	Deferred	Deferred	38.94827	-76.48679	COA	Brown, Purple	Yes	bus stop at dropped pin # 236; FID 224 on AA transit Field Map, but 236 on Annapolis Open Data Portal	2	None	15	N/A	None	
Yes	237	West Annapolis/ Parole	Robinwood Turnaround	NE	Tyler Ave	Robinwood Circle	10/2022	Deferred	Deferred	2	38.95297	-76.5096	COA	Brown, Orange	Yes		2	None	25	N/A	None	
Yes	238	West Annapolis/ Parole	West St Westbridge Dr	EB	West St	Westbridge Dr	8/2023	3	3	3	38.98011	-76.52513	COA, MTA	Green, Orange, Purple, 220; 230	Yes		4	None	30	26182	None	
Yes	240	West Annapolis/ Parole	Forest Dr. At Thom Dr.	WB	Forest Dr	Thom Dr	10/2022	3 Extended	Deferred	2	38.95117	-76.49563	COA	Brown, Purple	Yes		5	None	40	27622	None	
Yes	245	West Annapolis/ Parole	Forest Dr Rosecrest Dr SB	SB/EB	Forest Dr	Rosecrest Dr	10/2022	3 Extended	3 Extended	1	38.957	-76.5077	COA	Brown, Orange, Purple	Yes		5	None	40	27622	None	
Yes	246	West Annapolis/ Parole	Chinquapin Round Rd. at ADOT	SB	Chinquapin Round Rd	Drew St	7/2023	3 Extended	Deferred	Deferred	38.97682	-76.52486	COA	Red	Yes	FID 234 on AA Transit Map, but shown as 246 on Annapolis Open Data Portal	3	None	30	21045	Marked Lane	
Yes	247	West Annapolis/ Parole	Copeland at Boys and Girls Club	EB	Copeland St	Boys & Girls Club	10/2022	3 Extended	Deferred	Deferred	38.96942	-76.53011	COA	Brown, Orange, Purple	Yes	FID 235 on AA transit Field Map, but 247 on Annapolis Open Data Portal	2	None	25	N/A	None	
Yes	260	West Annapolis/ Parole	Forest Dr. at Youngs Farm Rd. (SB)	SB	Forest Dr	Youngs Farm Rd	8/2025	Deferred	Deferred	Deferred	38.95883	-76.50981	COA	Brown, Orange	Yes		5	None	40	27622	None	
Yes	263	West Annapolis/ Parole	Bayridge Ave. at Bens Dr IB.	NB	Bay Ridge Ave	ES 352' S/O Forest Hill Ave	10/2022	Deferred	Deferred	3 Extended	38.95101	-76.49258	COA	Brown, Purple	Yes	FID 251 on AA Transit Map, but shown as 263 on Annapolis Open Data Portal	3	None	30	11480	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	2709	Glen Burnie/ Brooklyn Park	(BWI Business Park Light Rail Station Elkridge Landing Rd)	EB	BWI Business Park Light Rail Station	Elkridge Landing Rd	10/2022	Deferred	Deferred	Deferred	39.19163	-76.67337	MTA	75	Yes		1	None	15	N/A	None	
Yes	2752	Glen Burnie/ Brooklyn Park	RITCHIE HWY & ARUNDEL CORPORATION RD opp fs sb	SB	Ritchie Hwy	Arundel Corporation Rd	9/2023	Deferred	3 Extended	Deferred	39.20416	-76.61421	MTA, COA	69, 70, 204	Yes		8	Raised	45	38570	None	
Yes	2767	Glen Burnie/ Brooklyn Park	RITCHIE HWY & ORDNANCE RD fs sb	SB	Ritchie Hwy	Ordnance Rd	10/2022	Deferred	3 Extended	3	39.19323	-76.61367	MTA	69, 70	Yes		8	Raised	35	38570	None	
Yes	2768	Glen Burnie/ Brooklyn Park	RITCHIE HWY & CHESAPEAKE SHOPPING CENTER fs sb	SB	Ritchie Hwy	Chesapeake Shopping Center Entrance	10/2022	2	Deferred	2	39.19121	-76.61377	MTA	70	Yes		8	Raised	35	38570	None	
Yes	2770	Glen Burnie/ Brooklyn Park	RITCHIE HWY & WELLHAM AVE sb	SB	Crain Hwy	Wellham Ave	10/2022	3 Extended	Deferred	Deferred	39.18843	-76.61383	MTA	69, 70	Yes		1	None	30	23190	None	
Yes	2772	Glen Burnie/ Brooklyn Park	CRAIN HWY & CRAIN CT sb	SB	Crain Hwy	Crain Ct	10/2022	3 Extended	Deferred	3 Extended	39.18413	-76.61433	MTA	69, 70	Yes		2	None	30	11195	None	
Yes	2773	Glen Burnie/ Brooklyn Park	CRAIN HWY & 11TH AVE sb	SB	Crain Hwy	11th Ave	10/2022	3 Extended	Deferred	3 Extended	39.17969	-76.61633	MTA	69, 70	Yes		2	None	30	11195	None	
Yes	2774	Glen Burnie/ Brooklyn Park	CRAIN HWY & JACKSON AVE sb	SB	Crain Hwy	Jackson Ave	10/2022	3 Extended	2	3 Extended	39.17891	-76.61676	MTA	70	Yes	bus stop not located, but is on Route 70 map	2	None	30	11195	None	
Yes	2776	Glen Burnie/ Brooklyn Park	8TH AVE & MAY WAGNER LN sb	SB/WB	8th Ave	May Wagner Ln	8/2019	3 Extended	3 Extended	2	39.17568	-76.62626	MTA	69, 70	Yes		3	None	40	13145	None	
Yes	2777	Glen Burnie/ Brooklyn Park	8TH AVE & Baltimore Annapolis BLVD sb	SB	8th Ave	Baltimore Annapolis Blvd	6/2024	3 Extended	3 Extended	3	39.17087	-76.63068	MTA	69, 70	Yes		5	None	40	13145	None	
Yes	2782	Glen Burnie/ Brooklyn Park	CRAIN HWY & CENTRAL AVE sb	SB	Crain Hwy	Central Ave	10/2022	Deferred	Deferred	Deferred	39.16409	-76.62552	MTA	69, 70	Yes		5	None	30	59975	None	
Yes	2783	Glen Burnie/ Brooklyn Park	CRAIN HWY & 3RD AVE sb	SB	Crain Hwy	3rd Ave	10/2022	Deferred	Deferred	3 Extended	39.16097	-76.62731	MTA	70	Yes		3	None	30	22155	None	
Yes	2785	Glen Burnie/ Brooklyn Park	CRAIN HWY & 1400 BLK CRAIN H	SB	Crain Hwy	Madison Park Dr	9/2021	3 Extended	Deferred	1	39.1487	-76.63201	MTA	70	Yes		6	Grass	40	17415	None	
Yes	2786	Glen Burnie/ Brooklyn Park	CRAIN HWY & OAK MANOR DR (SB)	SB	Crain Hwy	Oak Manor Dr	9/2021	Deferred	Deferred	3	39.14543	-76.63158	MTA	70	Yes		6	Grass	40	17415	None	
Yes	2787	Glen Burnie/ Brooklyn Park	CRAIN HWY & CRAIN TOWERS BLD sb	SB	Crain Hwy	Crain Towers Entrance	9/2021	1	3	3	39.14393	-76.63187	MTA	70	Yes		6	Grass	40	17415	None	
Yes	2788	Glen Burnie/ Brooklyn Park	HOSPITAL DR & BW MEDICAL ENT eb	SB/EB	Hospital Dr	BW Medical Center Entrance	9/2021	Deferred	Deferred	Deferred	39.13892	-76.62274	MTA	70	Yes		4	None	35	4210	None	
Yes	2789	Glen Burnie/ Brooklyn Park	HOSPITAL DR & CRAIN HWY fs eb	EB	Hospital Dr	Crain Hwy	9/2021	3	1	3	39.14164	-76.63079	MTA	69, 70	Yes		4	None	35	4210	None	
Yes	2790	Glen Burnie/ Brooklyn Park	HOSPITAL DR & MT RIDGE DR eb	EB	Hospital Dr	Mountain Ridge Dr	9/2021	3	3	3	39.14137	-76.62886	MTA	69, 70	Yes	bus stop location included on Route 70 map https://www.mta.maryland.gov/schedule/stops/70?direction=1	4	None	35	4210	None	
Yes	2794	Glen Burnie/ Brooklyn Park	7823 OAKWOOD ROAD nb	NB	Oakwood Rd	Oakwood Village Dr	6/2022	Deferred	2	3	39.14225	-76.61836	MTA	70	Yes		3	None	30	10000	None	
Yes	2795	Glen Burnie/ Brooklyn Park	OAKWOOD RD & MAYFLOWER CIR nb	NB	Oakwood Rd	Mayflower Cir	6/2022	Deferred	2	3 Extended	39.14362	-76.61849	MTA	69, 70	Yes		3	None	30	12704	None	
Yes	2796	Glen Burnie/ Brooklyn Park	OAKWOOD RD & MARY LN nb	NB	Oakwood Rd	Mary Ln	6/2022	Deferred	3 Extended	3 Extended	39.14859	-76.6194	MTA	69, 70	Yes		3	None	30	12704	None	parked cars blocking bus drop off/pick up location
Yes	2797	Glen Burnie/ Brooklyn Park	795 AQUAHART RD eb	EB	Aquahart Rd	Oakwood Rd	6/2022	Deferred	3 Extended	Deferred	39.15129	-76.61949	MTA	69, 70	Yes		4	None	30	12470	None	
Yes	2800	Glen Burnie/ Brooklyn Park	AQUAHART RD & RITCHIE HWY fs wb	WB	Aquahart Rd	Westway Rd	7/2012	Deferred	Deferred	2	39.15353	-76.61547	MTA	69, 70	Yes		4	None	30	12470	None	
Yes	2801	Glen Burnie/ Brooklyn Park	RITCHIE HWY & NORFOLK RD sb	SB	Ritchie Hwy	Norfolk Rd	8/2025	Deferred	Deferred	1	39.14668	-76.60854	MTA	69, 70	Yes	not included with provided ridership info/bus stop location list.	4	Grass	45	20784	None	
Yes	2802	Glen Burnie/ Brooklyn Park	RITCHIE HWY & MARLEY STATION MALL sb	SB	Ritchie Hwy	Marley Station Rd	9/2021	3	3	3	39.14089	-76.60333	MTA	70	Yes		7	Grass	45	20784	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	2803	Glen Burnie/ Brooklyn Park	MARLEY STATION &B&A sb (actually NB/EB)	NB/EB	Marley Station Rd	Baltimore Annapolis Blvd	9/2021	3	1	3	39.14761	-76.59378	MTA	69	Yes		4	None	30	13820	None	
Yes	2805	Glen Burnie/ Brooklyn Park	RITCHIE HWY & KELLINGTON DR sb	SB	Ritchie Hwy	Kellington Dr	6/2024	Deferred	Deferred	2	39.12982	-76.59333	MTA	70	Yes	not included with provided ridership info/bus stop location list.	7	Grass	45	33503	None	
Yes	2807	Glen Burnie/ Brooklyn Park	(Jumpers Hole at AMF Southdale Lanes)	NB/EB	Jumpers Hole Rd	Woodholme Cir	9/2022	3 Extended	2	3 Extended	39.12818	-76.5886	MTA	69	Yes		3	None	30	18505	None	
Yes	2808	Glen Burnie/ Brooklyn Park	RITCHIE HWY & WATERFORD RD sb	SB	Ritchie Hwy	Waterford Rd	10/2022	3 Extended	Deferred	2	39.1184	-76.58301	MTA	70	Yes	not included with provided ridership info/bus stop location list.	4	Grass	45	20993	None	
Check	2830	West Annapolis/ Parole	Rowe Blvd and College Creek	SB	Rowe Blvd	Herbert M Sachs Dr	10/2022	Deferred	2	2	38.984524	-76.499065	MTA	70, 210, 215, 220, 230	Yes		4	Raised	40	34560	None	
Yes	2832	West Annapolis/ Parole	WEST ST & CHURCH CIR	EB	West St	Church Cir	10/2022	Deferred	Deferred	Deferred	38.9783	-76.49338	MTA	Green, Orange, Purple, 70, 210, 220, 230	Yes		2	None	25	12052	None	
Yes	2833	West Annapolis/ Parole	COLLEGE AVE & BLADEN ST eb	EB	College Ave	Bladen St	8/2021	Deferred	Deferred	Deferred	38.97992	-76.49154	MTA	70	Yes		3	None	25	8102	None	
Yes	2834	West Annapolis/ Parole	SAINT JOHNS ST & COLLEGE AVE fs nb	NB	St Johns St	College Ave	10/2022	Deferred	3 Extended	Deferred	38.98039	-76.49151	MTA	Gold, 70, 210, 215	Yes	not included with provided ridership info/bus stop location list.	2	None	25	8102	None	
Check	2835	West Annapolis/ Parole	Calvert St & Bladen St fs WB	WB	Calvert St	Bladen St	10/2022	Deferred	Deferred	Deferred	38.980789	-76.494455	MTA	Gold, 70, 210	Yes		3	None	25	5860	None	
Check	2836	West Annapolis/ Parole	Rowe Blvd & College Ave nb	NB	Rowe Blvd	College Ave	10/2022	Deferred	2	2	38.984582	-76.498706	MTA	70, 210, 215, 220, 230	Yes		4	Raised	40	34560	None	
Check	2862	Glen Burnie/ Brooklyn Park	Ritchie HWY & Elvaton Dr NB	NB	Ritchie Hwy	Elvaton Dr	10/2022	3 Extended	2	3 Extended	39.118588	-76.582611	MTA	70	Yes		5	Grass	50	16650	None	
Yes	2867	Glen Burnie/ Brooklyn Park	RITCHIE HWY & MARLEY NECK RD ns nb	NB	Ritchie Hwy	Marley Station Rd	10/2022	1	1	3	39.14122	-76.60312	MTA	70	Yes		7	Grass	45	20784	None	
Yes	2869	Glen Burnie/ Brooklyn Park	RITCHIE HWY & NORMAN RD nb	NB	Ritchie Hwy	Norman Rd	8/2025	Deferred	3 Extended	1	39.14659	-76.60793	MTA	69, 70	Yes		6	Grass	45	20784	None	
Yes	2873	Glen Burnie/ Brooklyn Park	OAKWOOD RD & MARY LN sb	SB	Oakwood Rd	Mary Ln	6/2022	Deferred	2	3 Extended	39.14851	-76.61958	MTA	69, 70	Yes		3	None	30	12704	None	
Yes	2874	Glen Burnie/ Brooklyn Park	OAKWOOD RD & MAYFLOWER CIR sb	SB	Oakwood Rd	Mayflower Cir	6/2022	Deferred	3 Extended	3 Extended	39.14396	-76.61877	MTA	69, 70	Yes		3	None	30	12704	None	
Yes	2875	Glen Burnie/ Brooklyn Park	OAKWOOD RD & OAK MANOR DR sb	SB	Oakwood Rd	Funke Rd	6/2022	Deferred	2	3	39.1415	-76.61853	MTA	69, 70	Yes		3	None	30	12704	None	
Yes	2876	Glen Burnie/ Brooklyn Park	200 Hospital Dr wb	WB	Hospital Dr	200 Hospital Dr Entrance	6/2024	Deferred	2	3 Extended	39.138364	-76.620353	MTA	69, 70	Yes	bus stop location included on Route 70 map https://www.mta.maryland.gov/schedule/stops/70?direction=1	4	None	35	4210	None	
Yes	2878	Glen Burnie/ Brooklyn Park	HOSPITAL DR & ELVATON RD opp wb	WB	Hospital Dr	Elvaton Rd	9/2021	3	3	3	39.14041	-76.62657	MTA	69, 70	Yes		4	None	35	4210	None	
Yes	2879	Glen Burnie/ Brooklyn Park	HOSPITAL DR & MT RIDGE DR wb	WB	Hospital Dr	Mountain Ridge Dr	9/2021	3	3	3	39.1415	-76.6287	MTA	70	Yes	bus stop location included on Route 70 map https://www.mta.maryland.gov/schedule/stops/70?direction=1	4	None	35	4210	None	
Yes	2880	Glen Burnie/ Brooklyn Park	HOSPITAL DR & BW MED CTR opp wb	WB	Hospital Dr	BW Medical Center Entrance	9/2021	Deferred	Deferred	Deferred	39.1388	-76.62189	MTA	69, 70	Yes		4	None	35	4210	None	
Yes	2882	Glen Burnie/ Brooklyn Park	CRAIN HWY & OAK MANOR DR nb	NB	Crain Hwy	Oak Manor Dr	9/2021	Deferred	Deferred	3	39.14607	-76.63113	MTA	70	Yes		7	Grass	40	17415	None	
Yes	2883	Glen Burnie/ Brooklyn Park	CRAIN HWY & MADISON PARK DR nb	NB	Crain Hwy	Madison Park Dr	9/2021	Deferred	Deferred	1	39.14821	-76.63145	MTA	70	Yes		7	Grass	40	17415	None	
Yes	2885	Glen Burnie/ Brooklyn Park	CRAIN HWY & AQUAHART RD nb	NB	Crain Hwy	Aquahart Rd	9/2021	Deferred	2	Deferred	39.15255	-76.63138	MTA	70	Yes		5	None	40	17415	None	
Yes	2886	Glen Burnie/ Brooklyn Park	CRAIN HWY & MAIN AVE nb	NB	Crain Hwy	Main Ave	10/2022	2	Deferred	1	39.15546	-76.63021	MTA	69, 70	Yes		5	None	35	22155	None	
Yes	2887	Glen Burnie/ Brooklyn Park	CRAIN HWY & WILSON BLVD nb	NB	Crain Hwy	Wilson Blvd SW	10/2022	3 Extended	3 Extended	Deferred	39.15687	-76.6295	MTA	69, 70	Yes	bus stop is just north of GIS location	5	None	30	22155	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	2888	Glen Burnie/ Brooklyn Park	CRAIN HWY & 4TH AVE nb	NB	Crain Hwy	4th Ave	8/2019	Deferred	Deferred	Deferred	39.15971	-76.62785	MTA	69, 70	Yes		2	None	30	22155	None	
Yes	2889	Glen Burnie/ Brooklyn Park	CRAIN HWY & 2ND AVE nb	NB	Crain Hwy	2nd Ave	10/2022	Deferred	Deferred	3 Extended	39.16176	-76.62669	MTA	70	Yes		3	None	30	22155	None	
Yes	2890	Glen Burnie/ Brooklyn Park	CRAIN HWY & POST 40 ROAD nb	NB	Crain Hwy	Post 40 Rd	10/2022	3 Extended	Deferred	3	39.16367	-76.62553	MTA	69, 70	Yes		4	None	30	22155	None	
Yes	2901	Glen Burnie/ Brooklyn Park	RITCHIE HWY & HOLSUM WAY	NB	Ritchie Hwy	Holsum Way	8/2025	Deferred	3 Extended	2	39.18884	-76.61335	MTA	69,70	Yes		5	Raised	35	38570	None	
Yes	2902	Glen Burnie/ Brooklyn Park	RITCHIE HWY & GLEN BURNIE MALL nb	NB	Ritchie Hwy	Glen Burnie Mall Entrance	10/2022	Deferred	Deferred	2	39.1909	-76.61335	MTA	69, 70	Yes	bus stop location north of GIS point at dropped pin #2902	8	Raised	35	20784	None	
Yes	2971	Glen Burnie/ Brooklyn Park	(Hospital Dr Elvaton Rd) (EB)	EB	Hospital Dr	Elvaton Rd	9/2021	3	3	3	39.14013	-76.62633	MTA	69, 70	Yes		4	None	35	4210	None	
Yes	3304	Glen Burnie/ Brooklyn Park	NURSERY RD & Baltimore Annapolis BLVD fs wb	WB	Nursery Rd	Baltimore Annapolis Blvd	10/2023	2	2	3 Extended	39.22129	-76.64287	MTA	75	Yes		2	None	30	11005	None	
Yes	3306	Glen Burnie/ Brooklyn Park	NURSERY RD & BARKWOOD CT wb	WB	Nursery Rd	Barkwood Ct	10/2022	3 Extended	2	3 Extended	39.22362	-76.65457	MTA	75	Yes		2	None	30	11005	None	
Yes	3307	Glen Burnie/ Brooklyn Park	NURSERY RD & HAMMONDS FERRY RD (WB)	WB	Nursery Rd	Hammonds Ferry Rd	11/2022	Deferred	3 Extended	3 Extended	39.22461	-76.66365	MTA	75	Yes		4	None	30	11005	None	
Yes	3317	Glen Burnie/ Brooklyn Park	BWI Southwest Terminal (Lower Level)	EB	BWI Terminal Loop Lower Level	Regional Bus Stop 1	11/2022	Deferred	Deferred	Deferred	39.18105	-76.67163	AA, MTA	75, 201, BWI Airport Shuttles	Yes		4	None	15	N/A	None	
Yes	3321	Odenton/ Maryland City	CANDLEWOOD RD & DORSEY RD fs nb	NB	Candlewood Rd	Dorsey Rd	7/2019	3 Extended	3 Extended	3 Extended	39.1595	-76.70316	MTA	75	Yes		2	None	30	N/A	None	
Yes	3322	Odenton/ Maryland City	CANDLEWOOD RD & ASHTON RD (NB)	NB	Candlewood Rd	Ashton Rd	11/2022	2	2	2	39.16207	-76.70368	MTA	75	Yes		2	None	30	N/A	None	
Yes	3324	Odenton/ Maryland City	RIDGE RD & MELLON RD (SB)	SB	Ridge Rd	Mellon Rd	11/2022	Deferred	2	2	39.16114	-76.71246	MTA	75	Yes		4	None	35	2660	None	
Yes	3329	Odenton/ Maryland City	RIDGE RD& MELLON RD nb	NB	Ridge Rd	Mellon Rd	11/2022	Deferred	2	3 Extended	39.16089	-76.71238	MTA	75	Yes		4	Raised	35	2660	None	
Yes	3331	Odenton/ Maryland City	CANDLEWOOD RD & ASHTON RD sb	SB	Candlewood Rd	Ashton Rd	11/2022	2	2	2	39.16194	-76.70387	MTA	75	Yes		2	None	30	N/A	None	
Yes	3341	Glen Burnie/ Brooklyn Park	NURSERY RD & HAMMONDS FERRY RD eb	EB	Nursery Rd	Hammonds Ferry Rd	11/2022	Deferred	Deferred	3 Extended	39.22447	-76.66421	MTA	75	Yes		4	None	30	11005	None	
Yes	3342	Glen Burnie/ Brooklyn Park	NURSERY RD & BARKWOOD CT eb	EB	Nursery Rd	Barkwood Ct / Rommel Construction Entrance	10/2022	2	2	2	39.22351	-76.65469	MTA	75	Yes		2	None	30	11005	None	
Yes	3345	Glen Burnie/ Brooklyn Park	Annapolis Rd & NURSERY RD fs nb	NB	Baltimore Annapolis Blvd	Nursery Rd	6/2024	3	3	3	39.22144	-76.64212	MTA	204	No		3	None	30	11631	None	
Yes	5024	West Annapolis/ Parole	(Bestgate Rd Research Dr) (WB)	WB	Bestgate Rd	Research Dr	8/2023	Deferred	3 Extended	Deferred	38.99212	-76.54636	COA, AA	Purple, 203	Yes		5	Raised	35	21972	None	
Yes	5080	West Annapolis/ Parole	(Jennifer Rd Detention Center) (WB)	WB	Jennifer Rd	Detention Center	8/2023	Deferred	Deferred	Deferred	38.9895	-76.53033	COA	Red	Yes		4	Ped Refuge Island	30	5484	Designated Bike Lanes	
Yes	5081	West Annapolis/ Parole	(Jennifer Rd Detention Center) (EB)	EB	Jennifer Rd	Detention Center	8/2023	Deferred	Deferred	Deferred	38.98929	-76.53038	COA	Red	Yes		4	Ped Refuge Island	30	5484	Designated Bike Lanes	
Yes	5128	West Annapolis/ Parole	West St at Somerville EB	EB	West St	Somerville Rd.	8/2023	Deferred	Deferred	1	38.9835	-76.53828	COA	Purple, Green, 203	Yes		5	None	35	25182	None	
Yes	5177	West Annapolis/ Parole	(Bestgate Rd Commerce Park Dr) (WB)	WB	Bestgate Rd	Commerce Park Dr	8/2023	Deferred	Deferred	Deferred	38.99301	-76.54284	COA	Gold, Purple, 203	Yes	FID 160 on AA transit Field Map, but 165 on Annapolis Open Data Portal	5	Raised	35	21972	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	5210	West Annapolis/ Parole	Jennifer Rd & Annapolis Exchange Pkwy EB	EB	Jennifer Rd	Annapolis Exchange	8/2023	Deferred	Deferred	Deferred	38.98841	-76.53902		Purple, Red, 207, 210, 215	Yes	not included with Annapolis ridership data	5	None	40	5484	Shared Use Path	
Yes	**5272**	West Annapolis/ Parole	Anne Arundel Medical Center	N/A	Anne Arundel Medical Center	Emergency Room	8/2023	Deferred	Deferred	Deferred	38.99062	-76.53525	COA, MTA	Red, Purple	Yes		1	None	15	N/A	None	
Yes	6016	West Annapolis/ Parole	(Housely Rd and Generals Hwy)	WB	Housely Rd	Generals Hwy	8/2023	Deferred	3 Extended	Deferred	38.99092	-76.5506	COA, AA	Purple-N1, Yellow, 207	Yes		5	None	30	19502	shared use path	
Yes	6052	West Annapolis/ Parole	(Housely Rd Gateway Village Dr) (NB)	NB	Housely Rd	Gateway Village Dr	8/2023	Deferred	Deferred	Deferred	38.98758	-76.55698		Purple-N1, Yellow, 207	Yes		4	Ped Refuge Island	30	N/A	None	
Yes	6053	West Annapolis/ Parole	Housley Rd at Best Buy	NB	Housely Rd	Defense Hwy	10/2025	Deferred	Deferred	3 Extended	38.98583	-76.55613	COA	Purple-N1, Yellow, 207	Yes		4	Raised	30	N/A	None	
Yes	6054	West Annapolis/ Parole	(Housely Rd Regatta Bay Ct) (EB)	EB	Housely Rd	Regatta Bay Ct	8/2019	Deferred	3 Extended	2	38.99042	-76.55358	COA	Purple-N1, Yellow, 207	Yes		3	None	30	N/A	None	
Yes	6058	West Annapolis/ Parole	(Bestgate Rd Compton Dr) (EB)	EB	Bestgate Rd	Compton Dr	6/2023	Deferred	Deferred	3 Extended	38.99655	-76.52619	COA	Gold, Purple, 203, 210, 215	Yes		5	None	35	21972	None	
Yes	6061	West Annapolis/ Parole	Jennifer Rd. at Annapolis Plaza	WB	Jennifer Rd	Annapolis Plaza	8/2023	Deferred	3 Extended	Deferred	38.98853	-76.53931	COA	Purple, Red, 207, 210, 215	Yes	not included with Annapolis ridership data	5	None	40	5484	None	
Yes	6062	West Annapolis/ Parole	Forest Dr. at Tower Pl.	WB	Forest Dr	Tower Pl	10/2022	Deferred	Deferred	Deferred	38.98036	-76.54248	COA	Brown, Gold, Purple	Yes		5	Raised	35	9534	Shared Use Path	
Yes	6063	West Annapolis/ Parole	Forest Plaza (Forest Dr. at Harker Pl.) (EB)	EB	Forest Dr	Harker Pl	10/2022	Deferred	Deferred	Deferred	38.97961	-76.54119	COA, AA	Brown, Gold, Purple-S2	Yes		5	Raised	35	9534	None	
Yes	6064	West Annapolis/ Parole	Forest Dr. at Harker Pl. (WB)	WB	Forest Dr	Harker Pl	10/2022	Deferred	3 Extended	Deferred	38.97962	-76.54064	COA	Brown, Gold, Purple-S2	Yes		5	Raised	35	9534	shared use path	
Yes	6100	West Annapolis/ Parole	(Medical Pkwy and Bestgate Rd) (SB)	SB	Medical Pkwy	Bestgate Rd	8/2023	Deferred	3 Extended	Deferred	38.99419	-76.53478	COA	Purple-N1, 210, 215	Yes		5	Raised	30	N/A	Shared Use Path	
Yes	6300	West Annapolis/ Parole	West St at Somervillie Rd WB	WB	West St	Somerville Rd	8/2023	2	2	1	38.98377	-76.53884	COA	Purple, Green, 203	Yes		5	None	35	25182	None	
Yes	7045	Odenton/ Maryland City	(Annapolis Rd Rockenbach Rd)	SB	Annapolis Rd	Rockenbach Rd	8/2023	Deferred	2	Deferred	39.12945	-76.73736	AA	202	Yes		6	Raised	40	36835	Shared Use Path	
Yes	7061	Glen Burnie/ Brooklyn Park	(Baltimore Annapolis Blvd Crain Hwy S)	SB	Baltimore Annapolis Blvd	Crain Hwy S	9/2021	Deferred	Deferred	Deferred	39.16502	-76.62532	AA, MTA	69, 70	Yes		5	None	30	14832	None	
Yes	7449	Glen Burnie/ Brooklyn Park	Mountain Rd Long Hill Rd	WB	Mountain Rd	Long Hill Rd	6/2024	3	3	3	39.13369	-76.58155	AA	201	Yes		3	None	40	24535	None	
Yes	7504	Odenton/ Maryland City	(Odenton Rd Bruce Ave)	WB	Odenton Rd	Bruce Ave	8/2023	Deferred	Deferred	3 Extended	39.0805	-76.69264	AA	205	Yes	Is this stop still in service?	2	None	30	7912	shared use path	
Yes	7510	Odenton/ Maryland City	(Odenton Rd Odenton Elementary School)	WB	Odenton Rd	Odenton Elementary School	8/2023	3 Extended	2	Deferred	39.08268	-76.69709	AA	205	Yes	Is this stop still in service?	2	None	25	7912	Yes	
Yes	7793	Glen Burnie/ Brooklyn Park	(8th Ave May Wagner Ln) (NB)	NB/EB	8th Ave	May Wagner Ln	6/2024	3 Extended	3 Extended	3 Extended	39.17569	-76.62579	MTA	69, 70	Yes		3	None	40	13145	None	
Yes	8430	West Annapolis/ Parole	MD 450 & King George St EB	EB	Baltimore Annapolis Blvd	King George Dr	8/2025	Deferred	2	Deferred	38.98849	-76.49724	MTA	Gold, 70, 203	Yes		3	None	30	18545	None	
Yes	8436	West Annapolis/ Parole	RT 450 & KING GEORGE ST wb	WB	Baltimore Annapolis Blvd	King George Dr	8/2025	Deferred	2	Deferred	38.98856	-76.49739	MTA	Gold, 70, 203	Yes		3	None	30	18545	None	
Yes	8729	Glen Burnie/ Brooklyn Park	HOSPITAL DR & CRAIN HWY wb	WB	Hospital Dr	Crain Hwy	9/2021	3	3	3	39.14182	-76.63114	MTA	69, 70	Yes	red circle	4	None	35	4210	None	
Yes	8868	Odenton/ Maryland City	CHARWOOD & NEW RIDGE mid wb	WB	Charwood Rd	1328 Charwood Rd driveway	11/2022	2	2	2	39.17162	-76.70323	MTA	75	Yes		2	None	30	N/A	None	
Yes	**9001**	West Annapolis/ Parole	Tyler Ave at Forest Dr	NE	Tyler Ave	Forest Dr	10/2022	Deferred	Deferred	3 Extended	38.95512	-76.50715	COA	Brown, Orange	Yes		2	None	25	10430	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	9002	West Annapolis/ Parole	(Admiral Cochrane Dr Harry S Truman Pkwy) (SB)	SB	Admiral Cochrane Dr	Harry S Truman Pkwy	9/2022	Deferred	Deferred	3 Extended	38.97508	-76.55081	AA	207, Yellow	No		4	None	30	N/A	None	
Yes	9002	West Annapolis/ Parole	(West St Brewer ave) (WB)	WB	West St	Brewer ave	8/2023	Deferred	Deferred	3 Extended	38.97658	-76.50796	COA	Green, Purple, 220, 230	Yes		2	None	25	26182	None	
Yes	9003	West Annapolis/ Parole	(West St Colonial Ave) (EB)	EB	West St	Colonial Ave	10/2022	Deferred	Deferred	3 Extended	38.97746	-76.49914	COA	Green, Orange, Purple-N1, 70, 220, 230	Yes	not included with provided ridership info/bus stop location list.	2	None	25	12052	None	
Yes	9004	West Annapolis/ Parole	(Forest Dr Riva Rd)	EB	Forest Dr	Riva Rd	10/2022	Deferred	Deferred	3	38.98072	-76.54407	AA	Brown, Gold, Purple-S2	Yes	is this stop still in service?	6	Raised	35	9534	None	
Yes	9005	West Annapolis/ Parole	Forest Dr. at Tyler Ave. NW	NB	Forest Dr	Tyler Ave	8/2025	3 Extended	3 Extended	Deferred	38.95559	-76.50548	COA	Brown, Orange, Purple	Yes		5	None	40	27622	None	
Yes	9006	West Annapolis/ Parole	Cherry Grove Ave and Forest Dr (Ledo Pizza)	NB	S Cherry Grove Ave	Forest Dr	10/2022	Deferred	Deferred	Deferred	38.96879	-76.52017	COA	Purple, Red	Yes		4	Raised	25	40100	None	
Check	9007	West Annapolis/ Parole	(Skippers Ln S Cherry Grove Ave)	NE	Skippers Ln	S Cherry Grove Ave	8/2019	Deferred	Deferred	Deferred	38.96845	-76.5213	COA	Brown, Orange, Purple, Red	Yes	not included with provided ridership info/bus stop location list.	2	None	25	N/A	None	
Yes	9008	West Annapolis/ Parole	Bywater Rd	SB	Bywater Rd	Belle Dr	10/2022	Deferred	3 Extended	3 Extended	38.96925	-76.52572	COA	Brown, Orange, Purple, Red	Yes	Not located in google street view. Lat/long location confirmed with provided ridership info	2	None	25	N/A	None	
check	9009	West Annapolis/ Parole	Hilltop Ln at Boxwood Rd.	EB/SB	Hilltop Ln	Boxwood Rd	8/2023	Deferred	Deferred	Deferred	38.9648	-76.5091	COA	Red, Orange, Purple	Yes		3	None	30	15830	Marked Bike Lane	
check	9010	West Annapolis/ Parole	Hilltop Ln at Forest Dr	WB	Hilltop Ln	Forest Dr	8/2023	3 Extended	Deferred	Deferred	38.9677	-76.5161	COA	Red, Orange, Purple	Yes		5	None	30	15830	None	
check	9011	West Annapolis/ Parole	Hilltop Ln at Gemini Dr	EB/SB	Hilltop Ln	Gemini Dr	6/2023	Deferred	Deferred	Deferred	38.9628	-76.5058	COA	Red, Orange, Purple	Yes		3	None	30	15830	Marked Bike Lane	
Yes	9012	West Annapolis/ Parole	Newtowne Opp Betsy	SB/WB	Newtowne Dr	704 Newtowne Dr. Entrance	6/2023	Deferred	Deferred	3 Extended	38.9645	-76.5214	COA	Brown, Orange, Purple	Yes		2	Painted	25	N/A	None	
Yes	9013	West Annapolis/ Parole	Colonial Ave. and West St. (WB)	WB	West St	Colonial Ave	10/2022	Deferred	Deferred	3 Extended	38.97736	-76.49946	COA	Green, Orange, Purple-N1, 70, 220, 230	Yes	not included with provided ridership info/bus stop location list.	2	None	25	12052	None	
Yes	9014	West Annapolis/ Parole	Forest Dr and Spa Rd.	NB	Forest Dr	Spa Rd	8/2025	3 Extended	2	2	38.96507	-76.51384		Brown, Orange, Purple	Yes		5	None	40	39981	None	
Yes	10799	Odenton/ Maryland City	CHARWOOD RD & NEW RIDGE RD fs eb	EB	Charwood Rd	7455 New Ridge Rd driveway	11/2022	2	2	2	39.17158	-76.7038	MTA	75	Yes		2	None	30	N/A	None	
Yes	10921	West Annapolis/ Parole	ROWE BLVD & TAYLOR AVE fs	EB/SB	Rowe Blvd	Taylor Ave	10/2022	Deferred	2	Deferred	38.9867	-76.5026	MTA	Gold, 70, 203, 210, 215, 230	Yes		6	Raised	40	34560	None	
Yes	10922	Glen Burnie/ Brooklyn Park	795 AQUAHART RD opp wb	WB	Aquahart Rd	795 Aquahart Rd Entrance	06/20212	Deferred	Deferred	Deferred	39.15197	-76.61846	MTA	69, 70	Yes		4	None	30	12470	None	
Yes	11173	Glen Burnie/ Brooklyn Park	NURSERY RD & RAYNOR AVE opp wb	WB	Nursery Rd	Raynor Ave	10/2023	2	2	2	39.22441	-76.65858	MTA	75	Yes		3	None	30	11005	None	
Yes	11178	Glen Burnie/ Brooklyn Park	NURSERY RD & RAYNOR AVE fs eb	EB	Nursery Rd	Raynor Ave	10/2023	Deferred	2	3 Extended	39.22428	-76.65896	MTA	75	Yes		3	None	30	11005	None	
Yes	11694	West Annapolis/ Parole	WEST ST & CALVERT ST fs wb	WB	West St	Calvert St	10/2022	Deferred	Deferred	3 Extended	38.97824	-76.49628	COA, MTA	Green, Orange, Purple, 70, 210, 220, 230	Yes		3	None	25	12052	None	
Yes	11695	West Annapolis/ Parole	West St & Laafayette Ave. opp. Wb (Loews Hotel)	WB	West St	Loews Hotel	10/2022	Deferred	Deferred	Deferred	38.97776	-76.49806	COA, MTA	Green, Orange, Purple, 220, 230	Yes		2	None	25	12052	None	
Yes	11696	West Annapolis/ Parole	WEST ST & MADISON PL wb	WB	West St	Madison Pl	10/2022	3 Extended	3 Extended	3 Extended	38.97707	-76.50086	COA, MTA	220, 230, DT Shuttle, Green, Orange, Purple	Yes		3	None	25	12052	None	
Yes	11697	West Annapolis/ Parole	WEST ST & AMOS GARRETT BLVD wb	WB	West St	Park Pl	6/2023	Deferred	Deferred	Deferred	38.97644	-76.50316	MTA	Green, Orange, Purple, 220; 230	Yes		3	None	25	12052	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	11698	West Annapolis/ Parole	WEST ST & RUSSELL ST opp wb	WB	West St	Russell St	8/2023	Deferred	Deferred	3 Extended	38.97707	-76.51154	COA, MTA	Green, Orange, Purple, 220; 230	Yes		3	None	25	26182	None	
Yes	11699	West Annapolis/ Parole	West St at Library (West St and Cherry Grove Ave)	WB	West St	Southwood Ave	8/2023	Deferred	3 Extended	Deferred	38.97839	-76.51601	COA, MTA	Green, Orange, Purple, 220; 230	Yes		3	Ped Refuge Island	25	25182	None	
Yes	11700	West Annapolis/ Parole	West St & Legion Ave opp wb	WB	West St	Legion Ave	8/2023	Deferred	Deferred	1	38.9795	-76.51901	COA, MTA	Green, Purple, 220; 230	Yes		4	None	30	26182	None	
Yes	11701	West Annapolis/ Parole	West St at Admiral Dr (WB)	WB	West St	Admiral Dr	8/2023	3	3	3	38.97998	-76.52234	COA, MTA	Green, Purple, 220, 230	Yes	Is this an old stop location? still in service? Very close to (west St & Admiral dr wb #113 bus stop location)	5	None	30	26182	None	
check	11702	West Annapolis/ Parole	WEST ST & PAROLE ST opp wb	WB	West St	Parole St	8/2023	3	3	3	38.98129	-76.52845	COA, MTA	Green, Orange, Purple, 220; 230	Yes		4	None	30	26182	None	
check	11703	West Annapolis/ Parole	WEST ST & HUDSON ST wb	WB	West St	Hudson St	8/2023	3 Extended	2	Deferred	38.98278	-76.5339	COA, MTA	Green, Purple, 220, 230	Yes		5	Raised	30	26182	None	
check	11726	West Annapolis/ Parole	WEST ST & PAROLE ST eb	EB	West St	Parole St	8/2023	3	3	3	38.98121	-76.52864	MTA	Green, Orange, Purple, 220; 230	Yes		4	None	30	26182	None	
check	11728	West Annapolis/ Parole	WEST ST & LEGION AVE eb	EB	West St	Legion Ave	8/2023	Deferred	Deferred	3 Extended	38.9791	-76.51828	MTA	Green, Purple, 220; 230	Yes		4	None	30	26182	None	
Yes	11729	West Annapolis/ Parole	WEST ST & CHERRY GROVE AVE (opp LIBRARY) eb	EB	West St	S Cherry Grove Ave	8/2023	3 Extended	3 Extended	3 Extended	38.97791	-76.51501	COA, MTA	Green, Orange, Purple, 220; 230	Yes		3	None	25	26182	None	
check	11730	West Annapolis/ Parole	WEST ST & RUSSELL ST eb	EB	West St	Russell St	8/2023	3 Extended	3 Extended	3 Extended	38.97705	-76.51202	COA, MTA	Green, Orange, Purple, 220; 230	Yes		3	None	25	26182	None	
check	11731	West Annapolis/ Parole	West St. at Amos Garret Blvd.	EB	West St	Amos Garrett Blvd	6/2023	Deferred	Deferred	3 Extended	38.97617	-76.5038	COA, MTA	Green, Orange, Purple, 230; 220	Yes		3	Raised	25	12052	None	
check	11732	West Annapolis/ Parole	WEST ST & MADISON PL eb	EB	West St	Southgate Ave	10/2022	Deferred	Deferred	3 Extended	38.97693	-76.50103	COA, MTA	Green, Orange, Purple, 220; 230	Yes		3	None	25	12052	None	
check	11733	West Annapolis/ Parole	(West St Lafayette Ave)	EB	West St	Lafayette Ave	10/2022	Deferred	Deferred	3 Extended	38.97788	-76.49717	COA, MTA	Green, Orange, Purple, 220; 230	Yes		3	None	25	12052	None	
check	11734	West Annapolis/ Parole	CALVERT ST & WEST ST fs nb	NB	Calvert St	West St	10/2022	Deferred	Deferred	3 Extended	38.97857	-76.49575	MTA	70, 220, 230	Yes		3	None	25	5860	Sharrow	
check	11735	West Annapolis/ Parole	ROWE BLVD & TAYLOR AVE EB	WB/NB	Rowe Blvd	Taylor Ave	8/2025	Deferred	3 Extended	Deferred	38.98694	-76.50237	MTA	Gold, 70, 203, 210, 215, 230	Yes		6	Raised	40	34560	None	
Yes	12123	Glen Burnie/ Brooklyn Park	CRAIN HWY & WILSON BLVD sb	SB	Crain Hwy	Lincoln Ave	10/2022	3 Extended	3 Extended	3	39.15742	-76.62938	MTA	69, 70	Yes		5	None	30	22155	None	
Yes	12251	Glen Burnie/ Brooklyn Park	1400CRAIN HWY sb	SB	Crain Hwy	1400 Crain Hwy	10/2022	Deferred	Deferred	3 Extended	39.18699	-76.61384	MTA	70	Yes	bus pad located, no sign, stop is shown on Route 70 map https://www.mta.maryland.gov/schedule/stops/70	3	None	30	17415	None	
Yes	12252	Glen Burnie/ Brooklyn Park	1120 CRAIN HWY sb	SB	Crain Hwy	E Furance Branch Rd	8/2025	2	2	3 Extended	39.1817	-76.6152	MTA	69, 70	Yes		2	None	30	11195	None	
Yes	12253	Glen Burnie/ Brooklyn Park	8th Ave & Penrod Ct WB	WB	8th Ave	Penrod Ct	6/2024	3 Extended	2	3	39.17747	-76.62224	MTA	70	Yes		2	None	40	13145	None	
Yes	12254	Glen Burnie/ Brooklyn Park	8TH AVE & GRAYBURN DR sb	WB	8th Ave	Grayburn Dr	8/2019	Deferred	Deferred	3	39.17651	-76.6244	MTA	70	No	Not located on google street view; Included on Route 70 map https://www.mta.maryland.gov/schedule/stops/70	2	None	40	13145	None	
Yes	12255	Glen Burnie/ Brooklyn Park	CRAIN HWY & 2ND AVE sb	SB	Crain Hwy	2nd Ave	10/2022	Deferred	Deferred	3 Extended	39.162	-76.62669	MTA	70	Yes		3	None	30	22155	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
check	12256	Glen Burnie/ Brooklyn Park	CRAIN HWY & MAIN AVE sb	SB	Crain Hwy	Main Ave	10/2022	Deferred	3 Extended	1	39.15558	-76.63043	MTA	69, 70	Yes		5	None	35	22155	None	
check	12257	Glen Burnie/ Brooklyn Park	CRAIN HWY & THELMA AVE sb	SB	Crain Hwy	Thelma Ave	9/2021	Deferred	Deferred	Deferred	39.15311	-76.63148	MTA	70	Yes		5	None	40	17415	None	
Yes	12258	Glen Burnie/ Brooklyn Park	OAKWOOD RD & RT 100 nb	NB	Oakwood Rd	Paul T. Pitcher Memorial Hwy	6/2024	Deferred	2	3	39.14043	-76.61835	MTA	69, 70	Yes		6	None	30	12704	None	
Yes	12259	Glen Burnie/ Brooklyn Park	AQUAHART RD & GREENWAY RD ns eb	EB	Aquahart Rd	Shopping Center Entrance	9/2011	Deferred	2	3 Extended	39.15319	-76.61594	MTA	69, 70	Yes		4	None	30	12470	None	
check	**12266**	West Annapolis/ Parole	CALVERT ST & BLADEN AVE wb	WB	Calvert St	Bladen St	10/2022	Deferred	Deferred	Deferred	38.98106	-76.49414	MTA	Gold, 70, 210	Yes		3	None	25	5860	None	
Yes	12268	West Annapolis/ Parole	RT 450 & BRICE RD eb	NB	Ritchie Hwy	Ritchie Rd	11/2022	3 Extended	2	3 Extended	39.00077	-76.48122	MTA	Gold, 203, 270	Yes	Is this stop still in service? not included with provided ridership info/bus stop location list.	4	Grass	50	18545	Sharrow	
check	12279	Glen Burnie/ Brooklyn Park	7704 QUARTERFIELD RD	SB/ WB	Quarterfield Rd	Francis Ave	9/2021	Deferred	3 Extended	Deferred	39.1482	-76.63913	MTA	69	Yes		5	None	35	8665	None	
check	12281	Glen Burnie/ Brooklyn Park	MARLEY STATION & RITCHIE HWY	EB	Marley Station Rd	Ritchie Hwy	6/2022	3	3	3	39.14118	-76.60216	MTA	69	Yes		5	None	30	13820	None	
Yes	12444	Odenton/ Maryland City	CANDLEWOOD RD & MERCEDES DR	NB	Candlewood Rd	Mercedes Dr	11/2022	3 Extended	3 Extended	3 Extended	39.16535	-76.70241	MTA	75	Yes		2	None	30	N/A	None	
check	12445	Odenton/ Maryland City	7476 NEW RIDGE RD (SB)	SB	New Ridge Rd	US Post Office Driveway	11/2022	Deferred	2	2	39.16469	-76.70761	MTA	75	Yes		4	None	35	7912	None	
Yes	12450	Odenton/ Maryland City	CANDLEWOOD RD & MERCEDES DR sb	SB	Candlewood Rd	Mercedes Dr	11/2022	2	2	2	39.16574	-76.70242	MTA	75	Yes		2	None	30	N/A	None	
Yes	12463	Glen Burnie/ Brooklyn Park	CRAIN HWY & GREEN BRANCH LA mid nb	NB	Crain Hwy	Crainmont Dr	9/2021	Deferred	3 Extended	3	39.13266	-76.63714	MTA	69	Yes		6	Grass	40	31575	None	
check	12464	Glen Burnie/ Brooklyn Park	CRAIN HWY & NOLPARK CT fs nb	NB	Crain Hwy	Nolpark Ct	9/2021	3 Extended	Deferred	3 Extended	39.13401	-76.63566	MTA	69	Yes		7	Raised	40	31575	None	
Yes	12467	Glen Burnie/ Brooklyn Park	CRAIN HWY & CRAINMOUNT DR fs sb	SB	Crain Hwy	Crainmont Dr	6/2024	2	Deferred	3	39.13268	-76.63755	MTA	69	Yes		6	Grass	40	31575	None	
check	12468	Glen Burnie/ Brooklyn Park	QUARTERFIELD RD & PAMELA RD	NB	Quarterfield Rd	Pamela Rd	8/2025	Deferred	Deferred	Deferred	39.14751	-76.63954	MTA	69	Yes		5	None	35	8665	None	
Yes	12490	Glen Burnie/ Brooklyn Park	Marley Station & B&A Blvd fs wb	WB	Marley Station Rd	St Agnes Rd	6/2024	3	1	3	39.14749	-76.59445	MTA	69	Yes		4	None	30	13820	None	
Yes	12610	Glen Burnie/ Brooklyn Park	QUARTERFIELD RD & JONATHAN AVE wb	WB	Quarterfield Rd	Jonathan Ave	8/2025	3 Extended	3 Extended	3 Extended	39.15002	-76.63721	MTA	69	Yes		5	None	35	8665	None	
Yes	12611	Glen Burnie/ Brooklyn Park	QUARTERFIELD RD & 7671 QUARTERFIELD (EB)	EB	Quarterfield Rd	Jonathan Ave	9/2021	Deferred	Deferred	3 Extended	39.15028	-76.63664	MTA	69	Yes		5	None	35	8665	None	
Yes	12690	Glen Burnie/ Brooklyn Park	GEORGE CLAUSS BLVD & WAL MART wb	NB	George Clauss Blvd	Quarterfield Park Dr	11/2022	3 Extended	3 Extended	2	39.14525	-76.6484	MTA	69	Yes		7	Raised	30	5820	None	
Yes	12695	Glen Burnie/ Brooklyn Park	CRAIN HWY & HIDDEN BROOK DR eb	NB/EB	Crain Hwy	Hidden Brook Dr	9/2021	3	3	1	39.13723	-76.63318	MTA	69	Yes		7	Grass	40	31575	None	
Yes	12696	Glen Burnie/ Brooklyn Park	CRAIN HWY & HIDDEN BROOK DR wb	SB/WB	Crain Hwy	Hidden Brook Dr	9/2021	3	3	1	39.13766	-76.63347	MTA	69	Yes		6	Grass	40	31575	None	
Check	12730	West Annapolis/ Parole	TAYLOR AVE & RIDGELY AVE	SB	Taylor Ave	Ridgely Ave	8/2025	Deferred	Deferred	3	38.98846	-76.50144	MTA	Gold, 70, 203	Yes		4	None	30	13150	None	
Check	13337	West Annapolis/ Parole	CALVERT ST & CLAY ST wb	SB	Calvert St	Clay St	10/2022	Deferred	Deferred	3 Extended	38.97943	-76.49558	MTA	70, 220, 230	Yes		2	None	25	5860	Sharrow	
check	13672	Glen Burnie/ Brooklyn Park	AQUAHART RD & GREENWAY RD wb	WB	Aquahart Rd	Greenway Rd	8/2018	Deferred	Deferred	3	39.15279	-76.61701	MTA	69, 70	Yes		4	None	30	12470	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	14038	Glen Burnie/ Brooklyn Park	RITCHIE HWY & MOUNTAIN RD nb ns	NB	Ritchie Hwy	Mountain Rd	8/2025	3	3	1	39.13588	-76.59826	MTA	69, 70	Yes		8	Grass	45	20784	None	
Yes	14039	Glen Burnie/ Brooklyn Park	MD 2 & Phelps Ave	NB	Ritchie Hwy	Phelps Ave	8/2025	3 Extended	Deferred	3	39.14259	-76.60434	MTA	69, 70	Yes		7	Grass	45	20784	None	
check	14043	Glen Burnie/ Brooklyn Park	QUARTERFIELD RD & LANDMARK DR sb ns	SB	Quarterfield Rd	Landmark Dr	9/2021	Deferred	Deferred	Deferred	39.14737	-76.63999	MTA	69	Yes		5	None	35	8665	None	
Yes	14151	West Annapolis/ Parole	Anne Arundel Medical Center	N/A	Anne Arundel Medical Center	AAMC Hospital Pavilion	8/2019	Deferred	Deferred	Deferred	38.989478	-76.533437	MTA	215; 210	Yes		1	None	15	N/A	None	
check	14196	West Annapolis/ Parole	CHURCH CIR & SCHOOL ST	N/A	Church Cir	School St	10/2022	Deferred	Deferred	Deferred	38.97851	-76.49224	COA, MTA	Purple, Orange, Gold, Green, 70, 210, 215	Yes		2	None	25	8102	None	
Yes	20123	Odenton/ Maryland City	Arundel Mills Blvd / Arundel Mills Cir	EB	Arundel Mills Blvd	Arundel Mills Circle	8/2023	Deferred	Deferred	Deferred	39.15261	-76.72894	RTA	RTA	Yes		6	Raised	35	21984	None	
Yes	20124	Odenton/ Maryland City	Arundel Mills Blvd / Flaxpool Ct	WB	Arundel Mills Blvd	Flaxpool Ct	8/2023	Deferred	3 Extended	3 Extended	39.1506	-76.73922	RTA	RTA	Yes		5	Raised	35	21984	Shared Use Path	
Yes	20125	Odenton/ Maryland City	Arundel Mills Blvd / Milestone Pkwy (Northbound)	NB	Arundel Mills Blvd	Dorchester Blvd	8/2023	Deferred	3 Extended	Deferred	39.15385	-76.74259	RTA, AA	RTA	Yes		8	Raised	35	21984	Shared Use Path	
Yes	20126	Odenton/ Maryland City	Arundel Mills Blvd / Milestone Pkwy (Southbound)	SB	Arundel Mills Blvd	Milestone Pkwy	8/2023	Deferred	3 Extended	Deferred	39.15351	-76.74282	RTA	RTA	Yes		8	Raised	35	21984	None	
Yes	20127	Odenton/ Maryland City	Arundel Mills Blvd / Rotherham Dr	EB	Arundel Mills Blvd	Rotherham Dr	8/2023	Deferred	Deferred	Deferred	39.15145	-76.73394	RTA	RTA	Yes		5	Raised	35	21984	None	
Yes	20128	Odenton/ Maryland City	Arundel Mills Blvd / Somerton Ct	WB	Arundel Mills Blvd	Somerton Ct	8/2023	Deferred	Deferred	Deferred	39.152	-76.73345	RTA	RTA	Yes		5	Raised	35	21984	Shared Use Path	
Check	20179	Odenton/ Maryland City	Fort Meade Rd / Brock Bridge Rd EB	EB	Fort Meade Rd	Brock Bridge Rd	6/2025	3	3	3	39.10056	-76.82463	RTA	RTA	Yes		7	Grass	40	40465	None	
Yes	20180	Odenton/ Maryland City	Fort Meade Rd / Brock Bridge Rd WB	WB	Fort Meade Rd	Brock Bridge Rd	7/2019	3	3	3	39.10062	-76.82658	RTA	RTA	Yes		7	Grass	40	40465	None	
check	20181	Odenton/ Maryland City	Fort Meade Rd / Ethel Dr	EB	Fort Meade Rd	Ethel Dr	10/2022	3	3	3	39.10065	-76.81973	RTA	RTA	Yes		6	Grass	40	40465	None	
Yes	20182	Odenton/ Maryland City	Fort Meade Rd / Laurel Race Track Rd EB	EB	Fort Meade Rd	Laurel Race Track Rd	7/2025	3	3	1	39.09759	-76.83349	RTA	RTA	Yes		7	Grass	40	40465	None	
Yes	20183	Odenton/ Maryland City	Fort Meade Rd Laurel Race Track Rd WB	WB	Fort Meade Rd	Laurel Race Track Rd	7/2019	3	3	1	39.09808	-76.83335	RTA	502	Yes		7	Grass	40	40465	None	
check	20184	Odenton/ Maryland City	Fort Meade Rd / Laureldale Dr	WB	Fort Meade Rd	Laureldale Dr	7/2019	3	3	3	39.10113	-76.82131	RTA	RTA	Yes		7	Raised	40	40465	None	
Yes	20185	Odenton/ Maryland City	Fort Meade Rd / Old Annapolis Rd	EB	Fort Meade Rd	Old Annapolis Rd	10/2022	3	3	3	39.10017	-76.81664	RTA	RTA	Yes		7	Grass	40	40465	None	
Check	20186	Odenton/ Maryland City	Fort Meade Rd / Red Clay Rd	EB	Fort Meade Rd	Red Clay Rd	10/2022	3	3	3	39.09891	-76.8109	RTA	RTA	Yes		7	Grass	40	40465	None	
check	20187	Odenton/ Maryland City	Fort Meade Rd / Russett Green East	WB	Fort Meade Rd	Russett Green E	6/2025	1	1	3	39.09835	-76.80704	RTA	502	Yes		8	Grass	40	40465	None	
Yes	20190	Odenton/ Maryland City	Fort Meade Rd / Maryland City Plaza EB	EB	Fort Meade Rd	Pet Hospital Entrance	8/2024	3	3	1	39.09976	-76.81479	RTA	502	Yes		6	Grass	40	40465	None	
Yes	20191	Odenton/ Maryland City	Fort Meade Rd / Maryland City Plaza WB	WB	Fort Meade Rd	Maryland City Plaza Entrance	3/2097	3	1	3	39.09979	-76.81338	RTA	RTA	Yes		6	Grass	40	40465	shared use path	
check	20198	Odenton/ Maryland City	National Business Pkwy / Hercules Rd (Northbound)	EB	National Business Pkwy	Hercules Rd	4/2022	Deferred	3 Extended	Deferred	39.12128	-76.78019	RTA	RTA	Yes		6	Raised	30	13105	None	
check	20199	Odenton/ Maryland City	National Business Pkwy / Hercules Rd (Southbound)	SB	National Business Pkwy	Hercules Rd	7/2019	Deferred	Deferred	Deferred	39.1214	-76.78053	RTA	RTA	Yes		6	Raised	30	13105	None	
check	20200	Odenton/ Maryland City	National Business Pkwy / Merritt Dr (Northbound)	NB	National Business Pkwy	Merritt Dr	4/2022	Deferred	3 Extended	3 Extended	39.14086	-76.76369	RTA	RTA	Yes		4	Raised	35	13502	shared use path	
Yes	20201	Odenton/ Maryland City	National Business Pkwy / Merritt Dr (Southbound)	SB	National Business Pkwy	Merritt Dr	9/2018	2	3 Extended	2	39.14106	-76.76393	RTA	RTA	Yes		4	Raised	35	13502	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	20202	Odenton/ Maryland City	National Business Pkwy / Sentinel Way (Northbound)	NB	National Business Pkwy	Sentinel Way	4/2022	Deferred	3 Extended	Deferred	39.12796	-76.77102	RTA	RTA	Yes		4	None	30	N/A	None	
Yes	20203	Odenton/ Maryland City	National Business Pkwy / 140 (Southbound)	SB	National Business Pkwy	140 National Business Pkwy Entrance	4/2022	Deferred	Deferred	3 Extended	39.12686	-76.77368	RTA	RTA	Yes		4	Raised	30	N/A	None	
check	20204	Odenton/ Maryland City	National Business Pkwy / Technology Dr (Northbound)	NB	National Business Pkwy	Technology Dr	4/2022	Deferred	Deferred	Deferred	39.12272	-76.77608	RTA	RTA	Yes		4	Raised	30	N/A	None	
Check	20205	Odenton/ Maryland City	National Business Pkwy / Technology Dr (Southbound)	SB	National Business Pkwy	Technology Dr	7/2019	Deferred	Deferred	Deferred	39.12295	-76.77617	RTA	RTA	Yes		4	Raised	30	N/A	None	
Yes	20231	Odenton/ Maryland City	Walmart at Russett Green East - Laurel	EB	Walmart	Russett Green E	8/2017	3 Extended	2	3 Extended	39.10099	-76.80269	RTA	502	Yes		2	None	15	17450	None	
Yes	20233	Odenton/ Maryland City	National Business Pkwy / 430 (Northbound)	NB	National Business Pkwy	430 National Business Pkwy Entrance	4/2022	Deferred	Deferred	2	39.13509	-76.76762	RTA	RTA	Yes	bus stop located at dropped pin #20233; not on AA transit map	5	Raised	30	N/A	shared use path	
Yes	20234	Odenton/ Maryland City	National Business Pkwy / Sentinel Way (Southbound)	SB	National Business Pkwy	Sentinel Way	4/2022	Deferred	3 Extended	Deferred	39.12806	-76.77127	RTA	RTA	Yes	bus stop located at dropped pin #20234; not on AA transit map	5	None	30	N/A	None	
Yes	20235	Odenton/ Maryland City	National Business Pkwy / 140 (Northbound)	NB	National Business Pkwy	140 National Business Pkwy Entrance	4/2022	Deferred	Deferred	3 Extended	39.12669	-76.77358	RTA	RTA	Yes	bus stop located at dropped pin #20235; not on AA transit map	4	Raised	30	N/A	None	
Yes	20238	Odenton/ Maryland City	Fort Meade Rd / Whiskey Bottom Rd	WB	Fort Meade Rd	Whiskey Bottom Rd	8/2024	3	3	3	39.10054	-76.81662	RTA	RTA	Yes		6	Grass	40	40465	None	
Yes	20240	Odenton/ Maryland City	National Business Pkwy / 430 (Southbound)	SB	National Business Pkwy	430 National Business Pkwy Entrance	4/2022	Deferred	Deferred	2	39.13478	-76.76814	RTA	RTA	Yes	incorrectly labeld on AA transit map as 20206	4	Raised	30	N/A	None	
Yes	20241	Odenton/ Maryland City	Fort Meade Rd / Corridor Marketplace Shopping Center	EB	Fort Meade Rd	Russett Green W	6/2025	3	3	3	39.09789	-76.80672	RTA	502	Yes		8	Grass	40	40465	None	
Yes	168634	Glen Burnie/ Brooklyn Park	(Dorsey Rd Holy Cross Rd (Monsenior Slade School))	WB	Dorsey Rd	Holy Cross Rd	6/2024	Deferred	2	3	39.16893	-76.63456	AA	201	Yes	Old stop #7237	4	Raised	35	21200	None	
Yes	168635	Glen Burnie/ Brooklyn Park	MD 176 (Pascal Senior Center)	EB	Dorsey Rd	Holy Cross Rd	6/2024	Deferred	Deferred	Deferred	39.16819	-76.63594	AA	201	Yes	Old stop #7249	4	Raised	35	21200	None	
Check	ETYAO3	West Annapolis/ Parole	Admiral Cochrane Dr & Broad Reach Blvd	SB	Admiral Cochrane Dr	Broad Reach Blvd	7/2023	Deferred	Deferred	2	38.96838	-76.54592	AA	207, Yellow	No		4	Raised	30	N/A	None	
Yes	EU0FT6	West Annapolis/ Parole	Solomons Island Rd & Wilelinor Dr	NB	Solomons Island Rd	Wilelinor Dr	10/2025	2	3 Extended	2	38.96938	-76.54347	AA, COA	Gold, Yellow, 207	No	Not located in google street view. Lat/long location confirmed with provided ridership info	8	Raised	35	57130	Sharrow	
Yes	EU384X	West Annapolis/ Parole	The James Apts (Admiral Cochrane Dr)	NB	Admiral Cochrane Dr	Mizzenmast Cir	7/2023	3 Extended	Deferred	2	38.97067	-76.54577	AA	207 , Yellow	No	is bus stop in service?	4	Raised	30	N/A	Shared Use Path	
Yes	EU5SR0	West Annapolis/ Parole	USPS (Admiral Cochrane Dr)	EB	Admiral Cochrane Dr	USPS	07/2023	Deferred	Deferred	2	38.97185	-76.54845	AA, COA,	207, Yellow	No	Not located in google street view. Lat/long location confirmed with provided ridership info	5	Raised	30	N/A	Shared Use Path	
Yes	EU6864	West Annapolis/ Parole	Admirals Square Apts (Admiral Cochrane Dr)	NB	Admiral Cochrane Dr	Womack Dr	7/2023	Deferred	Deferred	2	38.972	-76.54682	AA	207, Yellow	No		4	Raised	30	N/A	Shared Use Path	
Yes	EU9NNJ	West Annapolis/ Parole	Senesta ES Suites (Admiral Cochrane Dr)	SB	Admiral Cochrane Dr	180 Admiral Cochrane Dr	7/2023	Deferred	Deferred	2	38.97365	-76.55039	AA	207 , Yellow	No		4	None	30	N/A	None	
Yes	EUA31C	West Annapolis/ Parole	Annapolis Harbour Center (South)	SB	Annapolis Harbour Center Dr	Harbour Center South	10/2022	Deferred	Deferred	Deferred	38.97388	-76.54403	AA	207	No		2	None	15	N/A	None	
Yes	EUBDGJ	West Annapolis/ Parole	Riva Rd & Riva Dr	WB	Riva Rd	Heritage Office Complex DPW	8/2023	Deferred	Deferred	Deferred	38.97443	-76.56035	AA	Yellow, 207,210, 215, 220, 230	No		5	None	40	19912	None	
Yes	EUDXX5	West Annapolis/ Parole	Annapolis Harbour Center (Movie Pavilion)	NB	Annapolis Harbour Center Dr	Movie Pavillion	10/2022	Deferred	Deferred	Deferred	38.97561	-76.54336	AA	207	No		3	None	15	N/A	None	
Yes	EUDXXK	West Annapolis/ Parole	Annapolis Harbour Center (North)	SB	Annapolis Harbour Center Dr	Harbour Center North	10/2022	Deferred	Deferred	Deferred	38.97568	-76.54484	AA	207	No		2	None	15	N/A	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	EUDY11	West Annapolis/ Parole	Annapolis Technology Park (Riva Rd)	EB	Riva Rd	Annapolis Technology Park	8/2023	Deferred	Deferred	3	38.97561	-76.55736	AA	Yellow, 207	No		5	None	40	19912	None	
Yes	EUESVU	West Annapolis/ Parole	Farmer's Market (Riva Rd)	WB	Riva Rd	Harry S Truman Pkwy	7/2023	Deferred	Deferred	3	38.97606	-76.55624	AA	Yellow, 207	No		6	Raised	40	19912	None	
Yes	EUFG0H	West Annapolis/ Parole	Courtyard Annapolis (Riva Rd)	EB	Riva Rd	Courtyard Annapolis	8/2023	Deferred	Deferred	3 Extended	38.97634	-76.55371	AA	Yellow, 207,210, 215, 220, 230	Yes		5	None	40	19912	None	
Yes	EUGIKN	West Annapolis/ Parole	Collins Aerospace (Admiral Cochrane Dr)	NB	Admiral Cochrane Dr	Collins Aerospace	9/2022	Deferred	Deferred	3 Extended	38.9768	-76.55112	AA	207, Yellow	No		4	Raised	30	N/A	None	
Yes	EUHDHS	West Annapolis/ Parole	Board of Education	EB	Harry S Truman Pkwy/Annapolis Corporate Park	Anne Arundel County Board of Ed	8/2023	Deferred	Deferred	Deferred	38.97723	-76.55841	AA	207	No		2	None	25	11895	None	
Check	EUJY3Q	West Annapolis/ Parole	Annapolis Corporate Park	N/A	181 Harry S. Truman Pkwy	Harry S Truman Pkwy	08/2023	Deferred	Deferred	Deferred	38.97843	-76.56069	AA	207	No		2	N	15	N/A	None	
Yes	EUL8CS	West Annapolis/ Parole	Harry S Truman Park & Ride	N/A	Harry S Truman Park-n-ride	Harry S Truman Pkwy	8/2019	Deferred	Deferred	Deferred	38.97907	-76.55482	AA, MTA	207, 210, 215, 220, 230	Yes		1	Raised	15	11895	None	
Yes	EUNL64	West Annapolis/ Parole	Claiborne Place Apts (Riva Rd)	EB	Riva Rd	Hearne Rd	7/2022	Deferred	Deferred	Deferred	38.98018	-76.54685	AA	Yellow, 207,210, 215, 220, 230	Yes		6	Raised	40	19912	None	
Yes	EUONUG	West Annapolis/ Parole	MVA (Harry s Truman Pkwy)	NB	Harry S Truman Pkwy	Motor Vehicle Administration	8/2023	2	3 Extended	3 Extended	38.98065	-76.5593	AA	Yellow, 207	No		3	None	35	11895	None	
Yes	EUPILR	West Annapolis/ Parole	Riva Rd & Holiday Ct	WB	Riva Rd	Forest Dr	10/2025	Deferred	3 Extended	3	38.98103	-76.54552	AA, MTA	Yellow, 207, 210, 215, 220, 230	Yes		7	None	40	19912	None	
Yes	EUPY11	West Annapolis/ Parole	Riva Rd & Forest Dr	EB	Riva Rd	Forest Dr	7/2022	Deferred	Deferred	3	38.98122	-76.5445	MTA, AA	Yellow, 207, 210, 215, 220, 230	Yes		6	None	40	19912	None	
Yes	EUQDEG	West Annapolis/ Parole	MD 2 and Somerville Rd	NB	Solomons Island Rd	Somerville Rd	10/2025	Deferred	Deferred	Deferred	38.98148	-76.53681	AA, COA	207,208	No	Not located in google street view. Lat/long location confirmed with provided ridership info	9	Raised	35	31970	None	
Yes	EUQDM0	West Annapolis/ Parole	AACO Department of Health	WB	Anne Arundel County Department of Health	Harry S Truman Pkwy	8/2023	Deferred	Deferred	2	38.98143	-76.56406	AA	207	No		1	None	15	11895	None	
Yes	EUY3BG	West Annapolis/ Parole	Home Depot (MD 450)	EB	Defense Hwy	Home Depot	8/2023	Deferred	Deferred	Deferred	38.98503	-76.5549	AA, COA	Purple, Yellow, 205, 207	Yes		5	Raised	35	7174	None	
Yes	EUYB1D	West Annapolis/ Parole	Gateway Village Shopping Center (MD 450)	WB	Defense Hwy	Housely Rd	10/2025	Deferred	3 Extended	Deferred	38.98519	-76.55531	AA, COA	Purple, Yellow, 205, 207	Yes		5	Raised	35	7174	None	
Yes	EUZ5VH	West Annapolis/ Parole	MD 450 & Oak Ct	EB	Defense Hwy	Oak Ct	10/2025	3 Extended	3 Extended	2	38.98553	-76.55178	AA, COA	Purple, Yellow, 205, 207	Yes		5	None	35	7174	None	
Yes	EUZDLD	West Annapolis/ Parole	MD 450 & Lubrano Dr	WB	Defense Hwy	Lubrano Dr	10/2025	Deferred	2	2	38.98562	-76.55215	AA, COA	Purple, Yellow, 205, 207	Yes		5	Raised	35	7174	None	
Yes	EV25XU	West Annapolis/ Parole	Housley Rd & Gateway Village Dr (SB)	SB	Housely Rd	Gateway Village Dr	8/2023	Deferred	Deferred	Deferred	38.98699	-76.55706	AA, COA	Purple-N1, Yellow, 207	No		5	Raised	30	N/A	shared use path	Shared Use Path
Yes	EV3FTM	West Annapolis/ Parole	Roscoe Rowe Blvd & Taylor Ave	NB	Rowe Blvd	Taylor Ave	10/2022	2	2	Deferred	38.98759	-76.50347	AA, MTA	Gold, 70, 210, 215	Yes		6	Raised	40	34560	None	
Yes	EV42YJ	West Annapolis/ Parole	MD State Police (Taylor Ave)	NB	Taylor Ave	Rowe Blvd	10/2022	Deferred	3 Extended	Deferred	38.98754	-76.5022	AA, COA	Gold, 70, 203	Yes		4	None	30	13150	None	
Yes	EV55V1	West Annapolis/ Parole	Westfield Mall	WB	Westfield Annapolis Mall	134 Annapolis Mall Rd	9/2022	Deferred	Deferred	3 Extended	38.98838	-76.54371	COA, MTA, AA	203,205,207, Red, green, gold, Brown, Purple, Yellow	Yes		5	None	15	N/A	None	
Yes	EV7Q2P	West Annapolis/ Parole	MD 450 & Badger Rd EB	EB	Baltimore Annapolis Blvd	Badger Rd	10/2022	Deferred	3 Extended	3 Extended	38.98953	-76.49459	AA, MTA	Gold,70, 203	Yes		3	None	30	18545	None	
Yes	EV85TY	West Annapolis/ Parole	Belcher Pavilion (Medical Pkwy)	SB	Medical Pkwy	Jennifer Rd	8/2023	Deferred	Deferred	Deferred	38.98976	-76.53663	COA, MTA, AA	Purple, Red, 207, 210, 215	Yes		7	Raised	30	N/A	None	
Yes	EV8DJM	West Annapolis/ Parole	Edwards Pavilion	NB	Medical Pkwy	Jennifer Rd	8/2023	Deferred	Deferred	Deferred	38.98979	-76.53626	AA, MTA	207	No		7	Raised	30	N/A	None	

		General															Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	EV8KXO	West Annapolis/ Parole	MD 450 & Badger Rd WB	WB	Baltimore Annapolis Blvd	Badger Rd	10/2022	Deferred	3 Extended	3 Extended	38.98997	-76.49407	AA, MTA	Gold, 70, 203	Yes		2	None	30	18545	None	
Yes	EV9VOZ	West Annapolis/ Parole	Housley Rd & Stone Point Dr (WB)	WB	Housely Rd	Stone Point Dr	8/2019	Deferred	3 Extended	2	38.99056	-76.55397	COA, AA	Purple-N1, Yellow, 207	No		4	None	30	N/A	shared use path	
Yes	EVF0SG	West Annapolis/ Parole	Annapolis Place (Bestgate Rd) (EB)	EB	Bestgate Rd	Commerce Park Dr	8/2023	3 Extended	Deferred	Deferred	38.99291	-76.54243	COA	Gold, Purple, 203	Yes	FID 224 on AA transit Field Map, but 236 on Annapolis Open Data Portal	5	Raised	35	21972	None	
Yes	EVGB27	West Annapolis/ Parole	Navy Federal Credit Union (Bestgate Rd)	EB	Bestgate Rd	Gate Dr	6/2023	Deferred	Deferred	3 Extended	38.99351	-76.53916		Gold, Purple, 203	No		5	None	35	21972	None	
Yes	EVGY7D	West Annapolis/ Parole	Housley Rd & Gate Dr	WB	Bestgate Rd	Gate Dr	8/2019	Deferred	3 Extended	3 Extended	38.99384	-76.53852	AA	Gold, Purple, 203	Yes	green dot	5	None	35	21972	None	
Yes	EVINWT	West Annapolis/ Parole	Bestgate Rd & Severn Grove Rd WB	WB	Bestgate Rd	Severn Grove Rd	8/2023	Deferred	Deferred	Deferred	38.99463	-76.5357	AA	Purple, Gold, 203	Yes		6	Raised	35	21972	None	
Yes	EVKDLU	West Annapolis/ Parole	Bestgate Rd & Harbour Gates Dr EB	EB	Bestgate Rd	Harbour Gates Dr	10/2022	Deferred	Deferred	3 Extended	38.99542	-76.53144	AA	Gold, 203, 210, 215	Yes		4	Raised	35	21972	None	
Yes	EVL0QZ	West Annapolis/ Parole	Bestgate Rd & Harbour Gates Dr WB	WB	Bestgate Rd	Harbour Gates Dr	8/2023	Deferred	Deferred	2	38.99579	-76.53079	AA	Gold, 203, 210, 215	Yes		4	Raised	35	21972	None	
Yes	EVNL9P	West Annapolis/ Parole	Bestgate Rd & Tidewater Colony Dr	EB	Rowe Blvd	Tidewater Colony Dr	8/2023	3 Extended	2	3 Extended	38.99693	-76.52137	AA	Gold, 203, 210, 215	Yes		5	Raised	35	21972	None	
Yes	EVO8F9	West Annapolis/ Parole	Bestgate Rd & N Bestgate Rd (WB)	WB	Bestgate Rd	N Bestgate Rd	8/2023	2	2	3 Extended	38.99728	-76.52217	AA	Gold, 203, 210, 215	Yes		6	Raised	35	21972	None	
Check	EVWSR8	West Annapolis/ Parole	MD 450 & Brice Rd	SB	Ritchie Hwy	Brice Rd	10/2022	3 Extended	3 Extended	3 Extended	39.00124	-76.48209	AA, MTA	Gold, 203, 270	Yes		4	Raised	50	18545	Marked Lane	
check	EVZDCK	West Annapolis/ Parole	Church of Latter Day Saints (MD 450)	NB	Ritchie Hwy	1875 Ritchie Hwy	11/2022	3 Extended	2	3 Extended	39.00247	-76.48205	MTA, AA	Gold, 203, 270	Yes	red circle	5	Grass	50	18545	None	
Yes	EYXAPY	Odenton/ Maryland City	Waugh Chapel Rd & Maytime Dr SB	SB	Waugh Chapel Rd	Maytime Dr	6/2019	Deferred	3 Extended	Deferred	39.05187	-76.69502	AA	205	Yes		4	None	35	19350	None	
Yes	EYXQ5H	Odenton/ Maryland City	Waugh Chapel Rd & Maytime Dr NB	NB	Waugh Chapel Rd	Maytime Dr	6/2019	Deferred	3 Extended	Deferred	39.05205	-76.69491	AA	205	Yes		2	None	35	19350	None	
check	EZ6IIV	Odenton/ Maryland City	Waugh Chapel Rd & Summer Hill Dr SB	SB	Waugh Chapel Rd	Summer Hill Dr	6/2023	Deferred	3 Extended	3 Extended	39.05614	-76.69675	AA	205	Yes		2	None	35	19350	None	
Check	EZ6Q8L	Odenton/ Maryland City	Waugh Chapel Rd & Summer Hill Dr NB	NB	Waugh Chapel Rd	Summer Hill Dr	6/2023	Deferred	3 Extended	3 Extended	39.05623	-76.69654	AA	205	Yes		2	None	35	19350	None	
Check	EZGL6I	Odenton/ Maryland City	Waugh Chapel Rd & Sage Dr	SB	Waugh Chapel Rd	Sage Dr	6/2023	Deferred	3 Extended	Deferred	39.06086	-76.69703	AA	205	Yes		3	None	35	19350	None	
Yes	EZH8BS	Odenton/ Maryland City	Waugh Chapel Rd & Dairy Farm Rd	NB	Waugh Chapel Rd	Dairy Farm Rd	6/2023	Deferred	3 Extended	Deferred	39.06116	-76.69682	AA	205	Yes		3	None	35	19350	None	
Yes	EZHVMY	Odenton/ Maryland City	Strawberry Lake Way & Stream Valley Dr EB	EB/SB	Strawberry Lake Way	Stream Valley Dr	6/2023	Deferred	3 Extended	Deferred	39.06149	-76.71783	AA	205	Yes		3	None	30	5920	None	
Yes	EZI3CO	Odenton/ Maryland City	Strawberry Lake Way & Stream Valley Dr WB	WB/NB	Strawberry Lake Way	Stream Valley Dr	6/2023	Deferred	3 Extended	Deferred	39.0616	-76.71766	AA	205	Yes		3	None	30	5920	None	
Yes	EZM5TR	Odenton/ Maryland City	Waugh Chapel Rd & Chapelgate Dr EB	EB	Waugh Chapel Rd	Strawberry Lake Way	6/2023	Deferred	3 Extended	Deferred	39.06349	-76.70077	AA	205	Yes		4	None	35	19350	None	
Yes	EZMSZ4	Odenton/ Maryland City	Waugh Chapel Rd & Chapelgate Dr WB	WB	Waugh Chapel Rd	Chapelgate Dr	6/2023	Deferred	3 Extended	Deferred	39.06371	-76.7009	AA	205	Yes		4	None	35	19350	None	
Yes	EZMT4Z	Odenton/ Maryland City	Strawberry Lake Way & Iris Ridge Rd	EB/SB	Strawberry Lake Way	Iris Ridge Rd	6/2023	Deferred	3 Extended	3 Extended	39.06374	-76.72199	AA	205	Yes		3	None	30	5920	None	
Yes	EZN8KJ	Odenton/ Maryland City	Strawberry Lake Way & Chestnut Terrace Ct	WB/NB	Strawberry Lake Way	Chestnut Terrace Ct.	6/2023	Deferred	3 Extended	3 Extended	39.06391	-76.72193	AA	205	Yes		3	None	30	5920	None	
Check	EZOITK	Odenton/ Maryland City	Stream Valley Dr & Linden Grove Pl	SB	Stream Valley Drive	Linden Grove Pl	09/2021	Deferred	Deferred	Deferred	39.06455	-76.71603	AA	205	Yes	Bus stop location was not identified in google street view, but lat/long and ridership info were provided	3	None	30	N/A	Shared use path	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Check	EZST4K	Odenton/ Maryland City	Casuarina Way & Stream Valley Dr EB	EB	Casuarina Way	Stream Valley Dr	6/2023	Deferred	3 Extended	Deferred	39.06658	-76.71409	AA	205	Yes		2	None	30	N/A	shared use path	
Check	EZST68	Odenton/ Maryland City	Piney Orchard Pkwy & Village Center Dr	EB/NB	Piney Orchard Pkwy	Village Center Dr	7/2021	Deferred	2	3 Extended	39.06651	-76.72008	AA	205	Yes		4	Raised	40	5780	None	
Yes	EZT8K4	Odenton/ Maryland City	Casuarina Way & Stream Valley Dr WB	WB	Casuarina Way	Stream Valley Dr	6/2023	Deferred	2	Deferred	39.06673	-76.71408	AA	205	Yes		2	None	30	N/A	None	
Yes	EZUISM	Odenton/ Maryland City	Waugh Chapel Rd & WB&A Trail SB	SB	Waugh Chapel Rd	Old Waugh Chapel Rd	10/2017	Deferred	3 Extended	Deferred	39.06737	-76.70622	AA	205	Yes		3	None	35	19350	Marked Lane	Washington, Baltimore and Annapolis Trail shared use path crosses Waugh Chapel Rd here
Check	EZUQIC	Odenton/ Maryland City	Waugh Chapel Rd & WB&A Trail NB	NB	Waugh Chapel Rd	Old Waugh Chapel Rd	6/2023	Deferred	3 Extended	Deferred	39.0675	-76.70609	AA	205	Yes		3	None	35	19350	Marked Lane	Washington, Baltimore and Annapolis Trail shared use path crosses Waugh Chapel Rd here
Check	EZUQLX	Odenton/ Maryland City	Piney Orchard Pkwy & Roaming Ridge Way	WB/SB	Piney Orchard Pkwy	Roaming Ridge Way	6/2023	Deferred	3 Extended	3 Extended	39.06742	-76.7189	AA	205	Yes		4	Raised	40	5780	None	
Yes	EZX3GD	Odenton/ Maryland City	Piney Orchard Pkwy & Stream Valley Dr	EB/NB	Piney Orchard Pkwy	Steam Valley Dr	7/2021	Deferred	3 Extended	3 Extended	39.06856	-76.71495	AA	205	Yes		5	Grass	40	5780	None	
Yes	EZX3GL	Odenton/ Maryland City	(Piney Orchard Pkwy Orchard Knoll Way)	WB/SB	Piney Orchard Pkwy	Orchard Knoll Way	6/2023	3 Extended	3 Extended	3 Extended	39.06851	-76.7158	AA	205	Yes	Not included with ridership data; companion stop is Piney Orchard Pkwy and Stream Valley dr #EZX3GD	5	Grass	40	5780	None	
Yes	EZZ009	Odenton/ Maryland City	Casuarina Way & Warm Spring Way SB	SB	Casuarina Way	Warm Spring Way	6/2023	Deferred	3 Extended	3 Extended	39.06976	-76.70982	AA	205	Yes	Not included with ridership data; companion stop is Casuarina Way & Warm Spring Way NB #EZZ0V1	2	None	30	N/A	None	
Yes	EZZ0V1	Odenton/ Maryland City	Casuarina Way & Warm Spring Way NB	NB	Casuarina Way	Warm Spring Way	6/2023	Deferred	3 Extended	3 Extended	39.06938	-76.71018	AA	205	Yes		2	None	30	N/A	shared use path	
Check	F03IX0	Odenton/ Maryland City	Piney Orchard Pkwy & Waugh Chapel SB	SB	Piney Orchard Pkwy	Waugh Chapel Rd (south)	9/2021	Deferred	3 Extended	Deferred	39.07159	-76.71244	AA	205	Yes		6	Grass	40	5780	None	
Check	F050X8	Odenton/ Maryland City	Piney Orchard Pkwy & Waugh Chapel NB	NB	Piney Orchard Pkwy	Waugh Chapel Rd (south)	9/2023	3	3	Deferred	39.07225	-76.71167	AA	205	Yes		6	Raised	40	27175	None	
Check	F0B8O2	Odenton/ Maryland City	Piney Orchard Pkwy & Old Waugh Chapel NB	NB	Piney Orchard Pkwy	Old Waugh Chapel Rd (north)	06/2023	Deferred	3 Extended	1	39.07519	-76.70907	AA	205	Yes	Bus stop location was not identified in google street view or on latest system map, but lat/long and ridership info were provided	5	Grass	40	5761	None	
Check	F0IY9T	Odenton/ Maryland City	Odenton Rd & Greenwood St	EB	Odenton Rd	Greenwood St	8/2023	Deferred	3 Extended	Deferred	39.07873	-76.68654	AA	202	Yes		2	None	30	7912	shared use path	
Check	F0K8L3	Odenton/ Maryland City	Odenton Rd & Holiday St	WB	Odenton Rd	Holiday St	8/2023	Deferred	3 Extended	Deferred	39.07937	-76.68875	AA	202	Yes		2	None	30	7912	shared use path	
Yes	F0LB5E	Odenton/ Maryland City	Odenton Health Campus EB	EB	Annapolis Rd	Gateway Blvd	8/2023	Deferred	3 Extended	3 Extended	39.07983	-76.68668	AA	202	Yes		5	None	40	12982	None	
Yes	F0LYAS	Odenton/ Maryland City	Odenton Health Campus WB	WB	Annapolis Rd	Gateway Blvd	8/2023	Deferred	3 Extended	3 Extended	39.08017	-76.68682	AA	202	Yes		5	None	40	12982	Shared Use Path	End of Shared Use Path
Check	F0N8ND	Odenton/ Maryland City	Odenton Rd & King Malcolm Ave	EB	Odenton Rd	King Malcolm Ave	8/2023	Deferred	3 Extended	Deferred	39.08076	-76.69375	AA	202	Yes		3	None	30	7912	shared use path	
Yes	F0O3H0	Odenton/ Maryland City	Odenton Shopping Center WB	WB	Annapolis Rd	Odenton Shopping Center	8/2023	Deferred	3 Extended	Deferred	39.08112	-76.68849	AA	202	Yes		4	None	40	12982	None	
Check	F0OB8L	Odenton/ Maryland City	Odenton Rd & Stoney Hill Ct	EB	Odenton Rd	Stoney Hill Ct	8/2023	Deferred	3 Extended	Deferred	39.08122	-76.6949	AA	202	Yes		3	None	30	7912	Yes	
Yes	F0OIWS	Odenton/ Maryland City	Odenton Shopping Center EB	EB	Annapolis Rd	Odenton Shopping Center	8/2023	3 Extended	Deferred	Deferred	39.08137	-76.68925	AA	202	Yes		4	None	40	12982	Yes	Designated Bike Route no lane/markings
Yes	F0OYDY	Odenton/ Maryland City	Odenton Rd & Oakton Rd (WB)	WB	Odenton Rd	Oakton Rd	8/2023	Deferred	3 Extended	Deferred	39.08151	-76.69506	AA	202	Yes		2	None	30	7912	shared use path	
Check	F0QO4N	Odenton/ Maryland City	Odenton Elementary School EB	EB	Odenton Rd	Odenton Elementary School	8/2023	Deferred	Deferred	Deferred	39.08235	-76.69671	AA	202	Yes	matches yellow	2	None	25	7921	Yes	
Yes	F0UQRG	Glen Burnie/ Brooklyn Park	Piney Orchard Pkwy & Odenton Rd EB	NB/EB	Piney Orchard Pkwy	Odenton Rd	6/2023	Deferred	2	3 Extended	39.08421	-76.70043	AA	205	No	not located in google street view, bus stop included with ridership data (lat long from provided info)	5	Raised	35	27175	Yes	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	F0V670	Odenton/ Maryland City	Piney Orchard Pkwy & Odenton Rd WB	SB/WB	Piney Orchard Pkwy	Odenton Rd	8/2023	Deferred	3 Extended	Deferred	39.0845	-76.70024	AA	202, 205	Yes		5	Raised	35	27175	Yes	
Yes	F103PF	Odenton/ Maryland City	Odenton MARC Station (East Platform)	EB	Odenton MARC Train	Lot A (Eastside)	9/2021	2	3 Extended	Deferred	39.08673	-76.70591	AA, COA	202,205	No		2	None	15	2890	None	
Yes	F128VI	Odenton/ Maryland City	Odenton MARC Station (West Platform)	WB	Odenton MARC Station	Town Center Blvd	6/2008	Deferred	Deferred	3 Extended	39.08772	-76.70705	AA, COA	202, 209	Yes		2	Raised	15	N/A	None	
Yes	F13YK1	Odenton/ Maryland City	MD 175 & Winmeyer Dr	WB	Annapolis Rd	Winmeyer Ave	8/2023	3 Extended	3 Extended	3	39.0886	-76.70094	AA	202	Yes		5	None	40	27505	None	Plannap.ed shared use path - Odenton Trail and NEPA Project (MD 170 to 295)
Yes	F14DZU	Odenton/ Maryland City	MD 175 & Winmeyer Ave	EB	Annapolis Rd	Winmeyer Ave	8/2023	3 Extended	2	3	39.08878	-76.7019	AA	202	Yes		6	None	40	27505	None	Plannap.ed shared use path - Odenton Trail and NEPA Project (MD 170 to 295)
Yes	F16YMK	Odenton/ Maryland City	MD 175 & Town Center Blvd EB	EB	Annapolis Rd	Town Center Blvd	8/2023	3 Extended	2	3	39.08996	-76.70687	AA	202	Yes		5	None	40	27505	None	Plannap.ed shared use path - Odenton Trail and NEPA Project (MD 170 to 295)
Yes	F1M6KK	Odenton/ Maryland City	MD 175 & Berger St NB	NB	Annapolis Rd	Berger St	8/2023	2	Deferred	2	39.09708	-76.72046	AA	202, 209	Yes		5	None	40	28880	None	
Yes	F1MEAF	Odenton/ Maryland City	MD 175 & Berger St SB	SB	Annapolis Rd	Berger St	8/2023	2	2	2	39.09712	-76.72072	AA	202, 209	Yes		5	None	40	28880	None	
Yes	F1TOMT	Odenton/ Maryland City	MD 175 & Blue Water Blvd	NB	Annapolis Rd	Blue Water Blvd	8/2023	Deferred	3 Extended	3 Extended	39.10056	-76.72054	AA	202, 209	Yes		5	None	40	28880	None	
Yes	F1UBS8	Odenton/ Maryland City	MD 175 & Llewellyn Ave	SB	Annapolis Rd	Llewelyn Ave	8/2023	3 Extended	2	2	39.10081	-76.72084	AA	202, 209	Yes		5	None	40	28880	Shared Use Path	
Yes	F23JKZ	Odenton/ Maryland City	Charter Oaks Blvd & MD 175 EB	EB	Charter Oaks Blvd	Annapolis Rd	7/2021	Deferred	3 Extended	Deferred	39.1051	-76.7219	AA	202	Yes		4	None	35	N/A	None	
Yes	F23Z0B	Odenton/ Maryland City	Charter Oaks Blvd & MD 175 WB	WB	Charter Oaks Blvd	Annapolis Rd	9/2021	Deferred	Deferred	Deferred	39.1054	-76.72117	AA	202	Yes		4	None	35	N/A	None	
Check	F259A2	Odenton/ Maryland City	Charter Oaks Blvd & Commodore Ct	EB	Charter Oaks Blvd	Commodore Dr	7/2021	Deferred	3 Extended	Deferred	39.106	-76.71784	AA	202	Yes	NB/ EB Stop	5	Raised	35	N/A	None	
Check	F25WFA	Odenton/ Maryland City	Charter Oaks Blvd & Commodore Dr	WB	Charter Oaks Blvd	Commodore Dr	9/2021	Deferred	Deferred	Deferred	39.10628	-76.71742	AA	202	Yes	SB/ WB Stop	5	Raised	35	N/A	None	
Yes	F2AEFE	Odenton/ Maryland City	Town Center Ave & Charter Oaks Blvd SB	SB	Town Center Blvd	Charter Oaks Blvd	8/2023	Deferred	3 Extended	Deferred	39.10834	-76.71305	AA	202	Yes		5	Raised	35	N/A	None	
Yes	F2AM54	Odenton/ Maryland City	Town Center Ave & Charter Oaks Blvd NB	NB	Town Center Blvd	Cannap.on Ridge Dr	8/2023	Deferred	Deferred	Deferred	39.10847	-76.71283	AA	202	No	Bus stop location was not identified in google street view, but lat/long and ridership info were provided	5	Raised	35	N/A	None	
Yes	F2MM7K	Odenton/ Maryland City	Jacobs Rd & Stillmeadow Dr WB	WB	Jacobs Rd	Stillmeadows Dr	8/2023	3 Extended	2	3 Extended	39.11405	-76.70881	AA	202	Yes		2	None	30	N/A	None	
Yes	F2MM7O	Odenton/ Maryland City	Jacobs Rd & Stillmeadow Dr EB	EB	Jacobs Rd	Stillmeadows Dr	8/2023	Deferred	3 Extended	3 Extended	39.11402	-76.70924	AA	202	Yes		2	None	30	N/A	None	
Check	F2N9HF	Odenton/ Maryland City	Reece & Patton	EB/NB	Reece Rd	Patton Dr	8/2023	Deferred	3 Extended	Deferred	39.11438	-76.72515	AA	202	Yes		3	None	35	12945	None	
Check	F2N9HK	Odenton/ Maryland City	Reece & Fox	WB/SB	Reece Rd	Fox Ln	8/2023	Deferred	3 Extended	Deferred	39.11434	-76.72567	AA	202	Yes	Not located in google street view. Lat/long location confirmed with provided ridership info	3	None	35	12945	None	
Check	F2P6W9	Odenton/ Maryland City	Youth Services (Reece Rd) EB	EB/NB	Reece Rd	Child and Youth Services	8/2023	Deferred	2	Deferred	39.1152	-76.72098	AA	202	Yes	Sign damaged	2	None	35	12945	None	
Check	F2PEHS	Odenton/ Maryland City	Pioneer Dr & Richfield Dr NB	NB	Pioneer Dr	Richfield Dr	8/2023	Deferred	2	Deferred	39.11534	-76.70562	AA	202	Yes		2	None	25	N/A	None	
Check	F2PM7L	Odenton/ Maryland City	Pioneer Dr & Richfield Dr SB	SB	Pioneer Dr	Richfield Dr	8/2023	Deferred	Deferred	Deferred	39.11548	-76.7058	AA	202	Yes		2	None	25	N/A	None	
Check	F2PU1E	Odenton/ Maryland City	Youth Services (Reece Rd) WB	WB/SB	Reece Rd	Child and Youth Services	8/2023	Deferred	3 Extended	Deferred	39.11556	-76.72023	AA	202	Yes		2	None	35	12945	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Check	F2TOTK	Odenton/ Maryland City	Pioneer Dr & Arwell Ct NB	NB	Pioneer Dr	Arwell Ct	8/2023	Deferred	2	Deferred	39.11731	-76.70649	AA	202	Yes		2	None	25	N/A	None	
Check	F2TOTO	Odenton/ Maryland City	Pioneer Dr & Arwell Ct SB	SB	Pioneer Dr	Arwell Ct	8/2023	Deferred	3 Extended	Deferred	39.11734	-76.70689	AA	202	Yes		2	None	25	N/A	None	
Yes	F2U4FK	Odenton/ Maryland City	MD 175 & 20th NB	NB	Annapolis Rd	20th St	7/2025	Deferred	Deferred	2	39.11755	-76.72968	AA	202	No	Is included on AA bicycle, ped, and transit assessement	7	Raised	40	36835	Shared Use Path	
Check	F2YEL7	Odenton/ Maryland City	Pioneer Dr & Deerfield Dr NB	NB	Pioneer Dr	Deerfield Rd	8/2023	Deferred	2	Deferred	39.11958	-76.70837	AA	202	Yes		2	None	25	N/A	None	
Check	F2YEL9	Odenton/ Maryland City	Pioneer Dr & Deerfield Dr SB	SB	Pioneer Dr	Deerfield Rd	8/2023	Deferred	3 Extended	Deferred	39.11955	-76.70854	AA	202	Yes		2	None	25	N/A	None	
Check	F31U1P	Odenton/ Maryland City	Pioneer Plaza Shopping Center	EB	Reece Rd	Pioneer Dr	8/2023	3 Extended	3 Extended	Deferred	39.12117	-76.70858	AA	202	Yes		5	None	45	12945	None	
Check	F32OWN	Odenton/ Maryland City	Van Bokkelen Elementary School	WB	Reece Rd	Pioneer Dr	8/2023	Deferred	Deferred	Deferred	39.12152	-76.70799	AA	202	Yes		2	None	45	12945	Marked Bike Lane	
Yes	F38WMX	Odenton/ Maryland City	Meade Village Rd & Fairbrook Ct	NB	Meade Village Rd	Fairbrook Ct	8/2023	Deferred	3 Extended	3 Extended	39.1244	-76.7034	AA	202	Yes		2	None	25	N/A	None	
Check	F3BWOE	Odenton/ Maryland City	Meade Village Rd & Meade Village Cir	SB	Meade Village Rd	Meade Village Circle	8/2023	3 Extended	Deferred	Deferred	39.1259	-76.70542	AA	202	Yes		2	None	25	N/A	None	
Yes	F3CYD9	Glen Burnie/ Brooklyn Park	MD 2 & Jumpers Hole Rd SB	SB	Ritchie Hwy	Jumpers Hole Rd	10/2022	Deferred	Deferred	Deferred	39.1263	-76.59016	MTA, AA	203 70	Yes		8	Grass	45	33503	None	
Check	F3E8NX	Glen Burnie/ Brooklyn Park	MD 2 & Jumpers Hole Rd NB	NB	Ritchie Hwy	Jumpers Hole Rd	10/2022	3 Extended	Deferred	Deferred	39.12697	-76.59019	MTA, AA	203 70	Yes		8	Grass	45	33503	None	
Check	F3FZIL	Odenton/ Maryland City	MD 175 & 26th	SB	Annapolis Rd	26th St	8/2023	3 Extended	3 Extended	3	39.12778	-76.7357	AA	202	Yes		5	Raised	40	36835	Shared Use Path	
Yes	F3JUEX	Odenton/ Maryland City	Severn Square NB	NB	Annapolis Rd	Ridge Rd	8/2023	Deferred	Deferred	Deferred	39.12957	-76.73693	AA	202	Yes		6	Raised	40	36835	Marked Lane	
Check	F3NX0R	Odenton/ Maryland City	Severn Library	NB	Ridge Rd	Christiana Ct	8/2023	Deferred	2	3 Extended	39.13149	-76.73719	AA	202	Yes		5	None	45	18245	None	
Check	F3P7BC	Odenton/ Maryland City	Ridge & Christiana	SB	Ridge Rd	Christiana Ct	8/2023	Deferred	3 Extended	2	39.13206	-76.73683	AA	202	Yes		5	None	45	18245	None	
Check	F3RQOY	Glen Burnie/ Brooklyn Park	MD 177 & Cameryn	EB	Mountain Rd	Cameryn Pl	06/2024	3 Extended	3 Extended	2	39.13326	-76.57946	AA	201	No		4	None	40	24465	None	
Check	F3RYEG	Glen Burnie/ Brooklyn Park	MD 177 & Freetown	WB	Mountian Rd	Freetown Rd	06/2024	Deferred	3 Extended	Deferred	39.1333	-76.57844	AA	201	No		4	None	40	24465	None	
Check	F3UYFB	Glen Burnie/ Brooklyn Park	Freetown & Caldwell	NB	Freetown Rd	Caldwell Rd	06/2024	Deferred	Deferred	Deferred	39.13475	-76.57837	AA	201	No		2	None	30	N/A	None	
Check	F3V654	Glen Burnie/ Brooklyn Park	Freetown & Leonard	SB	Freetown Rd	Leonard Dr	06/2025	1	3	3	39.13488	-76.57843	AA	201	No		2	None	30	N/A	None	
Yes	F3W125	Glen Burnie/ Brooklyn Park	Sun Valley Shopping Center SB	SB	Baltimore Annapolis Blvd	Sun Valley Shopping Center	7/2023	3	1	1	39.13525	-76.58534	AA, MTA	202 70	Yes		4	None	30	17715	Marked Lane	
Yes	F3WO7G	Glen Burnie/ Brooklyn Park	Sun Valley Shopping Center NB	NB	Baltimore Annapolis Blvd	Sun Valley Shopping Center	7/2023	1	1	1	39.13557	-76.58528	AA, MTA	201 70	Yes		4	None	30	17715	Marked Lane	
Check	F3Y7DC	Odenton/ Maryland City	Ridge & Stone Castle	NB	Ridge Rd	Stone Castle Dr	5/2023	2	3 Extended	3 Extended	39.1362	-76.73442	AA	202	Yes		3	None	45	18245	None	
Yes	F40J3U	Glen Burnie/ Brooklyn Park	MD 648 & Castle Harbour	SB	Baltimore Annapolis Blvd	Castle Harbour Way	7/2023	3	3	3	39.13739	-76.58666	AA	75	Yes		3	None	30	17715	Marked Lane	
Yes	F40YJC	Glen Burnie/ Brooklyn Park	MD 648 & Cedarcliff	NB	Baltimore Annapolis Blvd	Cedarcliff Dr	6/2024	Deferred	Deferred	3	39.13756	-76.58648	AA	201	Yes	Bus stop location was not identified in google street view, but lat/long and ridership info were provided	3	None	30	17715	Marked Lane	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	F41LL3	Glen Burnie/ Brooklyn Park	Heritage at Freetown	EB	Willie Johnson Ln	Coutros Ct	9/2021	3 Extended	2	3	39.13789	-76.57353	AA,	201	Yes	Bus stop location was not identified in google street view, but lat/long and ridership info were provided	2	None	15	N/A	None	
Check	F42GNN	Glen Burnie/ Brooklyn Park	MD 2 & Americana Cir NB	NB	Ritchie Hwy	Americana Cir	10/2022	1	3	3	39.13822	-76.60037	AA, MTA	70, 203	Yes		8	Raised	45	20784	None	
Check	F42ODN	Glen Burnie/ Brooklyn Park	MD 2 & Americana Cir SB	SB	Ritchie Hwy	Americana Cir	5/2024	3	3	3	39.1388	-76.60144	AA, MTA	204 70	Yes	bus stop does not match the GIS point. It is located between the Royal Farm driveway entrances at the bus landing pad	7	Raised	45	20784	None	
Check	F47UKB	Odenton/ Maryland City	Ridge & Bastille NB	NB	Ridge Rd	Bastille Pl	8/2023	3 Extended	3 Extended	3 Extended	39.14078	-76.73075	AA	202	Yes		3	None	45	18245	None	
Yes	F4816L	Glen Burnie/ Brooklyn Park	MD 648 & Faywood NB	NB	Baltimore Annapolis Blvd	Faywood Ave	6/2024	3	3	3	39.14087	-76.58851	MTA, AA	69,201	Yes		4	None	30	17715	Marked Lane	
Yes	F4816O	Glen Burnie/ Brooklyn Park	MD 648 & Faywood SB	SB	Baltimore Annapolis Blvd	Faywood Ave	6/2024	3	3	3	39.14087	-76.58881	AA, MTA	69, 201	Yes		4	None	30	17715	Marked Lane	
Check	F48HPM	Odenton/ Maryland City	Ridge Rd & Bastille SB	SB	Ridge Rd	Bastille Pl	8/2023	3 Extended	2	3 Extended	39.14105	-76.7306	AA	202	Yes		2	None	45	18245	None	
Yes	F4EGOH	Glen Burnie/ Brooklyn Park	MD 648 & Marley Meadow SB	SB	Baltimore Annapolis Blvd	Marley Meadow Ln	7/2023	3	3	3	39.14387	-76.59055	AA	70	Yes		3	None	30	17715	None	
Yes	F4EOE7	Glen Burnie/ Brooklyn Park	MD 648 & Marley Meadow NB	NB	Baltimore Annapolis Blvd	Marley Meadow Ln	7/2023	1	1	1	39.14398	-76.5904	AA	70	Yes		3	None	30	17715	None	
Yes	F4LR1H	Glen Burnie/ Brooklyn Park	MD 648 & Sumac	SB	Baltimore Annapolis Blvd	Sumac Rd	7/2023	1	1	3	39.14723	-76.59259	AA	203 70	Yes		3	None	30	17715	None	
Yes	F4MLWM	Glen Burnie/ Brooklyn Park	MD 648 & Marley Neck	NB	Baltimore Annapolis Blvd	Marley Neck Blvd	7/2023	1	1	3	39.14768	-76.59264	AA	203 70	Yes		4	None	30	17715	None	protected bike lane plannap.ed
Check	F4OCNG	Odenton/ Maryland City	Ridge & Stoney Run NB	NB/EB	Ridge Rd	Stoney Run Dr	8/2023	2	3 Extended	2	39.14848	-76.72441	AA	202	Yes		4	None	45	18245	None	
Check	F4OKDA	Odenton/ Maryland City	Ridge & Stoney Run SB	SB/WB	Ridge Rd	Stoney Run Dr	8/2023	Deferred	2	3 Extended	39.14856	-76.72462	AA	202	Yes		4	None	45	**18245**	None	
Check	F4S7IW	Odenton/ Maryland City	Ridge & Thames River NB	NB/EB	Ridge Rd	Thames River Dr	8/2023	Deferred	2	3 Extended	39.15027	-76.72244	AA	202	Yes	green dot	4	None	45	18245	None	
Yes	F4T94B	Glen Burnie/ Brooklyn Park	Marley Middle School SB	SB	Baltimore Annapolis Blvd	Marley Neck Rd	7/2023	3	3	3	39.1508	-76.59478	AA	201 69	Yes		3	None	30	17715	None	
Yes	**F4UZYG**	Glen Burnie/ Brooklyn Park	(Ritchie Hwy Guildford Rd)	NB	Ritchie Hwy	Guildford Rd	8/2025	2	3 Extended	Deferred	39.15181	-76.6127	AA	203	Yes		4	Raised	35	20784	None	
Yes	F4VEA8	Glen Burnie/ Brooklyn Park	Marley Middle School NB	NB	Baltimore Annapolis Blvd	Marley Neck Rd	7/2023	1	1	3	39.15173	-76.59526	AA	201 69	Yes		2	None	30	17715	None	
Yes	F4VM50	Glen Burnie/ Brooklyn Park	Harundale Plaza SB	SB	Ritchie Hwy	Farrington Rd	6/2022	3 Extended	2	3 Extended	39.15185	-76.61324	AA, MTA	203	Yes		4	Grass	45	20784	None	
Yes	F50517	Odenton/ Maryland City	Arundel Mills Mall	WB	Arundel Mills Shopping Center	Arundel Mills Circle	8/2023	3 Extended	Deferred	3 Extended	39.15395	-76.72434	RTA, AA, MTA	75, 201,202 RTA	Yes	RTA ID #20000	4	None	25	N/A	None	
Yes	F59BXU	Glen Burnie/ Brooklyn Park	MD 648 & Chester	SB	Baltimore Annapolis Blvd	Chester Cir	9/2021	3 Extended	2	Deferred	39.15826	-76.60988	AA	201	Yes		2	None	30	11295	None	
Yes	F59KDM	Odenton/ Maryland City	MD 176 & Candlewood EB	EB	Dorsey Rd	Candlewood Rd	8/2023	2	2	2	39.15839	-76.70348	AA	201	Yes		4	None	45	21200	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	F59KF1	Odenton/ Maryland City	MD 176 & Leeds EB	EB	Dorsey Rd	Leeds Rd	8/2023	3 Extended	2	2	39.15837	-76.70851	AA	201 75	Yes		6	None	45	21200	None	
Yes	F59ZTD	Odenton/ Maryland City	MD 176 & Candlewood WB	WB	Dorsey Rd	Candlewood Rd	8/2023	3 Extended	2	2	39.15856	-76.70413	AA, MTA	201	Yes		4	None	45	16064	None	
Yes	F59ZUK	Odenton/ Maryland City	MD 176 & Ashton	WB	Dorsey Rd	Leeds Rd	8/2023	3 Extended	2	2	39.15858	-76.70845	AA	201	Yes		6	None	45	16064	None	
Yes	F5ATYL	Glen Burnie/ Brooklyn Park	MD 648 & Harding	NB/WB	Baltimore Annapolis Blvd	Harding Rd	9/2021	3 Extended	2	Deferred	39.15896	-76.61098	AA	201	Yes		3	None	30	11295	None	
Yes	F5AUQY	Odenton/ Maryland City	MD 176 & Ridge EB	EB	Dorsey Rd	Ridge Rd	8/2023	2	3 Extended	Deferred	39.15893	-76.7131	AA	201	Yes		5	None	45	16064	None	
Yes	F5CCRO	Odenton/ Maryland City	MD 176 & Ridge WB	WB	Dorsey Rd	Ridge Rd	5/2023	3 Extended	2	Deferred	39.1596	-76.71401	AA	201	Yes		5	None	45	16064	None	
Yes	F5CRFH	Glen Burnie/ Brooklyn Park	MD 648 & Glen	NB/EB	Baltimore Annapolis Blvd	Glen Burnie High School	8/2019	3 Extended	Deferred	Deferred	39.1599	-76.61411	AA	201	Yes		2	None	30	11295	None	
Yes	F5FJRI	Glen Burnie/ Brooklyn Park	MD 648 & Kuethe	NB/WB	Baltimore Annapolis Blvd	Kuethe Rd NE	8/2019	3 Extended	2	Deferred	39.16118	-76.61741	AA	201	Yes		3	None	30	11295	None	
Check	F5H9XL	Glen Burnie/ Brooklyn Park	MD 176 & McCormick EB	EB	Dorsey Rd	McCormick Dr	6/2024	3 Extended	3 Extended	3 Extended	39.16198	-76.67453	AA	201	Yes		5	None	50	16064	None	
Yes	F5ICI1	Glen Burnie/ Brooklyn Park	MD 176 & McCormick WB	WB	Dorsey Rd	McCormick Dr	8/2023	Deferred	2	2	39.16243	-76.67292	AA	201	Yes		5	None	50	16064	Shared Use Path	BWI Trail Adjacent
Yes	**F5IK6I**	Glen Burnie/ Brooklyn Park	MD 176 & WB&A EB	EB	Dorsey Rd	Old WB&A Rd	8/2023	2	3 Extended	3	39.16257	-76.66826	AA, COA	201	No	duplicate 7247 bus stop IDs at W Baltimore Annapolis Rd; can be differentiated by county bus stop ID	5	None	50	16064	None	
Yes	F5JF18	Glen Burnie/ Brooklyn Park	MD 176 & WB&A WB	WB	Dorsey Rd	WB&A Rd	11/2023	3 Extended	2	3	39.1629	-76.66682	AA	201	Yes	duplicate 7247 bus stop IDs at WB&A Rd; can be differentiated by county bus stop ID	5	None	50	16064	None	
check	F5K9K9	Glen Burnie/ Brooklyn Park	MD 2 & Barbara Moeller Way NB	NB	Baltimore Annapolis Blvd	Barbara Moeller Way	06/2025	Deferred	Deferred	Deferred	39.16334	-76.62331	AA	201	No		3	Raised	30	14990	None	
check	F5K9KC	Glen Burnie/ Brooklyn Park	MD 2 & Barbara Moeller Way SB	SB	Baltimore Annapolis Blvd	Barbara Moeller Way	06/2024	Deferred	Deferred	Deferred	39.16334	-76.62363	AA	201	No		3	Raised	30	14990	None	
Yes	F5MUC8	Glen Burnie/ Brooklyn Park	MD 176 & Stewart	EB	Dorsey Rd	Stewart Ave	11/2022	2	2	3	39.16451	-76.64727	AA	201	Yes		5	None	45	21200	None	
Yes	F5N229	Glen Burnie/ Brooklyn Park	MD 176 & Aviation	WB	Dorsey Rd	Aviation Blvd	11/2022	3 Extended	2	Deferred	39.16466	-76.64812	AA	201	Yes		4	None	45	21200	None	
Yes	F5ORM7	Glen Burnie/ Brooklyn Park	MD 648 & MD 3 NB	NB	Baltimore Annapolis Blvd	Crain Hwy N	8/2021	Deferred	3 Extended	3 Extended	39.1655	-76.62557	MTA, AA	201 70	Yes		4	None	30	14832	None	
Yes	**F5Q1X3**	Glen Burnie/ Brooklyn Park	MD 648 & Oak Ln SB	SB	Baltimore Annapolis Blvd	Oak Ln	9/2021	Deferred	Deferred	Deferred	39.16604	-76.62631	MTA, AA	201	No	not found, but is included on route 70 map https://www.mta.maryland.gov/schedule/stops/70	4	None	30	14832	None	
Yes	**F5R4I0**	Glen Burnie/ Brooklyn Park	MD 648 & Oak Ln NB	NB	Baltimore Annapolis Blvd	Oak Ln	9/2021	2	Deferred	Deferred	39.16653	-76.62646	MTA, AA	201	No	not found, but is included on route 70 map https://www.mta.maryland.gov/schedule/stops/70	4	None	30	14832	None	
Yes	F5T1Y8	Glen Burnie/ Brooklyn Park	MD 648 & Maple Ln NB	NB	Baltimore Annapolis Blvd	Maple Ln NW	9/2021	Deferred	Deferred	1	39.16744	-76.62729	MTA, AA	201	Yes		2	None	30	8343	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	F5T9O3	Glen Burnie/ Brooklyn Park	MD 648 & Maple Ln SB	SB	Baltimore Annapolis Blvd	Maple Ln NW	6/2024	Deferred	3 Extended	3	39.16756	-76.62758	MTA, AA	201, 203, 69, 70	Yes		2	None	30	8343	None	
check	F60D2C	Odenton/ Maryland City	7030 Dorsey Rd	NB/EB	Dorsey Rd	Vibrint Engineering	11/2022	3 Extended	2	2	39.17083	-76.72684	AA	201,202	Yes	Not located in google street view. Lat/long location confirmed with provided ridership info	3	None	30	N/A	None	
Yes	F60SHR	Odenton/ Maryland City	Amazon (7021 Dorsey Rd)	NE	Dorsey Rd	Amazon DBA 8	11/2022	Deferred	3 Extended	2	39.17107	-76.72639	AA	201,202	Yes		3	None	30	N/A	None	
Yes	F62WXO	Glen Burnie/ Brooklyn Park	Glen Burnie Light Rail Station	N/A	Baltimore Annapolis Blvd	Cromwell Station \ Glen Burnie	8/2019	3 Extended	Deferred	3	39.172	-76.63326	AA, MTA	201,203 70	Yes		1	None	15	14832	None	
Yes	F652SU	Odenton/ Maryland City	Oceaneering (7001 Dorsey Rd)	NB	Dorsey Rd	Oceaneering	5/2023	Deferred	3 Extended	Deferred	39.17306	-76.7246	AA	201,202	No	Not located in google street view. Lat/long location confirmed with provided ridership info	3	None	30	N/A	None	
Yes	F65I8E	Odenton/ Maryland City	7010 Dorsey	SB	Dorsey Rd	Oceaneering	5/2023	Deferred	Deferred	Deferred	39.17323	-76.72468	AA	201,202	No	Not located in google street view. Lat/long location confirmed with provided ridership info	3	None	30	N/A	None	
Yes	F6B2SY	Odenton/ Maryland City	Magellan Circle	N/A	Magellan Rd	Dorsey Rd	5/2023	2	2	3 Extended	39.17586	-76.71861	AA	201,202	Yes	Bus stop 2910 location consolidated with this location?	2	None	30	N/A	None	
Yes	F6BP6F	Glen Burnie/ Brooklyn Park	Crain Hwy & 8th Ave (SB)	SB	Crain Hwy	8th Ave	10/2022	2	Deferred	2	39.17628	-76.61812	AA, MTA	69,70,204	No	Bus stop location in google maps show it on the south west quadrant of the int but street view show it on the North West	3	None	40	11195	None	
Yes	F6E21Q	Glen Burnie/ Brooklyn Park	Crain Hwy & 9th Ave	NB	Crain Hwy	9th Ave NW	10/2022	Deferred	Deferred	2	39.17721	-76.61744	AA, MTA	204	No		2	None	30	11195	None	
Yes	F6E233	Glen Burnie/ Brooklyn Park	8th Ave & Penrod Ct EB	EB	8th Ave	Penrod Ct	8/2019	3 Extended	2	3	39.17729	-76.62236	AA, MTA	204 69, 70	Yes		2	None	40	13145	None	
Yes	F6H9S6	Glen Burnie/ Brooklyn Park	CRAIN HWY & JACKSON AVE nb fs	NB	Crain Hwy	Jackson Ave	10/2022	Deferred	Deferred	2	39.17878	-76.61661	AA, MTA	204	No		2	None	30	11195	None	
Yes	F6JMNK	Glen Burnie/ Broo	Crain Hwy and 11th Ave	NB	Crain Hwy	11th Ave	8/2025	Deferred	3 Extended	3 Extended	39.1798	-76.6161	AA, MTA	69,70, 204	yes		2	None	30	9600	None	
Yes	F6N23R	Glen Burnie/ Brooklyn Park	Crain Hwy & E Furnace Branch Rd (NB)	NB	Crain Hwy	E Furance Branch Rd	10/2022	Deferred	Deferred	3 Extended	39.18144	-76.61515	AA, MTA	204	No		2	None	30	11195	None	
Yes	F6R4WF	Glen Burnie/ Brooklyn Park	Ferndale Light Rail Station NB	SB	Baltimore Annapolis Blvd	Light Rail Ferndale Station	11/2022	3 Extended	Deferred	Deferred	39.18331	-76.63995	AA	204, Light rail shuttle	Yes		3	None	30	16755	None	
Yes	F6SUFH	Glen Burnie/ Brooklyn Park	Crain Hwy & Crain Ct fs nb	NB	Crain Hwy	Crain Ct	10/2022	Deferred	Deferred	2	39.18415	-76.61416	AA, MTA	204	No		2	None	30	11195	None	
Yes	F6VMQI	Glen Burnie/ Brooklyn Park	CRAIN HWY & FURNACE BRANCH RD sb	SB	Crain Hwy	W Furnace Branch Rd	10/2022	3 Extended	Deferred	Deferred	39.18544	-76.61406	AA, MTA	69, 70	Yes		2	None	30	11195	None	
Check	F764V8	West Annapolis/ Parole	Furnace Branch Rd & 4th St	NB	W Furnace Branch	4th St	06/2022	3 Extended	3 Extended	Deferred	39.1903	-76.61963	AA	204	No	Bus stop location was not identified in google street view, but lat/long and ridership info were provided	2	None	30	8691	None	
Yes	F78HWY	Glen Burnie/ Brooklyn Park	MD 648 & 1st Ave	SB	Baltimore Annapolis Blvd	1st Ave	11/2022	Deferred	3 Extended	Deferred	39.19143	-76.64189	AA, MTA	201,203,204	Yes		3	None	30	16755	None	
Check	F79ZS7	Glen Burnie/ Brooklyn Park	Furnace Branch Rd W & Burwood Ave	WB	Furnace Branch Rd	Burwood Ave	06/2022	Deferred	3 Extended	Deferred	39.19218	-76.62316	AA	204	Yes	Bus stop location was not identified in google street view, but lat/long and ridership info were provided	2	None	30	8691	None	
Check	F7DUMD	Glen Burnie/ Brooklyn Park	Ordnance Rd & 3rd St	EB	West Ordnance Rd	3rd St	11/2022	Deferred	3 Extended	Deferred	39.19392	-76.61651	AA	204	Yes	Bus stop location was not identified in google street view, but lat/long and ridership info were provided	5	Raised	25	9021	None	
Yes	F7EPGK	Glen Burnie/ Brooklyn Park	MD 2 & Ordnance Rd (NB)	NB	Ritchie Hwy	Ordnance Rd	11/2022	3	3	Deferred	39.19432	-76.61325	AA, MTA	204 69, 70	Yes		8	Raised	35	38570	None	
Yes	F7K2D2	Glen Burnie/ Brooklyn Park	Arundel Plaza Shopping Center (MD 2)	SB	Ritchie Hwy	MVA Glen Burnie Headquarters	11/2022	Deferred	Deferred	3	39.19685	-76.61349	AA, MTA	204	No		7	Raised	35	38570	None	
Yes	F7KX83	Glen Burnie/ Brooklyn Park	MVA (MD 2)	NB	Ritchie Hwy	MVA Glen Burnie Headquarters	10/2022	3 Extended	Deferred	3	39.19725	-76.61314	AA, MTA	204	No		7	Raised	35	38570	None	

		General														Roadway Conditions					
Reviewed?	Stop Number	Study Area	Stop ID	Dir. of Travel	Street Location	Closest Cross Street	Street View Imagery Date	Priority - Route	Priority - Bus Stops	Priority - Crossings	lat	long	Agencies Servicing Location	Bus Routes Servicing Location	Night Service?	General Section Comments	# of Travel Lanes	Median Type	Speed Limit	ADT	Bicycle Network	Roadway Comments
Yes	F7MMT8	Glen Burnie/ Brooklyn Park	Ordnance Rd Correctional Center	N/A	O Line Rd	Correctional Center	06/2008	3 Extended	Deferred	3 Extended	39.19801	-76.59489	AA	204	Yes	Bus stop location was not identified in google street view, but lat/long and ridership info were provided	2	None	15	N/A	None	
Check	F7WA6G	Glen Burnie/ Brooklyn Park	MD 2 & Warfield Rd	NB	Ritchie Hwy	Warfield Rd	6/2022	3 Extended	3 Extended	3 Extended	39.20257	-76.61366	AA, MTA	204 69, 70	Yes		7	Raised	45	38570	None	
Yes	F8052I	Glen Burnie/ Brooklyn Park	MD 2 & Arundel Corporation Rd (NB)	NB	Ritchie Hwy	Arundel Corporation Rd	10/2022	3 Extended	3 Extended	Deferred	39.20435	-76.61383	AA, COA	204 70	Yes	bus stop location not identified on google earth; lat/long provided with bus ridership	8	Raised	45	38570	None	
Yes	F8DN6R	Glen Burnie/ Brooklyn Park	MD 2 & Cedar Hill Ln (NB)	NB	Ritchie Hwy	Cedar Hill Ln	10/2022	3 Extended	2	2	39.21061	-76.61476	AA, MTA	204 69, 70	Yes		4	Raised	35	38570	Shared use path	
Yes	F8G7S6	Glen Burnie/ Brooklyn Park	MD 2 & Cresswell Rd	SB	Ritchie Hwy	Cresswell Rd	9/2023	1	1	3	39.2119	-76.61507	AA, MTA	204 69, 70	Yes		4	Raised	35	38570	None	
Check	F8NPU7	Glen Burnie/ Brooklyn Park	MD 2 & Walton Ave (NB)	NB	Ritchie Hwy	Walton Ave	10/2022	2	Deferred	3	39.21537	-76.6144	AA, MTA	204 69, 70	Yes		5	Raised	35	38570	None	
Yes	F8P7UP	Glen Burnie/ Brooklyn Park	MD 2 & Hammonds Ln	SB	Ritchie Hwy	Hammonds Ln	9/2023	3 Extended	Deferred	3	39.21609	-76.61458	AA, MTA	204 69, 70	Yes	bus stop slightly south of red GIS point at dropped pin #7803	5	Raised	35	38570	None	
Check	F8T2QL	Glen Burnie/ Brooklyn Park	MD 2 & Church St NB	NB	Ritchie Hwy	Church St	10/2022	2	Deferred	3	39.21784	-76.6141	AA, MTA	204 69, 70	Yes		5	Raised	35	20020	None	
Yes	F8T2QN	Glen Burnie/ Brooklyn Park	MD 2 & Church St SB	SB	Ritchie Hwy	Church St	9/2023	3 Extended	Deferred	3	39.21787	-76.61437	AA, MTA	204 69, 70	Yes		5	Raised	35	20020	None	
Yes	F8VFM3	Glen Burnie/ Brooklyn Park	MD 2 & Seward Ave	NB	Ritchie Hwy	Seward Ave	6/2024	3	3	1	39.21899	-76.61398	AA, MTA	204 70	Yes	Not located in google street view; lat/long included with ridership info and shown on Route 70 map	5	Raised	45	20020	None	
Yes	F8Z2SD	Glen Burnie/ Brooklyn Park	MD 2 & 15th Ave (SB)	SB	Ritchie Hwy	15th Ave	9/2023	3	3	1	39.22066	-76.6141	AA, MTA	204 69, 70	Yes		4	Raised	35	20020	None	
Yes	F8ZI7U	Glen Burnie/ Brooklyn Park	Arundel Village Plaza Shopping Center (MD 2) (NB)	NB	Ritchie Hwy	15th Ave	6/2024	3	3	1	39.22082	-76.61381	AA, MTA	204 69, 70	Yes		4	Raised	35	20020	None	
Check	F95PZB	Glen Burnie/ Brooklyn Park	MD 2 & 11th Ave NB	NB	Ritchie Hwy	11th Ave	11/2022	3	1	3	39.22373	-76.61354	AA, MTA	204 69, 70	Yes		5	Raised	35	20020	None	
Yes	F970A1	Glen Burnie/ Brooklyn Park	MD 2 & 11th Ave SB	SB	Ritchie Hwy	11th Ave	10/2022	3	1	3	39.22438	-76.61373	AA, MTA	204 69, 70	Yes		5	Raised	35	20020	None	
Yes	F99SL1	Glen Burnie/ Brooklyn Park	MD 2 & Townsend Ave	NB	Ritchie Hwy	Townsend Ave	10/2022	3	3	1	39.22566	-76.61334	AA, MTA	204 70	Yes	Not located in google street view; lat/long included with ridership info and shown on Route 70 map	4	Raised	35	20020	None	
Yes	F9E2WM	Glen Burnie/ Brooklyn Park	MD 2 & 7th Ave (SB)	SB	Ritchie Hwy	7th Ave	9/2023	3	3	1	39.22762	-76.61345	AA, MTA	204 69, 70	Yes		4	Raised	35	20020	None	
Yes	F9GNHU	Glen Burnie/ Brooklyn Park	MD 2 & Orchard Ave	NB	Ritchie Hwy	Orchard Ave	10/2022	Deferred	3 Extended	1	39.22885	-76.61308	AA, MTA	204 69, 70	Yes	mtaches red circle	4	Raised	35	20020	None	
Yes	F9HQ2S	Glen Burnie/ Brooklyn Park	MD 2 & 5th Ave	SB	Ritchie Hwy	5th Ave	6/2024	3	3	3	39.22939	-76.6133	AA, MTA	204 70	Yes	shown on Route 70 map - https://www.mta.maryland.gov/schedule/stops/70?direction=1	4	Raised	35	20020	Sharrow	
Yes	F9KIDT	Glen Burnie/ Brooklyn Park	MD 2 & Alley 66	SB	Ritchie Hwy	3rd Ave	9/2023	3	3	3	39.23063	-76.61293	AA, MTA	204 69, 70	Yes		4	Raised	35	20020	None	
Yes	F9NAOR	Glen Burnie/ Brooklyn Park	MD 2 & 2nd Ave	SB	Ritchie Hwy	2nd Ave	6/2022	3	3	1	39.23196	-76.61236	AA, MTA	204 69, 70	Yes		4	Raised	35	20020	None	
Yes	F9NXU0	Glen Burnie/ Brooklyn Park	MD 2 & Edison St	NB	Ritchie Hwy	Edison St	11/2022	3	3	1	39.2323	-76.612	AA, MTA	204 69, 70	Yes		5	Raised	35	20020	None	

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
1	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
2	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N	0	Utility pole obstructing sidewalk south of bus stop location; non ada driveway aprons south of bus stop location	Good	0	0	0	0	0
3	Yes	No	Y	Y	N		Yes	No	No	Y	N	N	N	0		Good	0	0	0	2	2.52
5	Yes	Yes	N	Y	N	Slope Concerns	Yes	No	Yes	N	N	Y	Y		guy wire obstructing sidewalk travel way	Good	0	4	0	0	5.04
6	Yes	No	Y	Y	N	settlement/slope issues	Yes	No	No	Y	N	Y	Y	0	Utility Pole obstructing sidewalk; settlement/slope issues	Good	0	4	0	0	5.04
7	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
8	No	N/A	N/A	N/A	N/A		No	No	N/A	N/A	Y	N/A	N	0	No ramp connection to receive crossing peds	Poor - no sidewalk at bus stop or safe crossing of Admiral Dr provided	8	0	0	0	10.08
9	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	0	0
10	No	No	N	N/A	N/A	Curb depression collects debris from roadway	No	No	N/A	N/A	Y	N	N	0	Crosswalk to stop side present but no ramp or sidewalk to receive pedestrians	No sidewalk at bus stop or connection to crossing of Bens Dr	8	0	0	0	9
12	Yes	No	Y	Y	N		Yes	No	No	N	Y	N	N	0	new sidewalk needed to go around utility pole and fire hydrant at SE corner of Bay Ridge Ave. and Janice Dr.	Fair - no safe crossings provided	0	0	0	2	2.52
13	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0	vegetation	Fair - no safe crossing of Forest Dr provided	0	0	0	0	0
14	Yes	Yes	N	N	N	vegetation	Yes	No	No	N	N	N	N	0	reconstruct curb ramps at McDonalds entrance	Fair - no safe crossing of Forest Dr provided	0	0	5	2	8.82
15	Yes	No	Y	Y	n		Yes	No	No	N	N	Y	Y	0	Bus sign impedes walk way	Fair - no safe crossings provided	0	4	0	2	7.56
16	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0	vegetation overgrowth at bumpout arounnd utility pole just north of bus stop location	Good	0	4	0	2	10.08
17	Yes	Yes	N	Y	N		Yes	No	No	N	N	Y	N	0	fire hydrant obstructing sidewalk near bus stop	Good	0	4	0	2	10.08
18	Yes	Yes	N	Y	N		No	No	N/A	N/A	Y	N/A	N	0		Poor- no Sidewalk connection to stop	8	0	3	0	13.86
19	No	N/A	N	N/A	N/A	Grass Buffer	Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
20	Yes	No	Y	Y	N	Ditch/slope behind sidewalk will add to cost of proposed landing pad bumpout	Yes	No	No	N	N	Y	N	0	Vegetation and mailboxes impede sidewalk; MH in sidewalk north of bus stop location presents a tripping hazard; driveway aprons south of stop appear non ada compliant	Fair - obstructions to sidewalk travel way	0	0	0	2	2.52
29	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
30	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	0	0
33	Yes	No	Y	N	N	Uneven	Yes	No	No	Y	N	Y	Y	0	Utility poles obstruct walking path	Good	0	4	3	2	11.34
34	Yes	N	Y	Y	N	Part of non standard ramp across Howard Dignan Aly	Yes	No	No	N	N	N	N	0	Some sidewalk settlement issues	Good	0	0	1	2	3.78
35	Yes	N	Y	Y	N	Cracking and uneven surface	Yes	No	No	N	N	Y	Y	0	utility poles obstructing sidewalk; some sw settlement issues; reconstruct SW northeast of bus stop location (old driveway aprons)	Fair - no safe crossing of Chesapeak Ave provided	0	4	1	2	8.82
38	Yes	No	Y	Y	N	Parking unrestricted in front of pad	Yes	No	No	N	N	Y	N	0	Utility pole obstructing sidewalk travelway; no room for sidewalk bumpout	Fair- no safe crossing of Compromise St	0	4	1	3	10.08
39	Yes	Yes	N	Y	N	Part of ramp across driveway	Yes	No	No	N	N	N	N	0		Fair- no safe crossing of Compromise St	0	2	1	2	6.3

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
44	Yes	No	Y	Y	N	Cross Slope Concerns	Yes	No	No	N	Y	N	N	0		Fair - no sidewalk connection on north side of Forest Dr between the bus stop location and Bay Ridge Ave	4	0	0	4	10.08
45	Yes	No	N	N	Y	Grass buffer separates stop from sidewalk	Yes	No	No	N	N	N	N			Good	2	0	0	1	3.78
46	Yes	No	Y	Y	N	Cross Slope Concerns	Yes	No	No	N	N	N	N	0	DWS damaged at nearest ADA ramp	Good-	2	0	0	1	3.78
47	Yes	No	Y	N	N	Vegetation, cracked sidewalk	Yes	No	No	N	N	N	N	-	Missing DWS at ramps	Fair - no safe crossing of Forest Dr provided	0	2	1	4	8.82
48	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Forest Dr provided	0	2	1	2	8.4
50	Yes	Yes	N	Y	N	Cracked	Yes	No	No	N	N	N	N			Good	0	1	1	4	7.56
51	No	N/A	Y	N/A	N/A	Buffer separates Sidewalk from curb	Yes	No	Yes	N	N	N	N	0		Good	3	1	1	2	8.82
52	Yes	No	N/A	Y	N	Depressed drainage structure at back fo landing pad	Yes	No	Yes	N	N	N	N			Good	0	3	0	2	6.3
53	No	N/A	N	N/A	N/A	Buffer separates Sidewalk from curb	Yes	No	Yes	N	N	Y	Y		utility pole obstructing sidewalk	Fair - no safe crossing of Forest Dr provided	0	4	0	2	7.56
54	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Forest Dr provided	0	2	2	2	7.56
55	Yes	Yes	N	Y	N		Yes	No	No	Y	N	N	N	0	damaged sidewalk at storm inlet just north of the bus stop shelter	Good	0	0	4	4	13.44
57	Yes	Yes	N	Y	N		Yes	No	No	Y	N	N	N		EZX3GL	Good	0	0	0	4	5.04
58	Yes	No	N	Y	N		Yes	No	No	N	N	N	N	0		Fair - no safe crossing of Forest Dr provided	0	0	0	4	5.04
59	Yes	Yes	N	N	N	vegetation	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
63	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	4	5.04
81	No	N/A	N	N/A	N/A	Buffer separates Sidewalk from curb	Yes	No	Yes	N	N	N	N	0		Fair- No sidewalk connection on Brashears St	2	0	0	0	2.52
82	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N	0	~80ft. New sidewalk needed; traffic poles obstructing sidewalk at NE corner Annapolis Rd & Town Ctr Blvd	Poor - no sidewalk at bus stop, missing connection to Town Center Blvd N. side Annapolis Rd	8	0	0	0	10.8
82	No	N/A	N	N/A	N/A	Buffer separates Sidewalk from curb	Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
83	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0	No DWS at nearest ramp	Fair - no safe crossing of Monroe St provided	0	0	0	3	5.88
86	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	No sidewalk connection, stop sign located where pad would be	Poor - no sidewalk at bus stop or safe crossing of Norman Dr provided	8	0	0	0	10.08
87	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Good	0	3	0	0	3.78
88	No	N/A	N	N/A	N/A	Buffer separates Sidewalk from curb, surrounding bushes overgrown	Yes	No	Yes	n	n	Y	N		vegetation	Good	2	0	3	0	6.3
89	Yes	No	Y	N	N		Yes	No	No	N	N	Y	Y		stop sign pole(includes bus stop sign) obstructing sidewalk travelway	Fair- some sidewalk is narrow and stop sign obstruting sidewalk travelway	0	3	0	3	7.56

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
90	No	N/A	N	N/A	N/A	Buffer separates Sidewalk from curb, surrounding bushes overgrown	Yes	No	Yes	N	N	N	N			Good	0	0	0	3	3.78
112	Yes	No	Y	N	Y	inlet being used as a landing pad	Yes	No	No	N	N	N	N	1	vegetation	Good	0	1	1	3	5.625
113	No	N/A	N	N/A	N/A	Buffer separates sidewalk from curb	Yes	No	Yes	N	N	Y	Y		utility poles obstructing ramp and sidewalk at NW corner of West St/Admiral Dr	Good	0	1	0	0	1.125
114	Yes	No	N	Y	N	No room for landing pad bumpout	Yes	No	No	N	N	Y	N		Hydrant and utility poles near/ in walkway	Fair - no safe crossing of West St provided	0	0	0	3	3.78
125	Yes	Yes	N	Y	N	brick	Yes	No	Yes	N	N	N	N		brick	Good	0	0	0	0	0
128	Yes	No	N	Y	Y	slope, fire hydrant obstructing	Yes	No	No	N	N	Y	N		firehydrant obstructing sidewalk	Good	0	4	0	5	17.64
136	Yes	No	Y	N	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	3	3.375
142	Yes	Yes	N	N	N	Vegetation	Yes	No	No	N	N	N	Y	0	Ferndale Road	Good	0	4	0	3	9.45
163	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	Y	N		brick	Good	0	0	0	3	3.78
164	Yes	No	Y	N	N		Yes	No	No	Y	N	N	N	0	vegetation	Fair - no safe crossings provided	0	0	0	2	2.52
169	Yes	Yes	N	Y	N	Slope	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
172	Yes	No	N	N	N	Not enough space for bump out	Yes	No	No	Y	N	Y	Y	1	utility pole and fire hydrant obstructing sidewalk	Good	0	4	0	3	8.82
184	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Good	0	1	0	0	1.26
199	No	n/a	N	N/A	N/A	existing non ADA curb ramp likely being used as a bus landing pad	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
224	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Good	0	0	0	2	2.52
236	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N			Good	0	0	0	0	0
237	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Tyler Ave provided (curb ramps needed for crossing & striping is recommended)	0	0	0	0	0
238	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	3	3.78
240	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Fair - no safe crossing of Forest Dr provided	0	0	0	4	5.04
245	No	N	N	N/A	N	Buffer separates sidewalk & curb	Yes	No	No	N	N	N	N	0		Fair - no safe crossing of Forest Dr provided	0	0	0	4	5.04
246	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	4	5.04
247	Yes	Yes	N	Y	N		Yes	No	No	N	N	Y	Y		MD 177 & Freetown	Good	0	2	0	3	8.4
260	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
263	Yes	Yes	N	N	N		Yes	No	Yes	N	N	N	N	1	sidewalk needs to be reconstructed at old driveway aprons. Gap in sidewalk for a drainage curb cut near SE corner of Bay Ridge Ave and Bens Dr	Fair - no safe crossing of Bay Ridge provided at bus stop location	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
2709	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	0	0
2752	Yes	Yes	N	N	N		Yes	No	Yes	N	N	N	N			Fair - no sidewalk connection to Beltway Crossing Shopping Center	2	0	0	0	3
2767	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
2768	Yes	Yes	N	N	N	Vegetation	Yes	No	No	Y	N	Y	Y		utility poles obstructing sidewalk, vegetation	Fair - no safe crossing of Ritchie Hwy or shopping center entrance provided	0	4	0	5	15.75
2770	Yes	Yes	N	N	N	vegetation	Yes	No	No	N	N	Y	N		vegetation	Good	0	0	0	4	7.2
2772	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N			Fair - No safe crossing of Crain Hwy provided; closest crossing at W Furnance Branch Rd 550' to north	3	0	0	2	9
2773	Yes	Yes	N	N	N	Debris	Yes	No	Yes	N	N	N	N	1	Freetown & Leonard	Poor - no sidewalk along west side of Crain Hwy; no crossing of Crain Hwy provided	5	0	0	0	9
2774	No	N/A	Y	N/A	N/A		No	No	N/A	N/A	Y	N	N	0		Poor - no sidewalk at bus stop location or along west side of Crain Hwy	8	0	0	0	8
2776	No	N/A	N/A	N/A	N/A		No	No	Yes	N/A	Y	N/A	N/A	0		Poor - no sidewalk at bus stop and no safe crossing of 8th Ave provided	8	0	0	0	10.8
2777	No	N/A	N/A	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	Y	N	N	N	0	Uneven and vegetion; SW gap northeast of bus stop location with multiple driveway crossings without curb ramps	Good	4	0	0	0	5.4
2782	Yes	Yes	N	N	N	Some vegetation	Yes	No	No	N	N	N	N			Good	0	0	0	1	1.5
2783	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
2785	Yes	Yes	N	N	N	vegetation	Yes	No	No	N	N	N	N	1		Fair - No safe crossing of Crain Hwy provided at the intersection or close by	2	1	0	2	5.625
2786	Yes	Yes	N	N	N	Steep grade outside of landing	Yes	No	No	N	Y	N	N		No Crosswalk striping	Good	2	0	0	2	4.5
2787	Yes	Yes	N	Y	Y		Yes	No	No	Y	Y	N	N		Leonard Dr	Poor	8	0	0	2	11.25
2788	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N			Good	0	0	0	2	3
2789	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
2790	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Hospital Dr provided	0	0	0	0	0
2794	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N			Fair - no safe crossing of Oakwood Rd provided	0	0	0	2	2
2795	No	N/A	Y	N/A	N/A		Yes	No	No	N	N	N	N			Fair - no safe crossing of Oakwood Rd provided	0	0	0	2	2.25
2796	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N			Fair - no safe crossing of Oakwood Rd provided	0	0	0	2	2.25
2797	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N		Fair- no safe crossing of Freetown Rd	Good	0	0	0	2	2.25
2800	Yes	Yes	N	N	Y	slope concerns, vegetation	Yes	No	No	Y	N	N	N		Fair - no safe crossing of Aquahart Rd provided	Fair - no safe crossing of Aquahart Rd provided	0	0	1	0	1.5
2801	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Ritchie Hwy provided; companion stop #2869 Ritchie Hwy & Norman Rd	0	0	0	0	0
2802	Yes	Yes	N	N	N		Yes	No	Yes	N	N	N	N		vegetation	Good	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
2803	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
2805	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N		sidewalk gap north of bus stop between MD 100 and kellington drive; but only would serve residential properties that can access and walk along low volume Hammock Ave.	Poor - sidewalk gap north of Kellington Dr and south of MD 100 along SB direction of Ritchie Hwy; no sidewalk along NB direction of Ritchie Hwy in the	2	0	0	0	2.25
2807	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N		No sidewalk present	Poor - no sidewalk at bus stop or crossing of Jumpers Hole Rd at bus stop	8	0	0	0	11.2
2808	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Poor - no sidewalk connection to Waterford Rd; no sidewalk along Ritchie Hwy or Elvaton Dr	5	0	0	4	10.125
2830	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	Y	N	N			Good	0	0	0	0	0
2832	Yes	Yes	N	Y	N	brick	Yes	No	Yes	N	N	N	N		brick	Good	0	0	0	2	3.5
2833	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Good	0	1	0	0	1.5
2834	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N		No DWS at nearby ramp	Good	0	0	0	0	0
2835	Yes	Yes	N	Y	N	Brick, parking unrestricted in front of landing	Yes	No	No	N	N	N	n			Good	0	0	0	2	3.6
2836	Yes	N	Y	Y	N		Yes	No	N	N	N	N	N			Good	0	0	0	0	0
2862	No	N/A	N/A	N/A	N/A		No	No	N	N/A	Y	N/A	N/A			Poor- no sidewalk connectivity	8	0	0	5	11.7
2867	Yes	No	Y	N	N	slope, debris	Yes	No	No	Y	N	N	N		vegetation	Good	5	0	0	5	18
2869	Yes	Yes	N	N	N		Yes	No	No	Y	N	N	N	0	reconstruct sidewalk in median ped refuge of Ritchie Hwy crossing	Fair - no safe crossing of Ritchie Hwy provided; companion stop #2801 Ritchie Hwy & Norfolk Rd	0	0	0	0	0
2873	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N		F5K9KC	Fair - no safe crossing of Oakwood Rd provided	0	0	0	2	3
2874	No	N/A	N	N/A	N/A		Yes	No	No	N	N	N	N			Fair - no safe crossing of Nursery Rd Provided	0	0	0	2	2.25
2875	No	N/A	Y	N/A	N/A	Steep grading behind sidewalk will increase cost of landing bumpout	Yes	No	No	N	N	N	N			Good	0	0	0	2	3
2876	Yes	N	Y	Y	N		Yes	No	N	N	N	N	N	0		Good	0	0	0	0	0
2878	Yes	Yes	N	N	N	Vegetation	Yes	No	No	N	N	N	N		vegetation	Good	0	0	0	1	1.75
2879	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Hospital Dr provided	0	0	0	0	0
2880	Yes	Yes	N	Y	Y	possible slope concerns	Yes	No	No	N	N	N	N			Good	0	0	0	1	1.75
2882	Yes	Yes	N	Y	N		Yes	No	Yes	N	Y	N	N			Good	0	0	0	0	0
2883	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Fair - No safe crossing of Crain Hwy provided at the intersection or close by	0	0	0	0	0
2885	Yes	No	Y	Y	N		Yes	No	No	N	N	Y	N	0	vegetation; firehydrant in travelway at NE corner of Crain Hwy and Aquahart	Good	0	0	0	2	3
2886	Yes	Yes	N	N	N	guy wire obstructing travel way; possible slope issues	Yes	No	No	Y	N	Y	Y	0	guy wire obstructing sidewalk travel way; possible slope issues; Very wide driveway aprons near bus stop location that do not	Fair - No safe crossing of Crain Hwy provided at the intersection or close by	0	4	0	3	12.25
2887	Yes	Yes	Y	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	4	7

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
2888	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
2889	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	4	4.5
2890	Yes	Yes	N	Y	N	Bus stop / regulatory sign obstructing	Yes	No	No	N	N	N	Y		Barbara Moeller Way	Good	0	1	0	4	7.5
2901	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Fair- no crosswalk across Holsum Way	0	0	0	0	0
2902	Yes	Yes	N	Y	n		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Ritchie Hwy or mall entrance provided	0	0	0	2	3.5
2971	Yes	No	N	Y	N		Yes	No	No	N	N	Y	N		Barbara Moeller Way	Good	0	2	0	1	4.5
3304	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	Sidewalk not present	Poor - no sidewalk at bus stop or along Nursery Rd, connect the Gavigan Center at Nursery Rd. shopping to existing sidewalk at	8	0	0	0	14
3306	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	Sidewalk not present	Poor - no sidewalk at bus stop or along Nursery Rd; no safe crossing of Nursery Rd provided	8	0	0	0	9
3307	Yes	No	Y	N	N	doesn't appear to be 8' deep, vegetation	Yes	No	No	N	N	N	N			Fair - no safe crossing of Nursery Rd provided	0	0	0	2	3
3317	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	0	0
3321	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N	0	Sidewalk not present; provide sw connection south to 7483 Bristol Business Center Entrance	Poor - no sidewalk at or near the bus stop	8	0	0	0	9
3322	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	Sidewalk not present; provide sw connection south to 7471 Candlewood Road entrance	Poor - no sidewalk at or near the bus stop	8	0	0	0	12
3324	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	N	N	N		vegetation	Fair - no safe crossing of Ridge Rd provided near bus stop	0	0	0	0	0
3329	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	N	Y	N		Utility chest located in walkway	Fair - no safe crossing of Ridge Rd provided near bus stop	0	2	0	0	3
3331	No	N/A	N/A	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	Sidewalk not present	Poor - no sidewalk at or near the bus stop	8	0	0	0	12
3341	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Nursery Rd provided	0	0	0	0	0
3342	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	Sidewalk not present	Poor - no sidewalk at bus stop or along Nursery Rd; no safe crossing of Nursery Rd provided	8	0	0	0	12
3345	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Fair- no safe crossing of MD-648 profided near stop	0	4	0	2	9
5024	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
5080	Yes	Yes	N	Y	Y	landing pad does not align with bus stop shelter	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
5081	Yes	Yes	N	Y	Y	slope, cracks	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
5128	Yes	Yes	N	Y	N	slope, cracks	Yes	No	No	N	N	N	N		Slight Vegetation	Fair - no safe crossing of West St provided at intersection	0	0	0	0	0
5177	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
5210	Yes	Yes	N	Y	N		Yes	Yes	Yes	N	N	N	N		Asphalt SUP	Good	0	0	0	0	0
5272	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	0	0
6016	No	No	N	N/A	N/A	Asphalt	Yes	Yes	Yes	N	N	Y	N	0	Asphalt SUP, at driveway entrance tire grooves create neven surface	Good	0	1	1	0	2.7
6052	Yes	Yes	N	N	Y	Major_Cracks_Uneven,Slope	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
6053	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
6054	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0	No DWS at nearby ramp	Fair - no safe crossing of Housley Rd provided	0	0	0	0	0
6058	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Bestgate Rd provided at bus stop	0	0	0	0	0
6061	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
6062	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N			Good	0	0	0	0	0
6063	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
6064	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N			Good	0	0	0	0	0
6100	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N	0	Asphalt SUP	Good	0	0	0	0	0
6300	No	N/A	Y	N/A	N/A		Yes	No	No	Y	Y	N	N	0	Sidewalk settlement with heavy vegetation; missing sidewalk gap west of bus stop with desire path evident	Fair - no safe crossing of West St provided at intersection; recconstruct existing sidewalk at	5	0	0	4	17.64
7045	No	N/A	N	N/A	N/A		No	Yes	N/A	N	Y	N	N	0	Need landing pad/sidewalk to connect to shared use path (approx. ~30ft.)	Fair - good, except no connection from bus stop to shared use path	0	0	0	3	3.375
7061	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	2	3
7449	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N/A	N	N/A	N/A	0	0	Good	0	0	0	0	0
7504	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	Yes	Yes	N	N	N	N		Asphalt SUP	Fair- no safe crossing of Odenton road	0	0	0	0	0
7510	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0		Poor - no sidewalk at bus stop location; no connection to Odenton Rd crossing	8	0	0	0	9
7793	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	Y	N	N	0		Poor - no safe crossing of 8th Ave provided and sparse sidewalk along 8th Ave	4	0	0	2	8.1
8430	Yes	No	Y	Y	N		Yes	No	No	Y	N	N	N	0	Reconstruct sidewalk between King George Dr. and Bowyer rd.; looks to be less than 5ft wide	Fair- Narrow sidewalk	0	0	0	3	4.5
8436	No	N/A	N	N/A	N/A	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
8729	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
8868	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	No sidewalk present	Poor - no sidewalk at bus stop or safe crossing of Charwood Rd provided	8	0	0	0	12
9001	Yes	Yes	N	N	Y	cracked, vegetation	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
9002	Yes	Yes	N	Y	N		Yes	No	Yes	Y	N	N	N	0		Good	0	0	0	0	0
9002	Yes	Yes	N	N	N	vegetation	Yes	No	No	N	N	N	N		vegetation	Fair - no safe crossing of West St provided	0	0	0	0	0
9003	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Fair - no safe crossing of West St provided	0	0	0	2	2.52
9004	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
9005	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	4	6.72
9006	Yes	Yes	N	Y	N	brick	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
9007	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
9008	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0	Vegetation	Fair - No safe crossing of Bywater Rd. provided	0	0	0	0	0
9009	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good - Clean sidewalk with ADA rmaps and painted crossings at nearest intersection	0	0	0	0	0
9010	Yes	Yes	N	N	N	Cracks, vegetation	Yes	No	n	n	n	Y	N		cracks, vegetation	Fair - Closes safe crossing 250' to west	0	0	2	2	5.04
9011	Yes	Yes	N	Y	N		Yes	No	N	N	N	N	N			Good - Clean sidewalk with ADA ramps and painted crossings at nearest intersection	0	0	0	0	0
9012	Yes	Yes	N	N	N	Cracks, debris	Yes	No	N	N	N	N	N	0	Cracks, Debris	Fair - No safe crossing Newtowne Dr provided; however it is a low volume/dead end street.	0	0	0	0	0
9013	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Fair - no safe crossing of West St provided	0	0	0	2	2.52
9014	Yes	No	Y	Y	N		Yes	No	N	N	N	N	N	0		Fair- Safe crossing of Forest Dr. outside of 250'	0	0	0	4	6.72
10799	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	No sidewalk present	Poor - no sidewalk at bus stop or safe crossing of Charwood Rd provided	8	0	0	0	12
10921	No	N/A	N	N/A	N	no raised landing area	Yes	No	Yes	N	N	N	N			Poor - no sidewalk connection to bus stop poles; sidewalk connection to bus shelter does not meet minimum width	0	0	0	0	0
10922	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
11173	No	N/A	N/A	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	No sidewalk present; connect to existing sidewalk to the east and west	Poor - no sidewalk at bus stop or along the north side of Nursery Rd; no safe crossing of Nursery Rd provided	8	0	0	0	12
11178	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N			Fair - no safe crossing of Nursery Rd provided	0	0	0	2	3
11694	Yes	Yes	N	Y	N	brick	Yes	No	Yes	N	N	N	N		brick	Good	0	0	0	2	3.92
11695	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Good	0	0	0	2	2.52
11696	Yes	Yes	N	N	N	brick; Bus stop directly in front of Light House Bistro Seating. Seating and bus stop pole/sign restrict travelway and do not provide adjacent buffer/horiz.	Yes	No	No	N	N	Y	N		Utility/Sign Relocation(s)?	Good	0	2	0	3	5.625
11697	Yes	Yes	N	Y	N	brick	Yes	No	Yes	N	N	N	N		brick	Good	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
11698	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	2	2.52
11699	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N		Fair - no safe crossing of George Clauss Blvd provided	Good	0	0	0	3	3.78
11700	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of West St provided	0	0	0	0	0
11701	Yes	Yes	N	N	N	Cracks and vegetation	Yes	No	No	N	N	N	Y		appears to be undersized, vegetation	Good	0	0	0	0	0
11702	Yes	Yes	N	Y	N	Slight vegetation	Yes	No	No	N	N	Y	N		Reconstruct sidewalk between King George Dr. and Bowyer rd.; looks to be less than 5ft wide	Good	0	2	0	2	6.72
11703	Yes	No	Y	Y	N		Yes	No	No	N	N	Y	N		Utility pole obstructing sidewalk, but minimum travel path maintained	Fair - utility poles obstructing sidewalk/travel way	0	1	0	5	10.08
11726	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	2	3
11728	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of West St provided	0	0	0	0	0
11729	Yes	No	Y	N	N	utility pole and guy wire obstructing travel way at bus stop	Yes	No	No	Y	N	Y	Y		utility pole and guy wire obstructing travel way at bus stop	Good	0	4	0	3	8.82
11730	Yes	No	Y	N	N	utility pole and guy wire obstructing travel way at bus stop	Yes	No	No	N	N	N	N		utility pole and guy wire obstructing travel way at bus stop	Good	0	4	0	2	7.56
11731	Yes	Yes	N	Y	N	brick	Yes	No	Yes	N	N	N	N		brick	Good	0	0	0	0	0
11732	Yes	Yes	N	Y	N	brick	Yes	No	Yes	N	N	N	N		brick	Good	0	0	0	0	0
11733	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Good	0	0	0	0	0
11734	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	Y	N		Fair- Narrow sidewalk	Good	0	1	0	0	1.125
11735	Yes	Yes	N	Y	N		Yes	No	Yes	Y	N	N	N			Good	0	0	0	0	0
12123	Yes	Yes	Y	N	Y	vegetation	Yes	No	No	Y	N	Y	Y	0	Main Street / City Dock	Good	0	0	0	4	6
12251	Yes	Yes	N	N	N	vegetation	Yes	No	No	N	N	N	N	1		Fair - no safe crossing of Crain Hwy to McDonalds and Checkers provided	0	0	0	3	3
12252	No	N/A	N	N/A	N/A		Yes	No	No	N	Y	N	N	0	no sidewalk at the bus stop or connecting to Crain Hwy and Furnance Branch Rd intersection	Poor - no sidewalk at bus stop or along the west side of Crain Hwy; no safe crossing of Crain Hwy provided	6	2	1	2	19.8
12253	No	N/A	N/A	N/A	N/A		No	No	N/A	N/A	Y	N	N	0	Sidewalk not present	Poor - no sidewalk at bus stop or safe crossing of 8th Ave provided to companion stop F6E233/12276: Move bus stop	8	0	0	2	10
12254	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
12255	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
12256	Yes	No	N	N	N		Yes	No	No	N	N	N	N	0		Fair - No safe crossing of Crain Hwy provided at the intersection or close by	0	0	0	3	**4.5**
12257	Yes	No	Y	N	N	Landing pad bumpout present but insufficient, vegetation	Yes	No	No	N	N	N	N		Vegetation	Good	0	0	0	2	**2.25**
12258	Yes	N	Y	N	N	Vegetation	Yes	No	No	N	N	Y	N		Heavy Vegetation	Good	0	0	0	2	**3**
12259	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0	Slight Vegetation	Fair - no safe crossing of Aquahart Rd provided	0	0	0	0	**0**
12266	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	Y	Y		Fair- sidewalk connection only east of stop to intersection	Good	0	0	0	2	**2.7**
12268	No	N/A	Y	N/A	N/A		No	No	N/A	N/A	Y	N/A	N			Poor - no sidewalk at bus stop, along Ritchie Hwy, or Ritchie Rd	8	0	0	0	**7.2**
12279	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	1	**1.125**
12281	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
12444	No	N/A	Y	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	Sidewalk not present	Poor - no sidewalk at or near the bus stop	8	0	0	0	**9**
12445	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Fair- no safe crossing across New Ridge Road	0	0	0	0	**0**
12450	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	Sidewalk not present	Poor - no sidewalk at or near the bus stop	8	0	0	0	**12**
12463	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
12464	Yes	Yes	N	N	N	Slight vegetation	Yes	No	No	N	N	N	N	0		Good	0	0	0	5	**5.625**
12467	Yes	Yes	N	N	N	Some debris/ trash present	Yes	No	No	N	N	Y	N	0	Hydrant and utility poles near/ in walkway	Good	0	2	0	5	**12.25**
12468	Yes	Yes	N	Y	N	Slope	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
12490	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N		vegetation	Good	0	0	0	0	**0**
12610	Yes	Yes	N	N	Y	Vegetation	Yes	No	No	N	N	N	N			Fair - no safe crossing of Quarterfield Rd provided; GAP IN SIDEWALK SW OF BUS STOP LOCATION	4	0	0	1	**5.625**
12611	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Quarterfield Rd provided	0	0	0	0	**0**
12690	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	Y	N	0	Benches for bus stop impede walking path	Fair - no safe crossing of George Clauss Blvd provided	0	4	0	0	**7**
12695	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Fair - No safe crossing of Crain Hwy, Hidden Brook Dr, or Old Stage Rd provided	0	0	0	3	**3.375**
12696	Yes	Yes	N	Y	N		Yes	No	No	Y	N	N	N			Fair - No safe crossing of Crain Hwy, Hidden Brook Dr, or Old Stage Rd provided	2	0	0	3	**5.625**
12730	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	Y	N		Vegetation	Good- overgrowth around bus stop	0	2	0	0	**2.25**
13337	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	Y	N		204, Light rail shuttle	Good	0	0	1	0	**1.75**
13672	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N		Annapolis Plaza	Good	0	0	0	0	**0**

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
14038	Yes	No	N	N	Y	appears to be undersized, vegetation	Yes	No	Yes	Y	N	N	N	0	vegetation	Fair - no connection to dinner parking lot	2	0	1	0	**5.4**
14039	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	Y	Y	0	Guy wire at bus stop location presents a vertical obstruction to sidewalk travelway. deteriorating curb ramp SE corner	Poor - no sidewalk along Phelps Ave; or connection from bus stop to Sandsbury Ave	0	0	5	0	**9**
14043	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
14151	Yes	Yes	N	Y	N		Yes	No	N	N	N	N	N	0		Good	0	0	0	0	**0**
14196	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N		brick	Good	0	0	0	0	**0**
20123	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
20124	No	N/A	N	N/A	N/A	inlet being used as a landing pad	Yes	Yes	Yes	N	N	N	N			Good	0	0	0	0	**0**
20125	No	N/A	N	N/A	N/A	inlet being used as a landing pad	Yes	Yes	Yes	N	N	N	N			Good	0	0	0	0	**0**
20126	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
20127	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
20128	No	N/A	N	N/A	N/A	Asphalt	Yes	Yes	Yes	N	N	N	N		Asphalt SUP	Good	0	0	0	0	**0**
20179	Yes	Yes	N	N	N	Slight vegetation	Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	**0**
20180	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	1		Good	0	0	0	0	**0**
20181	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	5	**5.625**
20182	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N		Vegetation	Fair - no safe crossing of Fort Meade Rd provided	0	0	0	0	**0**
20183	Yes	Yes	N	N	N		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Fort Meade Rd provided; no sidewalk along Laurel Race Track Rd	0	0	0	0	**0**
20184	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	**0**
20185	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
20186	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	**0**
20187	Yes	No	N	N	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	5	**10.5**
20190	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
20191	No	N/A	N	N/A	N/A	inlet being used as a landing pad	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
20198	Yes	No	Y	N/A	N		Yes	No	No	N	N	N	N		None	Good	0	0	0	2	**2.25**
20199	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N		None	Good	0	0	0	0	**0**
20200	No	N/A	N	N/A	N/A		Yes	Yes	No	N	Y	N	N	0	Asphalt SUP	Fair - no safe crossing of National Business Pkwy provided;	0	0	0	2	**2.7**
20201	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N	N	0		Poor - no sidewalk at bus stop or along the west side of National Business Parkway; no safe crossing of National Business	8	0	0	2	**13.5**

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
20202	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	1	1.125
20203	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
20204	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
20205	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
20231	No	N/A	Y	N/A	N/A		No	No	N/A	N/A	Y	N	N			Poor - no sidewalk at bus stop or connection to sidewalk network	2	0	0	2	5.4
20233	No	N/A	N	N/A	N/A	inlet being used as a landing pad	Yes	Yes	Yes	N	N	N	N	0	Asphalt SUP	Fair - no safe crossing of National Business Pkwy provided	0	0	0	0	0
20234	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	1	1.125
20235	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
20238	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
20240	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of National Business Pkwy provided	0	0	0	0	0
20241	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
168634	Yes	No	Y	Y	N		Yes	No	No	Y	N	N	N	0	Vegetation; cold mix asphalt patch in the sidewalk	Good	0	0	0	3	4.05
168635	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
ETYAO3	No	N/A	N	N/A	N/A	Bus stop with shelter present behind sidewalk and grass buffer	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EU0FT6	No	N/A	N/A	N/A	N/A		No	No	N/A	N/A	Y	N	N	0	No sidewalk at the bus stop or in the vicinity; approximately 50' of new sidewalk needed to connect to the NE corner of Solomons Island Rd and Wilelinor Dr (curb ramps needed also)	Poor - no sidewalk at the bus stop or in the vicinity	8	0	0	5	13
EU384X	No	N/A	N	N/A	N/A	Bus shelter located at back of SUP	Yes	Yes	Yes	N	N	N	N	0	Asphalt SUP	Fair - no safe crossing of Admiral Cochrane Dr provided	0	0	5	0	5.625
EU5SR0	No	N/A	N/A	N/A	N/A		Yes	Yes	Yes	N	N	N	N	0	Concrete SUP		0	0	0	0	0
EU6864	No	N/A	N	N/A	N/A	Bus shelter located at back of sidewalk	Yes	Yes	Yes	N	N	N	N	0		Good	0	0	0	0	0
EU9NNJ	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N	0		Fair - no safe crossing of Admiral Cochrane Dr provided	0	0	0	1	1.35
EUA31C	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N			Good	0	0	0	0	0
EUBDGJ	Yes	Yes	N	N	N	Vegetation	Yes	No	Yes	N	N	N	N		Vegetation	Good	0	0	0	0	0
EUDXX5	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N			Good	0	0	0	0	0
EUDXXK	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N			Good	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
EUDY11	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EUESVU	Yes	No	N	N	N	Vegetation	Yes	No	Yes	N	N	N	N		Vegetation	Good	0	0	0	0	0
EUFG0H	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EUGIKN	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EUHDHS	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N			Good	0	0	0	2	2.7
EUJY3Q	Yes	Yes	N	Y	N		Yes	N	N	N	N	N	N			Small section of sidewalk connects landing pad to ADA ramp that routes peds to building	0	0	0	1	1.35
EUL8CS	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	0	0
EUNL64	Yes	Yes	N	Y	Y	cracks	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EUONUG	Yes	No	N	Y	Y	Not raised, Slope, Cracking	No	No	No	N/A	Y	N	N	0	No sidewalk at bus stop location or connecting to MVA annapolis Building	Poor - no sidewalk at bus stop or along Harry S. Truman Pkwy	8	0	0	2	13.5
EUPILR	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EUPY11	Yes	Yes	N	Y	N	brick	Yes	No	No	N	N	N	N			Good	0	0	0	0	0
EUQDEG	No	N/A	N/A	N/A	N/A	inlet being used as a landing pad	No	No	N/A	N/A	Y	N	N		Is this an old stop location? still in service? Very close to (west St & Admiral dr wb #113 bus stop location)	Good	0	0	0	0	0
EUQDM0	Yes	Yes	N	N	N		Yes	No	No	N	N	N	N	0		Poor - no safe crossing of Harry S Truman or connection to neighboring facilities such as MD Department of Agriculture	0	0	0	0	0
EUY3BG	Yes	Yes	N	N	N	Trash/ debris in bus shelter	Yes	No	No	N	N	N	N			Good	0	0	0	1	1.26
EUYB1D	No	N/A	N	N/A	N	inlet being used as a landing pad	Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
EUZ5VH	No	N/A	N	N/A	N/A	Vegitation, Dirt/Debris	Yes	No	Yes	Y	N	Y	N	0	Utility pole obstructing sidewalk; Major_Cracks_Uneven,Dirt_Debris,Vegetation	Fair - no safe crossing of Defense Hwy provide at or near the bus stop; companion stop on other	0	4	0	1	6.75
EUZDLD	Yes	No	Y	Y	N		Yes	No	No	Y	N	N	N	0	Sidewalk settlement at inlet near bus stop location	Fair - no safe crossing of Defense Hwy provide at or near the bus stop; companion stop on other side of street	0	0	0	3	4.05
EV25XU	Yes	Yes	N	Y	N		Yes	Yes	Yes	N	N	N	N			Good	0	0	0	0	0
EV3FTM	Yes	No	Y	Y	N		Yes	No	No	Y	N	N	N		Tripping hazard near bus stop bc of sidewalk settlement	Good	0	0	3	5	14
EV42YJ	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EV55V1	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	0	0
EV7Q2P	Yes	No	Y	Y	N		Yes	No	No	N	N	Y	N	0	Utility pole and equipment encroaching sidewalk	Fair - no safe crossing of Baltimore Annapolis Blvd provided	0	0	0	3	3.375
EV85TY	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	1	1.26
EV8DJM	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
EV8KXO	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N	0		Fair - no safe crossing of Baltimore Annapolis Blvd provided	0	0	0	3	3.375
EV9VOZ	No	N/A	N	N/A	N/A	Asphalt	Yes	Yes	Yes	N	N	N	N	0		Fair - no safe crossing of Housley Rd provided	0	0	0	3	4.05
EVF0SG	Yes	Yes	N	N	Y	Major_Cracks_Uneven,Vegetation, Slope, shelter obstructing	Yes	No	Yes	N	N	N	N		Bus landing pad; church driveway: stop sign/stop bar/crosswalk striping; safe crossing of bestgate Rd	Good	0	0	5	1	8.1
EVGB27	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Bestgate Rd provided NEAR BUS STOP	0	0	0	0	0
EVGY7D	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Bestgate Rd provided at bus stop	0	0	0	1	1.125
EVINWT	Yes	Yes	N	N	Y	deteriorated; extremely poor condition	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EVKDLU	Yes	Yes	N	Y	Y		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Bestgate Rd provided at bus stop	0	0	0	1	1.125
EVL0QZ	Yes	Yes	N	N	Y	Slope,Major_Cracks_Uneven,Vegetation	Yes	No	Yes	Y	N	N	N	1	dirt accumulation and grass overtaking sidewalk edge; sidewalk connection to parking lot from bus stop needs to be resconstructed	Fair - no safe crossing of Bestgate Rd provided at bus stop	0	0	0	1	1.125
EVNL9P	No	N/A	N/A	N/A	N/A		No	No	N/A	N/A	Y	N	N		no sidewalk at the bus stop; approximately 50' of new sidewalk needed to connect to existing sidewalk @ SE corner of Rowe Blvd & Tidewater Colony Dr	Poor - no sidewalk at bus stop or connection to crossing across Bestgate Rd/Rowe Blvd	8	0	0	0	9
EVO8F9	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N	N	0		Poor - no sidewalk at bus stop or connection to crossing across Bestgate Rd/Rowe Blvd	8	0	0	3	12.375
EVWSR8	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N/A	N/A		No sidewalk on this section of gov. Ritchie Hwy	Poor - no sidewalk at bus stop, along Ritchie Hwy, or Brice Rd	8	0	0	4	10.8
EVZDCK	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A		No sidewalk on this section of gov. Ritchie Hwy	Poor - no sidewalk at bus stop or connection to church sidewalk	8	0	0	0	7.2
EYXAPY	Yes	No	Y	N	N	cracks, vegetation	Yes	No	Yes	Y	N	N	N		Major_Cracks_Uneven,Slope	Fair - some sidewalk reconstruction may be needed; google street view is old	0	0	2	0	2.25
EYXQ5H	Yes	No	Y	N	N	Vegetation	Yes	No	No	Y	N	N	N		cracks, vegetation	Fair - some sidewalk reconstruction may be needed; google street view is old	0	0	2	2	4.5
EZ6IIV	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Waugh Chapel Rd provided at bus stop location	0	0	0	0	0
EZ6Q8L	No	N/A	N	N/A	N/A	inlet being used as a landing pad	Yes	No	Yes	N	N	Y	N		Vegetation	Fair - no safe crossing of Waugh Chapel Rd provided at bus stop location	0	0	0	0	0
EZGL6I	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EZH8BS	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EZHVMY	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EZI3CO	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EZM5TR	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EZMSZ4	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good -	0	0	0	0	0
EZMT4Z	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Strawberry Lake provided at bus stop	0	0	0	0	0
EZN8KJ	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Strawberry Lake provided at bus stop	0	0	0	0	0
EZOITK	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
EZST4K	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N		asphalt	Fair - no safe crossing of Stream Valley Dr provided	0	0	0	0	0
EZST68	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EZT8K4	No	N/A	N	N/A	N/A		Yes	No	Yes	Y	N	N	N	0	Uneven sidewalk presents a tripping hazard	Fair - no safe crossing of Stream Valley Dr provided	0	0	3	0	3.375
EZUISM	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N			Good	0	0	0	0	0
EZUQIC	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N		closest crossing of Casuarina Way is at Waugh Chapel Rd 540' away	Good	0	0	0	0	0
EZUQLX	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EZX3GD	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
EZX3GL	No	N/A	N	N/A	N/A		Yes	No	Yes	Y	Y	N	N			Good	0	0	5	0	5.625
EZZ009	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - no safe crossing of Casuarina Way provided at bus stop	0	0	0	0	0
EZZ0V1	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N	0	asphalt	Fair - no safe crossing of Casuarina Way provided at bus stop	0	0	0	0	0
F03IX0	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F050X8	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N		vegetation	Good	0	0	0	0	0
F0B8O2	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	Y	N	N	0	sidewalk connection and curb ramp needed to c	Fair- no crossing of Piney Orchard, sidewalk only goes SB away from stop	2	0	0	0	1.8
F0IY9T	No	N/A	N	N/A	N/A	Looks like curb ramp is being used as a bus landing pad	Yes	Yes	Yes	N	N	N	N		At	Good	0	0	0	0	0
F0K8L3	Yes	Yes	N	Y	Y	Asphalt and concrete areas within loading zone	Yes	Yes	Yes	N	N	N	N		Asphalt SUP	Good	0	0	0	3	3.375
F0LB5E	No	N/A	N	N/A	N/A	Sidewalk 20' NW likely used as pad	Yes	No	No	N	N	N	N			Fair - no safe crossing of Annapolis Rd provided at Gateway Blvd; limited sidewalk facilities leading to storefronts. No	0	0	0	2	2.25
F0LYAS	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N		Odenton Rd & Stoney Hill Ct	Fair - no safe crossing of Annapolis Rd provided at Gateway Blvd	0	0	0	0	0
F0N8ND	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N			Good	0	0	0	0	0
F0O3H0	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			poor - no sidewalk connection to the only nearby crossing of Annapolis Rd	0	0	0	0	0
F0OB8L	Yes	No	Y	N	N	Cross Slope Concerns	Yes	No	No	N	N	N	N			Good	0	0	0	1	1.125
F0OIWS	No	N/A	N	N/A	N/A		No	No	N/a	N/A	Y	N	Y	0		poor - no sidewalk at bus stop location or connection to Annapolis Rd crossing. No connection to sidewalk facilities	8	0	0	1	10.125
F0OYDY	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	N	N	N	0		Good	0	0	0	0	0
F0QO4N	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	1	1.125
F0UQRG	No	N/A	N/A	N/A	N/A	Could not locate in street view	Yes	Yes	Yes	N	Y	N/A	N/A			Poor- Sidewalk doe not extend beyond the ADA ramp	0	0	0	1	1.8

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
F0V670	No	N/A	N	N/A	N/A	inlet being used as a landing pad	Yes	No	Yes	N	N	N	N		Light Vegetation	Good	0	0	0	0	**0**
F103PF	Yes	Yes	N	Y	N	In parking lot, not separated vertically or horizontally from traffic	No	No	N/A	N/A	Y	N	N	0	No sidewalk at bus stop; no connections to marc platform or existing sidewalk	Poor- located in MARC Parking lot buffer zone with no designated pedestrian connectivity	8	0	0	5	**13**
F128VI	Yes	Yes	N	y	N	In parking lot, not separated vertically or horizontally from traffic	Yes	No	No	N	N	N	N	0		Good	0	0	0	0	**0**
F13YK1	No	N/A	N	N/A	N/A		Yes	No	Yes	N	Y	N	N	0	~50ft. Of new sidewalk needed to connect to crossing of Annapolis blvd (and curb ramps/crosswalk)	Poor - No sw connection to Winmeyer Ave or Telegraph Rd/Piney Orchard Pkwy, which have crosswalks across	4	0	0	0	**5.4**
F14DZU	Yes	No	Y	Y	N		Yes	No	No	N	Y	N	N	0	sidewalk connection on north side of Harry S truman pkwy needed for access to MD department of agriculture	Good	4	0	0	4	**10.8**
F16YMK	Yes	No	Y	Y	N	Slope	Yes	No	No	N	N	N	N	0		Good	0	0	0	4	**5.4**
F1M6KK	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N	N	0	200' of new sidewalk recommended; curb ramps needed for The All American Steakhouse driveway crossing	poor - no sidewalk connection to existing sidewalk at Berger St; no safe crossing of Annapolis Rd	8	0	0	4	**13.5**
F1MEAF	No	N/A	N	N/A	N/A	Inlet likely being used as pad	No	No	No	N/A	Y	N	N	1	100' of new sidewalk recommended	poor - no side walk at bus stop or connection to shared use path on west side of Annapolis Rd; no safe crossing of Annapolis Rd	8	0	0	4	**13.5**
F1TOMT	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - Missing gaps of sidwalk between Blue Water Blvd and Charter Oaks Blvd along the east side of Annapolis Rd	0	0	0	0	**0**
F1UBS8	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	Y	N	N	0	Landing pad/sidewalk needed to connect to shared use path (approx. ~35ft.)	Fair - no connection from bus stop to shared use path; no safe crossing of Annapolis Rd provided	8	0	0	1	**10.125**
F23JKZ	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	**0**
F23Z0B	No	N/A	N	N/A	N/A	stormwater inlet being used as bus landing	Yes	No	Yes	N	N	N	N	0		Good	0	0	0	1	**1.125**
F259A2	No	N/A	N	N/A	N/A	stormwater inlet being used as bus landing	Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	**0**
F25WFA	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
F2AEFE	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
F2AM54	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
F2MM7K	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N	0		Poor - need sidewalk at bus stop, limited sidewalk along Jacobs Rd, no safe crossing of Jacobs Rd	8	0	0	0	**9**
F2MM7O	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0	Sidewalk patching present SW quadrant of intersection	Good	0	0	0	0	**0**
F2N9HF	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N		Vegetation and light cracking	Good	0	0	0	0	**0**
F2N9HK	No	N/A	N	N/A	N/A	Could not locate in street view	Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
F2P6W9	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N		Light vegetation	Good	0	0	0	0	**0**
F2PEHS	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	**0**
F2PM7L	Yes	No	Y	Y	N		Yes	No	Yes	N	N	Y	N		Gold, 70, 203	Good- ADA ramps at intersection missing DWS	0	0	0	0	**0**
F2PU1E	Yes	No	N	N	Y	Asphalt, Major_Cracks_Uneven	Yes	No	Yes	N	N	N	N			Good- crosswalk missing signage	0	0	0	2	**2.25**

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
F2TOTK	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good- ADA ramps at intersection missing DWS	0	0	0	0	0
F2TOTO	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F2U4FK	No	N/A	N	N/A	N/A		Yes	No	Yes	N	Y	N	N	0		Fair - sidewalk gaps along 20th st	3	0	0	0	3
F2YEL7	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F2YEL9	No	N/A	N/A	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F31U1P	No	N/A	N/A	N/A	N/A		Yes	No	Yes	Y	N	N	N		Bus landing pad; church driveway: stop sign/stop bar/crosswalk striping; safe crossing of bestgate Rd	Good	0	0	5	0	5.625
F32OWN	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F38WMX	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - curb ramps misaligned for Fairbrook Ct crossing; no ramp to receive crossings on south side of Meade Village Rd, no sidewalk along Peace Rd	0	0	0	0	0
F3BWOE	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good- Intersection ADA ramps missing DWS	0	0	0	3	5.25
F3CYD9	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	3	4.5
F3E8NX	Yes	Yes	N	N	N	Trash/ debris in bus shelter	Yes	No	Yes	N	N	N	N	0		Good	2	0	0	3	8.75
F3FZIL	No	N/A	N	N/A	N/A	loading area at street level, debris collectied at lowpoint of landing	Yes	Yes	No	Y	N	N	N	0	Ridge & Christiana	Good- Connection to asphalt shared use path	0	0	0	5	5.625
F3JUEX	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	2	2.25
F3NX0R	No	N/A	N	N/A	N/A	stormwater inlet being used as bus landing pad	Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Ridge Rd provided near bus stop, no crosswalk across Christiana Ct	0	0	0	0	0
F3P7BC	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Ridge Rd provided near bus stop	0	0	0	0	0
F3RQOY	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A			Poor- No Sidewalk connectivity	6	0	0	1	9.45
F3RYEG	Yes	No	Y	Y	N		Yes	No	N	N	N	N	N		Light Vegetation	Fair- No safe crossing of Mountain Rd and no connectivity West of stop	0	0	0	3	4.05
F3UYFB	No	N/A	Y	N/A	N	Grass buffer separates stop from sidewalk	Yes	No	Yes	N	N	N	N		Vegetation	Fair- no safe crossing of Freetown Rd	0	0	0	0	0
F3V654	No	N/A	Y	N/A	N	Grass buffer separates stop from sidewalk	No	No	No	N	Y	N	N			Fair- no safe crossing of Freetown Rd, sidewalk not presesent NW of intersection	8	0	5	0	15.6
F3W125	Yes	No	Y	Y	N		Yes	No	No	N	n	N	N	0	0	Fair - no safe crossing of Baltimore Annapolis Blvd provided	0	0	0	3	6.3
F3WO7G	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	Y	N			Poor - no sidewalk at bus stop or along the East side of Baltimore Annapolis from Mountain Rd to Cedarcliff Dr; no safe crossing of Baltimore Annapolis Blvd	8	0	0	3	23.1
F3Y7DC	No	N/A	N	N/A	N/A		No	No	N/A	Y	Y	N/A	N/A	0	sidewalk reconstruction needed along Stone Castle Dr	Poor - no sidewalk at bus stop location or connection to Annapolis Rd crossing. No connection to sidewalk facilities leading to storefronts	8	0	0	3	12.375
F40J3U	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N	0		Fair - no safe crossing of Baltimore Annapolis Blvd provided	0	0	0	3	3.375
F40YJC	No	N/A	N	N/A	N/A		Yes	No	No	N	N	N	N			Fair - no safe crossing of Baltimore Annapolis Blvd provided; sidewalk gap south of Cedarcliff Dr. And north of Sun Valley Shopping Center along NB	4	0	0	0	3.6

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
F41LL3	Yes	No	Y	Y	N		Yes	No	No	N	N	Y	N		Curb ramp in lieu of bus pad. No safe crossing provided to bus stop 7074 on the east side of Baltimore Annapolis Blvd	Fair- mailboxes obstructing sidewalk at given bus stop location	0	4	0	3	10.5
F42GNN	Yes	Yes	N	Y	N		Yes	No	No	N	N	Y	N	0		Good	0	2	0	4	10.8
F42ODN	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F47UKB	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A			Poor- No sidewalk connection or safe crossing of Ridge Rd	8	0	0	0	9
F4816L	Yes	Yes	N	N/A	Y		Yes	No	Yes	N	N	N	N		Vegetation, curb too low and doesn't provide vertical separation at bus stop	Good	0	0	0	0	0
F4816O	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F48HPM	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N			Poor- No sidewalk connection or safe crossing of Ridge Rd	8	0	0	2	11.25
F4EGOH	No	N/A	N	N/A	N/A	vegetation	Yes	No	Yes	N	N	Y	N		Vegetation	Fair - no safe crossing of Annapolis Blvd provided	2	1	1	0	4.5
F4EOE7	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N	N			Poor - no sidewalk at bus stop; no safe crossing of Baltimore Annapolis Blvd provided	8	0	0	3	12.375
F4LR1H	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N/A	MAYBE			Poor - no sidewalk at bus stop or connection to existing sidewalk facilities	8	0	0	3	12.375
F4MLWM	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	Y	N			Poor - no sidewalk at bus stop	8	0	0	3	16.5
F4OCNG	No	No	N	N/A	N/A		No	No	N/A	N/A	N	N	N	0		poor - no sidewalk at bus stop location or the vicinity along NB Ridge Rd	8	0	0	3	12.375
F4OKDA	Yes	N	Y	Y	N		Yes	No	N/A	N	Y	N	N	0		Good	0	0	0	3	3.375
F4S7IW	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F4T94B	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N			Good	0	0	0	0	0
F4UZYG	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N	0		Poor- no sidewalk at bus stop or connection to crossing at Guilford Rd	8	3	0	5	16
F4VEA8	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N			Poor - no sidewalk at bus stop	8	0	0	2	15
F4VM50	No	N/A	N	N/A	N/A	Grass buffer separates stop from travelway	Yes	No	Yes	N	Y	N	N			No connection to sidewalk through `25ft. Grass buffer	0	0	0	3	5.4
F50517	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	3	5.25
F59BXU	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N	N	0		Poor - no sidewalk at bus stop	8	0	0	2	11.25
F59KDM	Yes	No	N	Y	N		No	No	N/A	N/A	Y	N/A	N/A	0		Poor - no sidewalk at bus stop or safe crossing of Dorsey Rd provided	8	0	0	2	15

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
F59KF1	No	N/A	Y	N/A	N/A		No	No	N/A	N/A	Y	N	N	0		Poor - no sidewalk at bus stop or along south side of Dorsey Rd	8	0	0	2	11.25
F59ZTD	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0	no sidewalk at the bus stop location or adjacent; provide connection to 7484 Candlewood Rd entrace	Poor - no sidewalk at bus stop or safe crossing of Dorsey Rd provided	8	0	0	2	11.25
F59ZUK	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N	0		Poor - no sidewalk at bus stop and limited sidewalk along the north side of Dorsey Rd	8	0	0	2	11.25
F5ATYL	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N	N	0		Poor - no sidewalk at bus stop	8	0	0	2	11.25
F5AUQY	Yes	N	Y	N	N	Vegetation	Yes	No	No	Y	N	N	N	0	Vegetation,Dirt_Debris,Major_Cracks_Uneven	Poor - limited sidewalk along Dorsey Rd, no ramps at fire department crossing	2	0	5	4	12.375
F5CCRO	No	N/A	N	N/A	N/A	vegetation	Yes	No	Yes	Y	N	Y	N	0	Major_Cracks_Uneven,Dirt_Debris,Vegetation	Poor - limited sidewalk along Dorsey Rd; no safe crosssing of Ridge Rd provided	2	0	5	0	10.5
F5CRFH	Yes	Yes	N	N	N	Light Vegetation	Yes	No	Yes	N	N	N	N			Good	0	0	0	5	5.625
F5FJRI	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N/A	N/A	0		Poor - no sidewalk at bus stop	8	0	0	2	11.25
F5H9XL	Yes	Yes	N	Y	N		No	No	N/A	N/A	Y	N	N	0		Fair- sidewalk connection only east of stop to intersection	8	0	0	2	11.25
F5ICI1	No	N/A	N	N/A	N/A		Yes	Yes	Yes	N	Y	N	N	0	sidewalk connection from bus stop location to BWI Trail shared use path needed	Fair - need connection to BWI trail shared use path	0	0	0	0	0
F5IK6I	Yes	No	Y	N	N		Yes	No	No	N	Y	Y	N	0	Sidewalk only leading to bus stop, pole in sidewalk	Poor-Not connected to intersection	8	0	0	3	12.375
F5JF18	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0		Poor - no sidewalk at bus stop, guardrail present between road and stop	8	0	0	0	9
F5K9K9	Yes	Yes	N	Y	N	Brick	Yes	No	N	N	N	Y	Y		double check everything	Good	0	1	0	0	1.35
F5K9KC	Yes	Yes	N	Y	N	Brick	Yes	No	N	N	N	Y	Y		double check everything	Good	0	1	0	0	1.35
F5MUC8	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A	0		Poor - no sidewalk at bus stop; no connection to BWI Trail shared use path	8	0	0	3	12.375
F5N229	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N	0		Poor - no sidewalk at bus stop or connection to BWI Trail shared use path	8	0	0	2	11.25
F5ORM7	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	2	3.5
F5Q1X3	Yes	Yes	N	Y	N		Yes	No	No	N	N	Y	N		utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln	Good	0	0	0	2	2
F5R4I0	Yes	Yes	N	Y	N		Yes	No	No	N	N	Y	N	0	utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln, missing sidewalk	Good	2	5	2	5	14
F5T1Y8	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	1	1.5

	Landing Pad						Sidewalk									Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
F5T9O3	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N	0	Vegetation	Good	0	0	0	1	1.125
F60D2C	No	N/A	N	N/A	N/A		No	No	No	N/A	Y	N/A	N	0	None	Poor- no sidewalk present	5	1	1	0	10.5
F60SHR	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0	None	Good	0	0	0	0	0
F62WXO	Yes	Yes	N	Y	N		Yes	No	No	N	Y	N	N	0	sidewalk connection to shopping center/McDonalds needed on the west side of Baltimore Annapolis Rd	Good	3	1	1	0	10.5
F652SU	No	N/A	N	N/A	N/A		Yes	No	Yes	N	N	N	N	0		Fair - need sidewalk connection to crosswalk across Dorsey within 100'	0	0	0	0	0
F65I8E	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N	0		Poor - no sidewalk connection	2	0	0	0	2.25
F6B2SY	No	N/A	N	N/A	N/A		No	No	N	N/A	Y	N/A	N/A	0	Existing north driveway sidewalk terminates at circle	No safe crossing of 8th Ave provided	8	0	0	2	15
F6BP6F	Yes	Yes	N	Y	N		Yes	No	No	N	Y	N	N	0	bus stop pole obstructing	Fair - no safe crossing of Crain Hwy provided	1	4	0	2	12.6
F6E21Q	Yes	Yes	N	N	N	Trash/ debris in bus shelter	Yes	No	No	N	N	N	N	0		Fair- no sfae crossing of Crain Hwy provided	0	0	0	2	3.6
F6E233	No	N/A	N	N/A	N/A		No	No	N/A	N/A	Y	N	N	0	Sidewalk not present	Poor - no sidewalk at bus stop or safe crossing of 8th Ave provided to companion stop #12253	8	0	0	2	11.25
F6H9S6	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Poor - no safe crossing of Crain Hwy provided at or near bus stop location; no sidewalk along the west side of Crain Hwy	0	0	0	2	3.6
F6JMNK	No	Yes	N	N/A	N/A		Yes	No	N	N	N	N	N	0		Fair - No crosswalks at or around intersection/ stop	0	0	0	2	2.7
F6N23R	Yes	Yes	N	N	N	Trash/ debris in bus shelter	Yes	No	No	N	N	N	N			Fair - No safe crossing of Crain Hwy provided at the intersection or close by	0	0	0	2	4.2
F6R4WF	Yes	No	N	Y	Y	Ashpalt curb obstructing landing pad/sidewalk	Yes	No	No	N	N	Y	Y	0	Utility and ped poles impede pedestiran walkways	Good	0	5	0	3	10.8
F6SUFH	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Fair - No safe crossing of Crain Hwy provided; closest crossing at W Furnance Branch Rd 550' to north	0	0	0	0	0
F6VMQI	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	2	0	0	2	5.4
F764V8	No	N/A	N/A	N/A	N/A		No	No	N/A	N/A	Y	N/A	N/A			Fair- no sidewalk connectivity on NW	8	0	0	0	7.2
F78HWY	Yes	No	Y	N	N	Light Vegetation	Yes	No	No	N	N	N	N	0		Good	0	0	0	3	3.375
F79ZS7	Yes	N	Y	Y	N		Yes	No	N	N	N	N	N			Good	0	0	0	2	1.8
F7DUMD	Yes	N	Y	Y	N		Yes	No	N	N	N	N	N			Good	2	0	0	2	3.6
F7EPGK	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Good	2	0	0	0	3.5
F7K2D2	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N	0		Good	0	0	0	0	0
F7KX83	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N	0		Good	0	0	0	5	8.75

	Landing Pad						Sidewalk										Sidewalk Scores				ROUTE
Stop Number	Landing Pad Present?	Landing Pad Min. Size? (5' x 8')	Landing Pad Bumpout Recommended?	Free of Debris or vegetation?	Does Landing Pad need to be reconstructed?	Landing Pad Comments	Sidewalk Present?	Shared Use Path?	Landscape Buffer?	Sidewalk Reconstruction?	New Sidewalk Needed?	Sidewalk Obstructions?	Utility/Sign Relocation(s)?	Bus Stop Vegetation Trimming Needed?	Sidewalk Comments	Sidewalk Connectivity	Gap	Horz Obstruction	Vertical Obstruction	Insufficient Buffer	TOTAL SCORE
F7MMT8	Yes	Yes	N	Y	N		Yes	No	N	N	N	N	N			Fair- no sidewalk connection on O Lir	5	0	0	2	7.875
F7WA6G	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Fair - I -695 to the north and I-895 to the south act as barriers to ped travel	0	0	0	5	7.5
F8052I	Yes	No	Y	Y	N		Yes	No	No	N	N	N	N			Fair - no sidewalk connection to Beltway Crossing Shopping Center	4	0	0	3	7
F8DN6R	Yes	No	N	N	N	Vegetation	Yes	No	No	N	N	N	N			Fair - limited sidewalk north of Cedar Hill Blvd on east side of Ritchie Hwy	0	0	0	5	9
F8G7S6	Yes	No	Y	Y	N	bus stop pole obstructing	Yes	No	No	Y	N	Y	N		bus stop pole obstructing	Good	0	4	0	5	16.2
F8NPU7	Yes	Yes	N	Y	N		Yes	No	No	Y	N	Y	N	0	Utility Pole obstructing sidewalk MD 2; sidewalk reconstruct needed along EB Walton Ave; bumpouts needed along EB Walton Ave at utility poles	Good	0	4	0	5	16.2
F8P7UP	Yes	Yes	N	N	N	Vegetation	Yes	No	No	N	N	N	N			Good	0	0	0	5	9
F8T2QL	Yes	Yes	N	N	Y	Slope,Vegetation	Yes	No	No	Y	N	N	N	1	Utility Poles obstructing, but minimum sw travel width is maintained.	Good	0	2	2	3	14.7
F8T2QN	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	3	6.3
F8VFM3	No	N/A	N	N/A	N/A		Yes	No	Yes	Y	N	Y	N	0		Fair - vegetation and utility poles obstructing sidewalk, segments of sidewalk need to be reconstructed	0	3	0	0	3
F8Z2SD	Yes	Yes	N	N	N	Vegetation	Yes	No	No	N	N	N	N		vegetation	Fair - no safe crossing of Ritchie Hwy provided	0	0	0	3	5.4
F8ZI7U	Yes	Yes	N	Y	N		Yes	No	Yes	N	N	N	N			Fair - no safe crossing of Ritchie Hwy provided	0	0	0	0	0
F95PZB	Yes	No	Y	Y	N		Yes	No	No	N	N	Y	N		Brown, Green, Purple, Red	Good	0	1	0	3	8.4
F970A1	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Good	0	0	0	0	0
F99SL1	Yes	No	Y	N/A	N		Yes	No	No	N	N	N	N	0	bus stop location not identified on google earth; lat/long provided with bus ridership	Fair - closest safe crossing of Ritchie Hwy is 580' south	0	3	0	0	3
F9E2WM	Yes	Yes	N	Y	n		Yes	No	No	N	N	N	N	0	sidewalk bumpout recommended at SE corner of Ritchie Hwy and Audrey Ave/7th Ave to provide adequate travelway around utility pol.e	Good	0	0	0	3	5.4
F9GNHU	Yes	Yes	N	Y	N		Yes	No	No	N	N	Y	Y		Push Button	Fair - no safe crossing of Ritchie Hwy provided; utility poles and sign poles obstructing sidewalk travel way	0	3	0	0	4.5
F9HQ2S	Yes	No	Y	N	N	Vegetation	Yes	No	No	N	N	Y	N		vegetation	Fair - no safe crossing of Ritchie Hwy provided	0	2	0	5	7
F9KIDT	Yes	Yes	Y	N	N	Vegetation; reconstruction of bus landing pad recommended	Yes	No	No	N	N	N	N			Good	0	0	0	3	5.4
F9NAOR	Yes	Yes	N	Y	N		Yes	No	No	N	N	N	N			Fair - no safe crossing of Ritchie Hwy provided	0	0	0	3	5.4
F9NXU0	Yes	Yes	N	N	N	Vegetation	Yes	No	Yes	N	N	Y	N		Vegetation and mailboxes impede sidewalk; manhole in sidewalk north of bus stop location a tripping hazard; driveway aprons south of bus stop appear to be non ada compliant	Fair - no safe crossing of Ritchie Hwy proviced	0	2	0	0	3.6

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
1	Missing	No	Yes	Yes	No	Yes	Y	Y	No	4	Small shelter not accessible by wheelchairs	0	0	0	0	3	5	10.08	1	0	0	1	4	29	29	no	Yes	no	Yes
2	Traffic Sign Pole	No	Yes	No	No	No	Y	Y	No	4		0	0	0	0	3	5	10.08	1	0	0	1	4	29	29	no	No	no	No
3	Traffic Sign Pole	No	Yes	No	No	No	N	Y	No	4		3	0	0	0	3	3	11.34	1	0	0	1	4	29	29	no	No	no	No
5	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	4	guy wire obstructing sidewalk travel way	0	0	0	0	3	0	3.78	0	0	0	1	4	14	14	no	Yes	no	Yes
6	Traffic Sign Pole	No	Yes	No	N/A	No	N	Y	No	4		3	0	0	0	3	3	11.34	0	0	0	1	4	14	14	no	No	no	No
7	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	3	0	3.78	0	0	0	1	4	14	14	no	Yes	no	Yes
8	Traffic Sign Pole	No	Yes	Yes	Yes	Yes	N	N	No	4		3	3	0	0	3	5	17.64	0	0	0	1	4	14	14	no	Yes	no	Yes
9	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	0	3.78	0	0	0	1	4	14	14	no	No	no	No
10	Missing	No	Yes	Yes	Yes	Yes	N	Y	No	4	Bus Shelter not ADA accessible.	3	0	0	0	3	5	12.375	1	1	1	1	4	54	54	no	Yes	no	Yes
12	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	3	11.34	1	1	0	1	0	50	25	no	No	no	No
13	Bus Stop Shelter	No	Yes	Yes	No	Yes	Y	Y	No	15		0	0	0	0	3	0	5.04	1	0	1	1	15	40	65	no	Yes	yes	Yes
14	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	3	0	3.78	1	0	1	1	4	29	54	no	Yes	no	Yes
15	Traffic Sign Pole	Yes	No	No	N/A	No	N	Y	No	4		3	0	0	0	0	3	7.56	1	1	0	1	4	54	29	no	No	no	No
16	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	15		0	0	0	0	3	0	5.04	1	1	1	1	15	65	65	no	Yes	yes	Yes
17	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	15		0	0	0	0	3	0	5.04	1	1	1	1	15	65	65	no	Yes	yes	Yes
18	Missing	No	Yes	Yes	0	Yes	y	y	No	4		0	0	0	0	3	0	3.78	0	0	0	1	4	14	14	no	Yes	no	Yes
19	Missing	Yes	No	No	N/A	Yes	Y	Y	No	15		0	0	0	0	0	5	7.5	1	0	0	1	15	40	40	no	No	no	Yes
20	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	3	11.34	1	1	1	1	0	50	50	no	No	no	No
29	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	15	enclosed part of shelter not ADA accessbile	0	0	0	0	3	0	5.04	1	0	0	1	15	40	40	no	Yes	no	Yes
30	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	0		0	0	0	0	3	0	3.78	1	0	0	1	0	25	25	no	Yes	no	Yes
33	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	4		3	0	0	0	3	3	11.34	1	0	0	1	4	29	29	no	No	no	No
34	Bus Stop Pole	No	Yes	No	N/A	No	N	N	No	4		3	3	0	0	3	5	17.64	1	0	0	1	4	29	29	no	No	no	No
35	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	0		3	0	0	0	3	5	13.86	1	1	0	1	0	50	25	no	No	no	No
38	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	4		3	0	0	0	3	3	11.34	1	0	0	1	4	29	29	no	No	no	No
39	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	4		0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
44	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	4		3	0	0	0	0	3	7.56	1	1	0	1	4	54	29	no	No	no	No
45	Missing	No	Yes	Yes	No	Yes	Y	Y	No	4	no connection from sidewalk to bus shelter pad	0	0	0	0	3	3	7.56	1	0	0	1	4	29	29	no	Yes	no	Yes
46	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	4		3	0	0	0	3	3	11.34	1	0	0	1	4	29	29	no	No	no	No
47	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0		3	0	0	0	0	3	7.56	1	1	0	1	0	50	25	no	No	no	No
48	Bus Stop Pole	No	Yes	No	No	No	Y	Y	No	15		0	0	0	0	3	5	13.44	1	0	0	1	15	40	40	no	No	no	No
50	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	3	0	3.78	0	0	0	1	4	14	14	no	Yes	no	Yes
51	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	5	10.08	1	0	0	1	4	29	29	no	No	no	No
52	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	3	3	7.56	1	0	0	1	4	29	29	no	Yes	no	Yes
53	Traffic Sign Pole	Yes	No	No	N/A	No	Y	Y	No	4		0	0	0	0	0	5	6.3	1	0	0	1	4	29	29	no	No	no	No
54	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	5	10.08	0	0	0	1	4	14	14	no	No	no	No
55	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	15		0	0	0	0	3	0	5.04	0	0	0	1	15	25	25	no	Yes	no	Yes
57	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	3	0	3.78	1	0	0	1	4	29	29	no	Yes	no	Yes
58	Missing	No	Yes	Yes	No	Yes	Y	Y	No	0	companion to Forest Dr. and Thom Dr. bus stop	0	0	0	0	3	3	7.56	1	0	0	1	0	25	25	no	Yes	no	Yes
59	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	15		0	0	0	0	3	0	5.04	1	1	0	1	15	65	40	no	Yes	yes	Yes
63	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	3	0	3.78	0	0	0	1	4	14	14	no	Yes	no	Yes
81	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	5	10.08	1	1	0	1	4	54	29	no	No	no	No
82	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	5	14.85	0	0	0	1	0	10	10	no	No	no	No
82	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	5	10.08	1	1	0	1	0	50	25	no	No	no	No
83	Bus Stop Shelter	No	Yes	Yes	Yes	Yes	Y	Y	No	51		0	0	0	0	3	0	5.88	1	0	0	1	51	76	76	no	Yes	yes	Yes
86	Traffic Sign Pole	No	Yes	No	N/A	Yes	N	Y	No	4		3	0	0	0	3	5	13.86	1	0	0	1	4	29	29	no	No	no	Yes
87	Traffic Sign Pole	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	0	0	1	0	0	1	0	25	25	no	No	no	No
88	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	4		0	0	0	0	3	5	10.08	1	1	0	1	4	54	29	no	No	no	No
89	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	3	11.34	1	1	0	1	0	50	25	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores							SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	BUS STOP TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
90	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	4		0	0	0	0	3	5	10.08	1	1	0	1	4	54	29	no	No	no	No
112	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	3	10.125	1	0	0	1	0	25	25	no	No	no	No
113	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	5	9	1	0	0	0	4	19	19	no	No	no	No
114	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	4		3	0	0	0	3	3	11.34	1	0	0	1	4	29	29	no	No	no	No
125	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	0	3.78	1	0	0	1	0	25	25	no	No	no	No
128	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	N	No	25	Enclosed part of bus shelter non-ADA accessible	0	3	0	0	0	3	11.76	1	0	0	1	25	50	50	no	Yes	no	Yes
136	Traffic Sign Pole	No	Yes	No	N/A	No	N	Y	No	4		3	0	0	0	3	3	10.125	0	0	0	1	4	14	14	no	No	no	No
142	Utility Pole	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	0	0	4.05	0	0	0	1	0	10	10	no	No	no	No
163	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	4		3	0	0	0	3	0	7.56	1	0	0	1	4	29	29	no	No	no	No
164	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	4		3	0	0	0	3	3	11.34	0	1	0	1	4	39	14	no	No	no	No
169	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	15		0	0	0	0	3	0	5.04	1	0	0	1	15	40	40	no	Yes	no	Yes
172	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	4		3	0	0	0	0	3	7.56	0	0	0	1	4	14	14	no	No	no	No
184	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	4		0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	No	no	No
199	Missing	Yes	Yes	Yes	Yes	yes	Y	Y	no	4		0	0	0	0	0	5	6.3	1	0	0	1	4	29	29	no	Yes	no	yes
224	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	0	0	1	0	0	1	0	25	25	no	No	no	No
236	Traffic Sign Pole	Yes	Yes	No	N/A	Yes	Y	Y	No	0	no bus stop shelter, but there is a large overhang which provides shelter and is accessible.	0	0	0	0	0	0	0	1	0	1	1	0	25	50	no	No	no	Yes
237	Bus Stop Pole	Yes	Yes	No	N/A	Yes	Y	Y	No	4		0	0	0	0	0	0	0	0	0	0	1	4	14	14	no	No	no	Yes
238	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	0	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	3	0	3.78	1	0	0	1	0	25	25	no	Yes	no	Yes
240	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	4	companion to Forest Dr. and Quiet Waters Pl. bus stop	0	0	0	0	0	0	0	1	1	0	1	4	54	29	no	Yes	no	Yes
245	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	3	5	10.08	1	0	0	1	4	29	29	no	Yes	no	Yes
246	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	0	0	0	0	1	0	1	4	39	14	no	Yes	no	Yes
247	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	Yes	15	desire path from Boys & Girls club	0	0	0	0	0	0	0	1	0	0	1	15	40	40	no	Yes	no	Yes
260	Bus Stop Shelter	No	Yes	Yes	Yes	Yes	Y	Y	No	0		0	0	0	0	3	0	3.78	1	0	0	1	0	25	25	no	Yes	no	Yes
263	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	0		0	0	0	0	3	0	3.375	0	1	1	1	0	35	35	no	Yes	no	Yes

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
2709	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	27		0	0	0	0	0	0	0	1	0	0	1	27	52	52	no	No	no	No
2752	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	15		0	0	0	2	3	0	7.5	1	1	1	1	15	65	65	no	No	yes	No
2767	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	47		0	0	0	2	3	0	8.75	1	0	0	1	47	72	72	no	No	yes	No
2768	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	25		0	0	0	0	3	0	5.25	1	0	0	1	25	50	50	no	No	no	No
2770	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	12		0	0	0	0	3	0	5.4	1	0	0	1	12	37	37	no	No	no	No
2772	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	7		0	0	0	0	3	0	5.4	1	0	0	1	7	32	32	no	No	no	No
2773	Traffic Sign Pole	Yes	No	No	N/A	Yes	Y	Y	No	7		0	0	0	0	0	0	0	1	0	0	1	7	32	32	no	No	no	Yes
2774	Missing	No	No	No	N/A	No	N	Y	No	2		3	0	0	0	3	5	12.375	1	0	0	1	2	27	27	no	No	no	No
2776	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	3		3	0	0	0	0	5	10.8	1	0	0	1	3	28	28	no	No	no	No
2777	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	5	10.8	1	0	0	1	4	29	29	no	No	no	No
2782	Bus Stop Pole	No	Yes	No	N/A	Yes	Y	Y	No	17		0	0	0	0	3	0	4.5	1	0	0	1	17	42	42	no	No	no	Yes
2783	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	5		0	0	0	0	3	0	4.5	1	0	0	1	5	30	30	no	No	no	No
2785	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	3		3	0	0	0	0	0	3.375	1	1	0	1	3	53	28	no	No	no	No
2786	Missing	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	0	3.375	1	1	0	1	0	50	25	no	No	no	No
2787	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	0	3.375	1	1	1	1	0	50	50	no	No	no	No
2788	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	16		0	0	0	0	0	0	0	1	1	1	1	16	66	66	no	Yes	yes	Yes
2789	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	26		0	0	0	2	3	5	17.5	1	1	1	1	26	76	76	no	No	yes	No
2790	Light Pole	Yes	Yes	No	N/A	No	Y	Y	No	2		0	0	0	0	0	5	5.625	1	1	1	1	2	52	52	no	No	no	No
2794	Missing	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	3	13.5	0	1	0	1	15	50	25	no	No	no	No
2795	Bus Stop Pole	No	Yes	No	N/A	Yes	N	Y	No	2		3	0	0	0	3	5	12.375	1	1	0	1	2	52	27	no	No	no	Yes
2796	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	2	parked cars blocking bus drop off/pick up location	3	0	0	0	3	3	10.125	1	1	0	1	2	52	27	no	No	no	No
2797	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	2		3	0	0	0	0	3	6.75	0	1	0	1	2	37	12	no	No	no	No
2800	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	7		0	0	0	0	0	0	0	0	0	0	1	7	17	17	no	No	no	No
2801	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0	bus stop pole not at bus landing pad	0	0	0	0	3	0	3.375	1	1	0	1	0	50	25	no	No	no	No
2802	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	5		0	0	0	0	3	0	5.4	1	1	0	1	5	55	30	no	Yes	yes	Yes

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
2803	Traffic Sign Pole	No	Yes	No	N/A	No	Y	Y	Yes	5	Desire path from St. Agnes Rd behind bus stop location	0	0	0	2	3	5	15	1	1	0	1	5	55	30	no	No	yes	No
2805	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	1		0	0	0	0	3	0	3.375	1	0	0	1	1	26	26	no	No	no	No
2807	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	31		3	0	0	2	3	5	18.2	1	0	0	1	31	56	56	no	No	yes	No
2808	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1		0	0	0	0	3	0	3.375	1	0	0	1	1	26	26	no	No	no	No
2830	Missing	No	Yes	No	N/A	No	N	N	No	0		3	3	0	0	3	5	15.75	0	0	0	1	0	10	10	no	No	no	No
2832	Light Pole	Yes	Yes	No	N/A	No	Y	Y	No	56		0	0	1	2	0	0	5.25	1	0	0	1	56	81	81	yes	No	yes	No
2833	Light Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	5		0	0	0	0	0	0	0	1	0	0	1	5	30	30	no	Yes	no	Yes
2834	Traffic Sign Pole	No	Yes	No	N/A	No	Y	Y	No	0		0	0	0	0	3	3	6.75	1	0	0	1	0	25	25	no	No	no	No
2835	Bus stop Pole	Yes	No	No	N/A	No	Y	Y	No	14		0	0	0	0	0	0	0	1	0	0	1	14	39	39	no	No	no	No
2836	Missing	No	Yes	No	N/A	No	N	N	No	0		3	3	0	0	3	5	15.75	0	0	0	1	0	10	10	no	No	no	No
2862	Bus Stop Pole	No	Yes	No	N/A	Yes	n	n	No	1		3	3	0	0	3	5	12.6	0	0	0	1	1	11	11	no	No	no	Yes
2867	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	7		0	0	0	2	3	3	14.4	1	1	0	1	7	57	32	no	No	yes	No
2869	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	3	bus stop pole not at bus landing pad	3	0	0	0	3	0	6.75	1	0	0	1	3	28	28	no	No	no	No
2873	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	6		3	0	0	2	0	3	12	1	1	0	1	6	56	31	no	No	yes	No
2874	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	4		3	0	0	0	0	5	9	1	1	0	1	4	54	29	no	No	no	No
2875	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	13		3	0	0	2	3	5	19.5	1	1	0	1	13	63	38	no	No	yes	No
2876	Missing	No	No	No	N/A	No	Y	N	No	1		0	3	0	0	3	5	12.375	0	1	1	1	1	36	36	no	No	no	No
2878	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	28	bus stop seating restricting wheel chair access	0	0	0	0	3	0	5.25	1	1	1	1	28	78	78	no	Yes	yes	Yes
2879	Utility Pole	Yes	No	No	N/A	No	Y	Y	No	2		0	0	0	0	0	5	5.625	1	1	1	1	2	52	52	no	No	no	No
2880	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	36		0	0	0	0	0	0	0	1	1	1	1	36	86	86	yes	Yes	yes	Yes
2882	Missing	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	0	3.375	1	1	0	1	4	54	29	no	No	no	No
2883	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	0	3.375	1	1	0	1	0	50	25	no	No	no	No
2885	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	10		3	0	0	2	3	3	16.5	1	1	0	1	10	60	35	no	No	yes	No
2886	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	29		0	0	0	0	3	0	5.25	1	0	0	1	29	54	54	no	No	no	No
2887	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	30		0	0	0	2	3	0	8.75	1	0	0	1	30	55	55	no	No	yes	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT									
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
2888	Missing	No	Yes	No	N/A	No	Y	Y	No	1		0	0	0	0	3	0	3.375	1	0	0	1	1	26	26	no	No	no	No
2889	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	2		0	0	0	0	3	0	3.375	1	0	0	1	2	27	27	no	No	no	No
2890	Traffic Sign Pole	Yes	No	No	N/A	Yes	Y	Y	No	23		0	0	0	0	0	0	0	1	0	0	1	23	48	48	no	No	no	Yes
2901	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	31		3	0	0	2	0	0	10.5	1	0	0	1	31	56	56	no	No	yes	No
2902	Bus Stop Pole	No	Yes	Yes	No	Yes	Y	Y	No	55	shelter seating does not allow access for a wheel chair	0	0	0	0	3	0	5.25	1	0	0	1	55	80	80	yes	Yes	yes	Yes
2971	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	17	bus stop seating restricting wheel chair access	0	0	0	0	3	3	9	1	1	1	1	17	67	67	no	Yes	yes	Yes
3304	Bus Stop Pole	Yes	No	No	N/A	No	N	N	No	28		3	3	0	2	0	5	22.75	1	1	1	1	28	78	78	no	No	yes	No
3306	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	1		3	0	0	0	3	5	12.375	1	0	0	1	1	26	26	no	No	no	No
3307	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	6		0	0	0	0	3	3	9	1	0	0	1	6	31	31	no	No	no	No
3317	Building	Yes	Yes	Yes	Yes	Yes	Y	Y	No	22		0	0	0	0	0	0	0	1	0	0	1	22	47	47	no	Yes	no	Yes
3321	Light Pole	Yes	Yes	No	N/A	No	N	Y	No	3		3	0	0	0	0	5	9	1	0	0	1	3	28	28	no	No	no	No
3322	Light Pole	Yes	Yes	No	N/A	No	n	Y	No	6		3	0	0	0	0	5	12	0	0	0	1	6	16	16	no	No	no	No
3324	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	4		3	0	0	0	3	5	12.375	1	0	0	1	4	29	29	no	No	no	No
3329	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	10		3	0	0	0	3	5	16.5	1	0	0	1	10	35	35	no	No	no	No
3331	Light Pole	Yes	Yes	No	N/A	No	N	Y	No	15		3	0	0	0	0	5	12	0	0	0	1	15	25	25	no	No	no	No
3341	Missing	Yes	No	No	N/A	No	Y	Y	No	19	missing sign	0	0	0	0	0	0	0	1	0	0	1	19	44	44	no	No	no	No
3342	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	7		3	0	0	0	3	5	16.5	1	0	0	1	7	32	32	no	No	no	No
3345	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	8		0	0	0	2	0	0	3	1	1	1	1	8	58	58	no	No	yes	No
5024	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0		0	0	0	0	3	5	10.8	1	0	0	1	0	25	25	no	No	no	No
5080	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0		0	0	0	0	0	0	0	0	0	0	1	0	10	10	no	Yes	no	Yes
5081	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	0		0	0	0	0	3	0	3.78	0	0	0	1	0	10	10	no	Yes	no	Yes
5128	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	25	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	3	0	5.88	1	0	0	1	25	50	50	no	Yes	no	Yes
5177	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	0	0	0	0	0	0	1	0	10	10	no	Yes	no	Yes

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
5210	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0	enclosed part of shelter not ADA accessbile	0	0	0	0	0	0	0	1	0	0	1	0	25	25	no	Yes	no	Yes
5272	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	Yes	no	Yes
6016	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	5	10.8	1	0	0	1	0	25	25	no	No	no	No
6052	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0		0	0	0	0	0	0	0	1	0	0	1	0	25	25	no	Yes	no	Yes
6053	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	Yes	0	desire paths to Gateway Village Shopping Center parking lot	0	0	0	0	0	0	0	1	0	0	1	0	25	25	no	Yes	no	Yes
6054	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	5	6.75	1	0	0	1	0	25	25	no	No	no	No
6058	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	0	0	0	0	0	1	0	10	10	no	No	no	No
6061	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	5	6.75	0	0	0	1	0	10	10	no	No	no	No
6062	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	4		0	0	0	0	0	5	6.3	1	0	0	1	4	29	29	no	No	no	No
6063	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	0		0	0	0	0	3	0	3.78	1	0	0	1	0	25	25	no	Yes	no	Yes
6064	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	15		0	0	0	0	0	5	8.4	1	0	0	1	15	40	40	no	No	no	No
6100	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0		0	0	0	0	3	5	10.08	1	0	0	1	0	25	25	no	No	no	No
6300	Bus Stop Pole	No	No	No	No	No	N	Y	No	25		3	0	0	0	3	5	21.56	1	0	0	1	25	50	50	no	No	no	No
7045	Bus Stop Pole	No	No	No	N/A	No	N	N	No	0		3	3	0	0	3	5	15.75	0	1	1	1	0	35	35	no	No	no	No
7061	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	24		0	0	0	0	3	0	4.5	1	0	0	1	24	49	49	no	No	no	No
7449	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	5	10.8	0	0	1	1	0	10	35	no	No	no	No
7504	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	5	5.625	0	0	0	1	0	10	10	no	No	no	No
7510	Bus Stop Pole	Yes	Yes	No	N/A	No	N	N	No	0		3	3	0	0	0	5	12.375	1	0	0	1	0	25	25	no	No	no	No
7793	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	3		0	0	0	0	3	5	10.8	1	0	0	1	3	28	28	no	No	no	No
8430	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	6		3	0	0	0	3	3	13.5	1	0	0	1	6	31	31	no	No	no	No
8436	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	5	12.375	1	0	0	1	0	25	25	no	No	no	No
8729	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	53		0	0	0	0	0	0	0	1	1	1	1	53	103	103	yes	Yes	yes	Yes
8868	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	17		3	0	0	0	3	5	16.5	1	0	0	1	17	42	42	no	No	no	No
9001	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	0	0	0	1	1	0	1	4	54	29	no	Yes	no	Yes

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
9002	Bus Stop Shelter	Yes	Yes	Yes	No	Yes	Y	Y	No	4	enclosed part of shelter not ADA accessbile	0	0	0	0	0	0	0	0	0	0	1	4	14	14	no	Yes	no	Yes
9002	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	0	3.78	1	0	0	1	4	29	29	no	No	no	No
9003	Light Pole	Yes	No	No	N/A	No	Y	Y	No	4		0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	No	no	No
9004	Bus Stop Shelter	No	Yes	Yes	Yes	Yes	Y	Y	No	0	enclosed part of shelter not ADA accessbile	0	0	0	0	3	0	3.375	1	0	0	1	0	25	25	no	Yes	no	Yes
9005	Traffic Sign Pole	Yes	No	No	N/A	Yes	N	Y	No	15		3	0	0	0	0	3	10.08	0	1	0	1	15	50	25	no	No	no	Yes
9006	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0		0	0	0	0	3	0	3.78	1	0	0	1	0	25	25	no	No	no	No
9007	Light Pole	Yes	No	No	N/A	No	y	y	No	4		0	0	0	0	0	5	6.3	1	0	0	1	4	29	29	no	No	no	No
9008	Missing	No	Yes	No	N/A	No	Y	Y	No	4		0	0	0	0	3	5	10.08	1	0	0	1	4	29	29	no	No	no	No
9009	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	3	0	3.78	0	0	0	1	4	14	14	no	Yes	no	Yes
9010	Missing	Yes	Yes	Yes	N	Yes	Y	Y	No	4		0	0	0	0	0	0	0	0	0	0	1	4	14	14	no	Yes	no	Yes
9011	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	0	0	0	0	0	0	1	4	14	14	no	Yes	no	Yes
9012	Missing	Yes	Yes	No	N/A	Yes	y	y	No	4		0	0	0	0	0	0	0	0	0	0	0	4	4	4	no	No	no	Yes
9013	Light Pole	Yes	No	No	N/A	No	Y	Y	No	4		0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	No	no	No
9014	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	4		3	0	0	0	3	3	15.12	1	0	0	1	15	40	40	no	No	no	No
10799	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	12		3	0	0	0	3	5	16.5	1	0	0	1	12	37	37	no	No	no	No
10921	Bus Stop Pole	Yes	Yes	Yes	No	Yes	Y	N	Yes	10	two bus stop poles located ~80 from bus stop shelter…. County, city and state bus routes served at	0	3	0	0	0	5	12	1	0	0	1	10	35	35	no	Yes	no	Yes
10922	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	2		3	0	0	0	0	0	4.05	1	1	0	1	2	52	27	no	No	no	No
11173	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	16		3	0	0	0	3	5	16.5	1	0	0	1	16	41	41	no	No	no	No
11178	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	24		3	0	0	0	3	3	13.5	1	0	0	1	24	49	49	no	No	no	No
11694	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	25	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	0	0	0	1	0	0	1	25	50	50	no	Yes	no	Yes
11695	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	4		0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	No	no	No
11696	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0	brick; Bus stop location directly in front of Light House Bistro Seatintg. Seating and bus stop	3	0	0	0	3	0	6.75	1	0	0	1	0	25	25	no	No	no	No
11697	Light Pole	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	0	0	1	0	0	1	0	25	25	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
11698	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	4		0	0	0	0	3	0	3.78	1	0	0	1	4	29	29	no	Yes	no	Yes
11699	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	4		0	0	0	0	3	3	7.56	1	0	0	1	4	29	29	no	No	no	No
11700	Traffic Sign Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	4	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	Yes	no	Yes
11701	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	4		0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	No	no	No
11702	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	15		0	0	0	0	0	0	0	1	0	0	1	15	40	40	no	Yes	no	Yes
11703	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	15		3	0	0	0	3	3	15.12	1	0	0	1	15	40	40	no	No	no	No
11726	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	15	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	3	0	4.5	1	0	0	0	15	30	30	no	Yes	no	Yes
11728	Missing	No	Yes	Yes	Yes	Yes	Y	Y	No	4	entrance ADA accessible?	0	0	0	0	3	0	3.375	1	0	0	0	4	19	19	no	Yes	no	Yes
11729	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	4	utility pole and guy wire obstructing travel way at bus stop	3	0	0	0	0	3	7.56	1	0	0	1	4	29	29	no	No	no	No
11730	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	3	7.56	1	0	0	1	4	29	29	no	No	no	No
11731	Light Pole	Yes	Yes	No	N/A	No	Y	Y	No	4		0	0	0	0	0	0	0	1	0	0	1	4	29	29	no	No	no	No
11732	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4		0	0	0	0	3	0	3.375	1	0	0	1	4	29	29	no	No	no	No
11733	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	15	Enclosed part of bus shelter non-ADA accessible	0	0	0	0	0	0	0	1	0	0	1	15	40	40	no	Yes	no	Yes
11734	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	0	3.375	1	0	0	0	0	15	15	no	No	no	No
11735	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	0	6.75	1	0	0	1	0	25	25	no	No	no	No
12123	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	22		3	0	0	0	3	0	9	1	0	0	1	22	47	47	no	No	no	No
12251	Missing	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	0	3.375	0	0	0	1	0	10	10	no	No	no	No
12252	Bus Stop Pole	No	No	No	N/A	No	N	N	No	17		3	3	0	0	3	5	25.2	1	0	0	1	17	42	42	no	No	no	No
12253	Missing	No	No	No	N/A	No	N	N	No	0		3	3	0	0	3	5	18.9	1	0	0	1	0	25	25	no	No	no	No
12254	Missing	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	5	5.625	0	0	0	1	0	10	10	no	No	no	No
12255	Missing	No	Yes	No	N/A	No	Y	Y	No	4		0	0	0	0	3	0	3.375	1	0	0	1	4	29	29	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
12256	Traffic Sign Pole	Yes	No	No	N/A	Yes	N	Y	No	22		3	0	0	0	0	3	9	1	0	0	1	22	47	47	no	No	no	Yes
12257	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	2		0	0	0	0	0	3	3.375	1	0	0	1	2	27	27	no	No	no	No
12258	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	9		3	0	0	2	3	5	19.5	1	1	0	1	9	59	34	no	No	yes	No
12259	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	5		0	0	0	0	3	5	14.4	0	1	0	1	5	40	15	no	No	no	No
12266	Light Pole	Yes	No	No	N/A	No	Y	Y	No	0		0	0	0	0	0	0	0	1	0	0	1	0	25	25	no	No	no	No
12268	Bus Stop Pole	No	No	No	N/A	No	N	N	No	3		3	3	0	0	3	5	12.6	1	0	0	1	3	28	28	no	No	no	No
12279	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1		0	0	0	0	3	3	6.75	1	0	0	1	1	26	26	no	No	no	No
12281	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	5		0	0	0	2	3	0	9	1	1	1	1	5	55	55	no	No	yes	No
12444	Light Pole	Yes	No	No	N/A	No	N	Y	Yes	4		3	0	0	0	0	5	9	0	0	0	1	4	14	14	no	No	no	No
12445	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	5		0	0	0	0	3	5	12	0	0	0	1	5	15	15	no	No	no	No
12450	Light Pole	Yes	No	No	N/A	No	N	Y	No	16		3	0	0	0	0	5	12	0	0	0	1	16	26	26	no	No	no	No
12463	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	20		0	0	0	2	3	0	7.5	1	1	1	1	20	70	70	no	No	yes	No
12464	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1		0	0	0	0	3	0	3.375	1	1	1	1	1	51	51	no	No	no	No
12467	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	35		0	0	1	2	0	0	5.25	1	1	1	1	35	85	85	yes	No	yes	No
12468	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	12		0	0	0	0	3	0	4.5	1	0	0	1	12	37	37	no	No	no	No
12490	Traffic Sign Pole	No	Yes	No	N/A	No	Y	Y	No	9		0	0	0	2	3	5	15	1	1	1	1	9	59	59	no	No	yes	No
12610	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	2		3	0	0	0	3	0	6.75	1	0	0	1	2	27	27	no	No	no	No
12611	Traffic Sign Pole	Yes	Yes	No	N/A	No	Y	Y	No	3		0	0	0	0	0	0	0	1	0	0	1	3	28	28	no	No	no	No
12690	Light Pole	Yes	Yes	No	N/A	Yes	Y	Y	Yes	42	Desire path from Quarterfield Crossing Shopping Center parking lot	0	0	0	0	0	5	8.75	1	0	0	1	42	67	67	no	No	yes	Yes
12695	Traffic Sign Pole	No	Yes	No	N/A	No	Y	Y	No	2		0	0	0	0	3	0	3.375	1	1	1	1	2	52	52	no	No	no	No
12696	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	3		0	0	0	0	3	0	3.375	1	1	1	1	3	53	53	no	No	no	No
12730	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	2		0	0	0	0	3	0	3.375	1	0	0	1	2	27	27	no	No	no	No
13337	Light Pole	Yes	No	No	N/A	No	Y	Y	No	65		0	0	1	2	0	0	5.25	1	0	0	1	65	90	90	yes	No	yes	No
13672	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	14		0	0	0	0	0	0	0	0	1	0	1	14	49	24	no	Yes	no	Yes

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT									
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
14038	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	11		0	0	0	0	3	3	10.8	1	0	0	1	11	36	36	no	No	no	No
14039	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	12		0	0	0	2	0	0	3.6	1	1	0	1	12	62	37	no	No	yes	No
14043	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	5		0	0	0	0	0	0	0	1	0	0	1	5	30	30	no	No	no	No
14151	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0		0	0	0	0	0	0	0	0	0	0	1	0	10	10	no	Yes	no	Yes
14196	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	15		0	0	0	0	0	0	0	1	0	0	1	15	40	40	no	No	no	No
20123	Light Pole	Yes	Yes	No	N/A	No	Y	Y	No	0.12308	Move bus sign to bus stop pole for visibility	0	0	0	0	0	5	5.625	1	0	1	1	0.1231	25.12	50.123	no	No	no	No
20124	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.23846		0	0	0	0	3	5	7.2	0	0	1	1	0.2385	10.24	35.238	no	No	no	No
20125	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	4.46923		0	0	0	0	0	5	6.75	0	0	1	1	4.4692	14.47	39.469	no	No	no	No
20126	Bus Stop Pole, Traffic Sign Pole	Yes	No	No	N/A	No	y	y	No	1.95385		0	0	0	0	0	5	6.75	0	0	0	1	1.9538	11.95	11.954	no	No	no	No
20127	Light Pole	Yes	No	No	N/A	No	Y	Y	No	0.02308		0	0	0	0	0	5	4.5	0	0	0	1	0.0231	10.02	10.023	no	No	no	No
20128	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	1.58462		0	0	0	0	0	5	4.5	0	0	1	1	1.5846	11.58	36.585	no	No	no	No
20179	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4.58462		0	0	0	0	3	0	4.05	0	1	1	1	4.5846	39.58	39.585	no	No	no	No
20180	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	4.26923		0	0	0	0	3	0	4.05	0	0	1	1	4.2692	14.27	39.269	no	No	no	No
20181	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	2.57692		0	0	0	0	3	0	3.375	0	1	0	1	2.5769	37.58	12.577	no	No	no	No
20182	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.29231		0	0	0	0	3	5	10.8	0	0	1	1	1.2923	11.29	36.292	no	No	no	No
20183	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	0	4.05	0	0	1	1	0	10	35	no	No	no	No
20184	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	3.88462		0	0	0	0	0	5	6.75	0	0	1	1	3.8846	13.88	38.885	no	No	no	No
20185	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	3.9		0	0	0	0	3	5	10.8	0	1	0	1	3.9	38.9	13.9	no	No	no	No
20186	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	3.86923		0	0	0	0	3	0	4.05	0	1	0	1	3.8692	38.87	13.869	no	No	no	No
20187	Bus Stop Pole	No	Yes	Yes	No	Yes	Y	Y	No	25.6154	No lighting at bus shelter or bus stop; bus shelter doesn't appear to be ADA	0	0	0	0	3	3	12.6	0	0	1	1	25.615	35.62	60.615	no	Yes	yes	Yes
20190	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.3		0	0	0	0	3	5	10.8	0	1	0	1	1.3	36.3	11.3	no	No	no	No
20191	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	9.65385		0	0	0	0	3	5	14.4	0	0	1	1	9.6538	19.65	44.654	no	No	no	No
20198	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0.13077		3	0	0	0	0	3	6.75	1	0	0	1	0.1308	25.13	25.131	no	No	no	No
20199	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0.63077		0	0	0	0	0	5	5.625	1	0	0	1	0.6308	25.63	25.631	no	No	no	No
20200	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	1.03077	suggest moving bus stop sign south towards shared used path	3	0	0	0	0	5	10.8	0	0	0	1	1.0308	11.03	11.031	no	No	no	No
20201	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0.83846		3	0	0	0	0	5	10.8	0	0	0	1	0.8385	10.84	10.838	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
20202	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0.05385		3	0	0	0	0	3	6.75	0	0	0	1	0.0538	10.05	10.054	no	No	no	No
20203	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	1.21538		0	0	0	0	0	0	0	0	0	0	1	1.2154	11.22	11.215	no	Yes	no	Yes
20204	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	1.43846		0	0	0	0	0	5	5.625	0	0	0	1	1.4385	11.44	11.438	no	No	no	No
20205	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	1.34615		0	0	0	0	0	5	5.625	0	0	0	1	1.3462	11.35	11.346	no	No	no	No
20231	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	0		3	0	0	0	3	5	14.85	0	0	1	1	0	10	35	no	No	no	No
20233	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0.01538		0	0	0	0	0	5	5.625	0	0	0	1	0.0154	10.02	10.015	no	No	no	No
20234	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0.00769		3	0	0	0	0	3	6.75	0	0	0	1	0.0077	10.01	10.008	no	No	no	No
20235	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	0.12308		0	0	0	0	0	5	5.625	0	0	0	1	0.1231	10.12	10.123	no	No	no	No
20238	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4.16154		0	0	0	0	3	0	4.05	0	0	1	1	4.1615	14.16	39.162	no	No	no	No
20240	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0.36154		0	0	0	0	0	5	5.625	0	0	0	1	0.3615	10.36	10.362	no	No	no	No
20241	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	3.94231		0	0	0	0	3	0	4.05	0	0	1	1	3.9423	13.94	38.942	no	No	no	No
168634	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	0		3	0	0	0	3	3	12.15	1	0	0	1	0	25	25	no	No	no	No
168635	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	0		0	0	0	0	0	0	0	1	0	0	1	0	25	25	no	No	no	No
ETYAO3	Bus Stop Shelter	No	Yes	Yes	Yes	Yes	Y	Y	No	1.80274		0	0	0	0	0	5	5.625	0	0	0	1	1.8027	11.8	11.803	no	Yes	no	Yes
EU0FT6	Missing	No	No	No	N/A	No	N	Y	No	0.03068		3	0	0	0	0	5	9	0	0	0	1	0.0307	10.03	10.031	no	No	no	No
EU384X	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0.01534		0	0	0	0	0	5	5.625	1	0	0	1	0.0153	25.02	25.015	no	Yes	no	Yes
EU5SR0	Missing	Yes	No	No	N/A	No	Y	Y	N	3.85863		0	0	0	0	0	5	5.625	1	0	0	1	3.8586	28.86	28.859	no	No	no	No
EU6864	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0.1611		0	0	0	0	0	5	5.625	1	0	0	1	0.1611	25.16	25.161	no	Yes	no	Yes
EU9NNJ	Bus Stop Shelter	No	Yes	Yes	Yes	Yes	Y	Y	No	0.18411		0	0	0	0	0	0	0	0	0	0	1	0.1841	10.18	10.184	no	Yes	no	Yes
EUA31C	Building	Yes	Yes	No	N/A	No	Y	Y	No	3.38301		0	0	0	0	0	0	0	1	0	0	1	3.383	28.38	28.383	no	No	no	No
EUBDGJ	Bus Stop Shelter	No	Yes	Yes	No	Yes	Y	Y	No	0.03068	Bus Shelter not ADA accessible	0	0	0	0	0	0	0	1	0	0	1	0.0307	25.03	25.031	no	Yes	no	Yes
EUDXX5	Missing	Yes	No	No	N/A	No	Y	Y	No	0.11507		0	0	0	0	0	0	0	1	0	0	1	0.1151	25.12	25.115	no	No	no	No
EUDXXK	Building	Yes	Yes	No	N/A	No	Y	Y	No	2.2937		0	0	0	0	0	0	0	0	0	0	1	2.2937	12.29	12.294	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
EUDY11	Bus Stop Shelter	Yes	Yes	Yes	No	Yes	Y	Y	No	0.18411	Bus Shelter not ADA accessible	0	0	0	0	0	0	0	1	0	0	1	0.1841	25.18	25.184	no	Yes	no	Yes
EUESVU	Bus Stop Shelter	Yes	Yes	Yes	No	Yes	Y	Y	No	0.02301	Bus Shelter not ADA accessible	0	0	0	0	0	3	4.05	1	0	0	1	0.023	25.02	25.023	no	Yes	no	Yes
EUFG0H	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0.02301		0	0	0	0	0	0	0	1	0	0	1	0.023	25.02	25.023	no	Yes	no	Yes
EUGIKN	Missing	No	No	No	N/A	No	Y	Y	No	0.04603		0	0	0	0	0	5	5.625	0	0	0	1	0.046	10.05	10.046	no	No	no	No
EUHDHS	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0.06137		0	0	0	0	0	0	0	0	0	0	1	0.0614	10.06	10.061	no	Yes	no	Yes
EUJY3Q	Bus stop shelter	Y	Y	Y	Y	Y	Y	Y	N	0.03836		0	0	0	0	0	0	0	0	0	0	1	0.0384	10.04	10.038	no	Y	no	Y
EUL8CS	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	2.17863	Many bus shelters	0	0	0	0	0	0	0	1	0	0	1	2.1786	27.18	27.179	no	Yes	no	Yes
EUNL64	Bus Stop Shelter	No	Yes	Yes	Yes	Yes	Y	Y	No	0.1074	Bus Shelter not ADA accessible	0	0	0	0	3	0	4.05	1	0	0	1	0.1074	25.11	25.107	no	Yes	no	Yes
EUONUG	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	N	No	0.01534		0	3	0	0	0	3	8.1	0	0	0	1	0.0153	10.02	10.015	no	Yes	no	Yes
EUPILR	Bus Stop Pole/Light Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0.47562		0	0	0	0	0	5	6.75	1	0	0	0	0.4756	15.48	15.476	no	Yes	no	Yes
EUPY11	Traffic Light Pole	Yes	No	No	N/A	No	Y	Y	No	0.62137		0	0	0	0	0	0	0	1	0	0	1	0.6214	25.62	25.621	no	No	no	No
EUQDEG	Missing	No	No	No	N/A	No	Y	Y	No	0.09205		0	0	0	0	0	5	5.625	0	0	0	1	0.0921	10.09	10.092	no	No	no	No
EUQDM0	Bus Stop Pole	No	Yes	Yes	No	Yes	Y	Y	No	1.02027	Bus Shelter not ADA accessible	0	0	0	0	0	0	0	1	0	0	1	1.0203	26.02	26.02	no	Yes	no	Yes
EUY3BG	Utility Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	0.0537		0	0	0	0	3	0	3.78	1	0	0	1	0.0537	25.05	25.054	no	Yes	no	Yes
EUYB1D	Missing	No	No	No	N/A	No	Y	Y	No	0.19178		0	0	0	0	3	5	10.8	1	0	0	1	0.1918	25.19	25.192	no	No	no	No
EUZ5VH	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.18904		0	0	0	0	3	5	10.8	1	0	0	1	1.189	26.19	26.189	no	No	no	No
EUZDLD	Missing	No	No	No	N/A	No	N	Y	No	0		3	0	0	0	3	3	12.15	1	0	0	1	0	25	25	no	No	no	No
EV25XU	Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0.11507		0	0	0	0	0	0	0	1	0	0	1	0.1151	25.12	25.115	no	Yes	no	Yes
EV3FTM	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	29.5649		3	0	0	0	3	3	15.75	1	0	0	0	29.565	44.56	44.565	no	No	no	No
EV42YJ	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	3.65151		0	0	0	0	3	5	9	1	0	0	1	3.6515	28.65	28.652	no	No	no	No
EV55V1	Light Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	110.843		0	0	0	0	0	0	0	1	0	0	1	110.84	135.8	135.84	yes	Yes	yes	Yes
EV7Q2P	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0.52164		3	0	0	0	3	3	10.125	1	0	0	1	0.5216	25.52	25.522	no	No	no	No
EV85TY	Light Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	4.17644		0	0	0	0	0	0	0	1	0	0	1	4.1764	29.18	29.176	no	Yes	no	Yes
EV8DJM	Light Pole	Yes	Yes	No	N/A	No	Y	Y	No	0		0	0	0	0	0	5	6.3	1	0	0	1	0	25	25	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
EV8KXO	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0.67507		3	0	0	0	3	3	10.125	1	0	0	1	0.6751	25.68	25.675	no	No	no	No
EV9VOZ	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0.06904		0	0	0	0	0	5	6.75	1	0	0	1	0.069	25.07	25.069	no	No	no	No
EVF0SG	Missing	Yes	Yes	Yes	Yes	Yes	Y	Y	No	0.69808		0	0	0	0	0	0	0	0	0	0	1	0.6981	10.7	10.698	no	Yes	no	Yes
EVGB27	Missing	No	No	No	N/A	No	Y	Y	No	0.30685		0	0	0	0	0	5	5.625	1	0	0	1	0.3068	25.31	25.307	no	No	no	No
EVGY7D	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.09699		0	0	0	0	3	5	9	1	0	0	1	1.097	26.1	26.097	no	No	no	No
EVINWT	Bus Stop Shelter Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	0.59836		0	0	0	0	3	0	3.375	1	0	0	1	0.5984	25.6	25.598	no	Yes	no	Yes
EVKDLU	Bus Stop Shelter	No	Yes	Yes	Yes	Yes	Y	Y	No	0.65205		0	0	0	0	3	0	3.375	1	0	0	1	0.6521	25.65	25.652	no	Yes	no	Yes
EVL0QZ	Bus Stop Pole Bus Stop Shelter	Yes	Yes	Yes	Yes	Yes	Y	Y	No	1.77973		0	0	0	0	0	0	0	1	0	0	1	1.7797	26.78	26.78	no	Yes	no	Yes
EVNL9P	Traffic Sign Pole	Yes	No	No	N/A	No	N	N	No	0.62904		3	3	0	0	0	5	12.375	1	0	0	1	0.629	25.63	25.629	no	No	no	No
EVO8F9	Bus Stop Pole	Yes	No	No	N/A	No	N	N	No	0.75945		3	3	0	0	0	5	12.375	1	0	0	1	0.7595	25.76	25.759	no	No	no	No
EVWSR8	Traffic Sign Pole	Yes	No	No	N/A	No	N	N	No	1.56767		3	3	0	0	0	5	9.9	1	0	0	1	1.5677	26.57	26.568	no	No	no	No
EVZDCK	Bus Stop Pole	No	No	No	N/A	No	N	N	No	0.34521		3	3	0	0	3	5	12.6	1	0	0	1	0.3452	25.35	25.345	no	No	no	No
EYXAPY	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.13041		0	0	0	0	3	3	6.75	0	0	0	1	0.1304	10.13	10.13	no	No	no	No
EYXQ5H	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0.02301		3	0	0	0	3	3	10.125	0	0	0	1	0.023	10.02	10.023	no	No	no	No
EZ6IIV	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.07671		0	0	0	0	3	5	9	0	0	0	1	0.0767	10.08	10.077	no	No	no	No
EZ6Q8L	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.00767		0	0	0	0	3	5	9	0	0	0	1	0.0077	10.01	10.008	no	No	no	No
EZGL6I	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.23014		0	0	0	0	3	5	9	0	0	0	1	0.2301	10.23	10.23	no	No	no	No
EZH8BS	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.01534		0	0	0	0	3	5	9	0	0	0	1	0.0153	10.02	10.015	no	No	no	No
EZHVMY	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.00767		0	0	0	0	3	5	9	0	0	0	1	0.0077	10.01	10.008	no	No	no	No
EZI3CO	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.19178		0	0	0	0	3	5	9	0	0	0	1	0.1918	10.19	10.192	no	No	no	No
EZM5TR	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.04603		0	0	0	0	3	5	9	0	0	0	1	0.046	10.05	10.046	no	No	no	No
EZMSZ4	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.06137		0	0	0	0	3	5	9	0	0	0	1	0.0614	10.06	10.061	no	No	no	No
EZMT4Z	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.02301		0	0	0	0	3	5	9	0	0	0	1	0.023	10.02	10.023	no	No	no	No
EZN8KJ	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.11507		0	0	0	0	3	5	9	0	0	0	1	0.1151	10.12	10.115	no	No	no	No
EZOITK	Missing	Yes	Yes	No	N/A	No	Y	Y	No	0.13041		0	0	0	0	0	5	5.625	0	0	0	1	0.1304	10.13	10.13	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
EZST4K	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	0.00767		3	0	0	0	0	5	9	0	0	0	1	0.0077	10.01	10.008	no	No	no	No
EZST68	Missing	No	Yes	No	N/A	No	N	Y	No	0.03836		3	0	0	0	3	5	12.375	0	0	0	1	0.0384	10.04	10.038	no	No	no	No
EZT8K4	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	0.26849		3	0	0	0	3	5	12.375	0	0	0	1	0.2685	10.27	10.268	no	No	no	No
EZUISM	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.06137		0	0	0	0	3	5	9	0	0	0	1	0.0614	10.06	10.061	no	No	no	No
EZUQIC	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.16877		0	0	0	0	3	5	9	0	0	0	1	0.1688	10.17	10.169	no	No	no	No
EZUQLX	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	0.01534		3	0	0	0	0	5	9	0	0	0	1	0.0153	10.02	10.015	no	No	no	No
EZX3GD	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	0.02301		3	0	0	0	0	5	9	0	0	0	1	0.023	10.02	10.023	no	No	no	No
EZX3GL	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0		3	0	0	0	0	5	9	0	0	0	1	0	10	10	no	No	no	No
EZZ009	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0		3	0	0	0	0	5	9	0	0	0	1	0	10	10	no	No	no	No
EZZ0V1	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	0.27616		3	0	0	0	0	5	9	0	0	0	1	0.2762	10.28	10.276	no	No	no	No
F03IX0	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	0.04603		3	0	0	0	0	5	9	0	0	0	1	0.046	10.05	10.046	no	No	no	No
F050X8	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0.30685		3	0	0	0	0	5	9	0	0	0	1	0.3068	10.31	10.307	no	No	no	No
F0B8O2	Missing	No	Yes	No	N/A	No	Y	Y	No	0.08438		0	0	0	0	3	5	7.2	0	0	0	1	0.0844	10.08	10.084	no	No	no	No
F0IY9T	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	0.5063		0	0	0	0	3	5	9	0	0	0	1	0.5063	10.51	10.506	no	No	no	No
F0K8L3	Bus Stop Pole	Yes	No	No	N/A	No	N	N	No	0.6137		3	3	0	0	0	0	6.75	0	0	0	1	0.6137	10.61	10.614	no	No	no	No
F0LB5E	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	1.20438		3	0	0	0	0	5	9	1	0	0	1	1.2044	26.2	26.204	no	No	no	No
F0LYAS	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	3.26795		0	0	0	0	3	5	9	1	0	0	1	3.2679	28.27	28.268	no	No	no	No
F0N8ND	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.92822		0	0	0	0	3	5	9	0	0	0	1	0.9282	10.93	10.928	no	No	no	No
F0O3H0	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.5189		0	0	0	0	3	5	9	0	0	0	1	1.5189	11.52	11.519	no	No	no	No
F0OB8L	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0.09205		3	0	0	0	0	3	6.75	1	0	0	1	0.0921	25.09	25.092	no	No	no	No
F0OIWS	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	2.28603		0	0	0	0	0	5	5.625	0	0	0	1	2.286	12.29	12.286	no	No	no	No
F0OYDY	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.1611		0	0	0	0	3	5	9	0	0	0	1	0.1611	10.16	10.161	no	No	no	No
F0QO4N	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	0.98192	bus stop not in AA transit field map (shown as yellow circle, not green)	0	0	0	0	0	5	5.625	1	0	0	1	0.9819	25.98	25.982	no	No	no	No
F0UQRG	Missing	Yes	No	No	N/A	No	N	N	No	0.15342		3	3	0	0	0	5	19.8	0	0	0	1	15	25	25	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT									
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
F0V670	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0.73644	Pole location is problematic	3	0	0	0	0	5	10.8	1	0	0	1	0.7364	25.74	25.736	no	No	no	No
F103PF	Utility Pole	Yes	No	No	N/A	No	N	N	No	9.66575		3	3	0	0	0	0	9	1	0	0	1	9.6658	34.67	34.666	no	No	no	No
F128VI	Light Pole	Yes	No	No	N/A	No	Y	Y	No	7.37973		0	0	0	0	0	0	0	1	0	0	1	7.3797	32.38	32.38	no	No	no	No
F13YK1	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.55726		0	0	0	0	3	5	10.8	1	0	0	1	1.5573	26.56	26.557	no	No	no	No
F14DZU	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0.53699		3	0	0	0	3	3	12.15	1	0	0	1	0.537	25.54	25.537	no	No	no	No
F16YMK	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	0.26849		3	0	0	0	3	3	12.15	1	0	0	1	0.2685	25.27	25.268	no	No	no	No
F1M6KK	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	1.63397		0	0	0	0	0	5	5.625	0	1	1	1	1.634	36.63	36.634	no	No	no	No
F1MEAF	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	0.9589		3	0	0	0	3	5	12.375	0	1	1	1	0.9589	35.96	35.959	no	No	no	No
F1TOMT	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	4.62575		0	0	0	2	0	5	7.875	1	1	1	1	4.6258	54.63	54.626	no	No	yes	No
F1UBS8	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	0.60603		3	0	0	0	3	5	12.375	1	1	1	1	0.606	50.61	50.606	no	No	no	No
F23JKZ	Light Pole	Yes	No	No	N/A	No	Y	Y	No	8.88329		0	0	0	2	0	5	10.5	1	1	1	1	8.8833	58.88	58.883	no	No	yes	No
F23Z0B	Bus Stop Pole	Yes	No	No	N/A	Yes	Y	Y	No	0.69808		0	0	0	0	0	5	5.625	1	1	1	1	0.6981	50.7	50.698	no	No	no	Yes
F259A2	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	2.87671		0	0	0	0	3	5	9	0	0	1	1	2.8767	12.88	37.877	no	No	no	No
F25WFA	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0.24548		0	0	0	0	0	5	5.625	0	0	1	1	0.2455	10.25	35.245	no	No	no	No
F2AEFE	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.31452		0	0	0	0	3	5	9	0	0	1	1	0.3145	10.31	35.315	no	No	no	No
F2AM54	Missing	No	No	No	N/A	No	Y	Y	No	4.91726		0	0	0	0	0	5	5.625	0	0	1	1	4.9173	14.92	39.917	no	No	no	No
F2MM7K	Bus Stop Pole	No	No	No	N/A	No	N	N	No	1.14301		3	3	0	0	3	5	15.75	0	0	1	1	1.143	11.14	36.143	no	No	no	No
F2MM7O	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	18.9326		0	0	0	0	0	5	7.5	0	0	1	1	18.933	28.93	53.933	no	No	no	No
F2N9HF	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.35288		0	0	0	0	3	5	9	0	1	0	1	0.3529	35.35	10.353	no	No	no	No
F2N9HK	Missing	No	No	No	N/A	No	Y	Y	No	0.84384		0	0	0	0	3	5	9	0	1	0	1	0.8438	35.84	10.844	no	No	no	No
F2P6W9	Missing	No	No	No	N/A	No	Y	N	No	0.12274	Bus Stop Pole Missing; bus stop in service?	0	3	0	0	3	5	12.375	0	1	1	1	0.1227	35.12	35.123	no	No	no	No
F2PEHS	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	8.94466		3	0	0	0	3	5	16.5	0	0	0	1	8.9447	18.94	18.945	no	No	no	No
F2PM7L	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	0.87452		0	0	0	0	0	3	3.375	0	0	0	1	0.8745	10.87	10.875	no	No	no	No
F2PU1E	Bus Stop Pole	Yes	No	No	N/A	No	N	N	No	0.13808		3	3	0	0	0	3	10.125	0	1	1	1	0.1381	35.14	35.138	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT									
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
F2TOTK	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	13.6932		0	0	0	0	3	5	12	0	0	0	1	13.693	23.69	23.693	no	No	no	No
F2TOTO	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.31452		0	0	0	0	3	5	9	0	0	0	1	0.3145	10.31	10.315	no	No	no	No
F2U4FK	Missing	No	No	No	N/A	No	Y	Y	No	0.46027		0	0	0	0	0	5	5.625	1	1	0	1	0.4603	50.46	25.46	no	No	no	No
F2YEL7	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	6.12164		0	0	0	0	3	5	12	0	0	0	1	6.1216	16.12	16.122	no	No	no	No
F2YEL9	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	1.05863		0	0	0	0	3	5	9	0	0	0	1	1.0586	11.06	11.059	no	No	no	No
F31U1P	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4.35726		0	0	0	0	3	5	9	0	1	1	1	4.3573	39.36	39.357	no	No	no	No
F32OWN	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.03068		0	0	0	0	3	0	3.375	0	1	1	1	0.0307	35.03	35.031	no	No	no	No
F38WMX	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	3.82027		0	0	0	0	3	5	9	1	0	1	1	3.8203	28.82	53.82	no	No	no	No
F3BWOE	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	30.8921		0	0	1	2	0	0	5.25	1	0	1	1	30.892	55.89	80.892	yes	No	yes	No
F3CYD9	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	15.9123		0	0	0	0	0	0	0	1	0	0	1	15.912	40.91	40.912	no	Yes	no	Yes
F3E8NX	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	56.2553	New bus shelter installed in 2024	0	0	0	0	3	0	5.25	1	0	0	1	56.255	81.26	81.255	yes	Yes	yes	Yes
F3FZIL	Bus Stop Pole	Yes	No	No	N/A	No	Y	N	No	1.64164	Bus stop area at grade with roadway; no curb or other protection, setback only by bike lane	0	3	0	0	0	5	9	1	1	1	1	1.6416	51.64	51.642	no	No	no	No
F3JUEX	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.54192		0	0	0	0	3	0	3.375	0	0	1	1	1.5419	11.54	36.542	no	No	no	No
F3NX0R	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	7.18795		0	0	0	0	3	5	12	0	0	1	1	7.1879	17.19	42.188	no	Yes	no	Yes
F3P7BC	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.5189		0	0	0	0	3	5	9	0	0	1	1	1.5189	11.52	36.519	no	No	no	No
F3RQOY	Missing	Yes	No	No	N/A	No	Y	Y	No	1.02027		0	0	0	0	0	5	6.75	0	0	1	1	1.0203	11.02	36.02	no	No	no	No
F3RYEG	Missing	No	Yes	No	N/A	No	N	Y	No	0.13041		3	0	0	0	0	3	8.1	0	0	1	1	0.1304	10.13	35.13	no	No	no	No
F3UYFB	Missing	No	Yes	No	N/A	No	Y	Y	No	14.046		0	0	0	0	0	5	6	0	0	1	1	14.046	24.05	49.046	no	No	no	No
F3V654	Missing	No	Yes	No	N/A	No	Y	Y	No	13.1178		0	0	0	0	0	5	6	0	0	1	1	13.118	23.12	48.118	no	No	no	No
F3W125	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	27.8422		3	0	0	2	3	3	23.1	1	1	1	1	27.842	77.84	77.842	no	No	yes	No
F3WO7G	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	32.2373		3	0	1	2	0	5	23.1	1	1	1	1	32.237	82.24	82.237	yes	No	yes	No
F3Y7DC	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	1.35781		3	0	0	0	0	5	9	0	0	1	1	1.3578	11.36	36.358	no	No	no	No
F40J3U	Bus Stop Pole	No	Yes	No	N/A	No	N	Y	No	1.44986		3	0	0	0	3	3	10.125	1	0	1	1	1.4499	26.45	51.45	no	No	no	No
F40YJC	Missing	Yes	No	No	N/A	No	Y	Y	No	0.04603		0	0	0	0	0	5	4.5	0	1	1	0	0.046	25.05	25.046	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
F41LL3	Missing	No	No	No	N/A	No	N	Y	No	8.49205		3	0	0	0	3	3	13.5	0	0	1	0	8.4921	8.492	33.492	no	No	no	No
F42GNN	Traffic Sign Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	21.5825		0	0	0	0	3	0	5.4	1	1	1	1	21.582	71.58	71.582	no	Yes	yes	Yes
F42ODN	Bus Stop Pole	No	Yes	No	N/A	Yes	Y	Y	No	5.6137		0	0	0	0	3	0	5.4	1	1	0	1	5.6137	55.61	30.614	no	No	yes	Yes
F47UKB	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	1.61096		3	0	0	0	0	5	9	0	0	1	1	1.611	11.61	36.611	no	No	no	No
F4816L	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	50.0564	Vegetation, curb too low and doesn't provide vertical separation at bus stop	0	0	1	2	3	0	10.5	1	1	1	1	50.056	100.1	100.06	yes	No	yes	No
F4816O	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	4.24986		0	0	0	2	3	5	11.25	1	1	1	1	4.2499	54.25	54.25	no	No	yes	No
F48HPM	Bus Stop Pole	No	No	No	N/A	No	N	N	No	0.13808		3	3	0	0	3	5	15.75	0	0	1	1	0.1381	10.14	35.138	no	No	no	No
F4EGOH	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.05863	bus stop pole/sign covered by vegetation	0	0	0	0	3	5	9	1	1	0	1	1.0586	51.06	26.059	no	No	no	No
F4EOE7	Bus Stop Pole	No	No	No	N/A	No	N	N	No	0.79781		3	3	0	0	3	5	15.75	1	1	0	1	0.7978	50.8	25.798	no	No	no	No
F4LR1H	Bus Stop Pole	No	No	No	N/A	No	N	N	No	1.26575		3	3	0	0	3	5	15.75	1	1	0	1	1.2658	51.27	26.266	no	No	no	No
F4MLWM	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	6.11397		3	0	0	2	0	5	15	1	1	0	1	6.114	56.11	31.114	no	No	yes	No
F4OCNG	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	0.26082		3	0	0	0	0	5	9	0	0	1	1	0.2608	10.26	35.261	no	No	no	No
F4OKDA	Bus Stop Pole	No	No	No	N/A	No	N	N	No	0.17644		3	3	0	0	3	3	13.5	0	0	1	1	0.1764	10.18	35.176	no	No	no	No
F4S7IW	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	11.7293		0	0	0	0	3	5	12	0	0	1	1	11.729	21.73	46.729	no	No	no	No
F4T94B	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.23507		0	0	0	0	3	5	9	1	1	0	1	1.2351	51.24	26.235	no	No	no	No
F4UZYG	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0		0	0	0	0	3	5	9	1	0	0	1	0	25	25	no	No	no	No
F4VEA8	Bus Stop Pole	No	No	No	N/A	No	N	N	No	5.56932		3	3	0	2	3	5	24	1	1	0	1	5.5693	55.57	30.569	no	No	yes	No
F4VM50	Bus Stop Pole	No	Yes	Yes	No	Yes	Y	N	Yes	11.526	no bus pad or sidewalk to shelter; seating blocking wheel chair access	0	3	0	0	3	5	19.8	1	1	0	1	11.526	61.53	36.526	no	Yes	yes	Yes
F50517	Bus Stop Pole, Other	Yes	Yes	Yes	Yes	Yes	Y	Y	No	525.028		0	0	0	0	0	0	0	1	0	1	1	525.03	550	575.03	yes	Yes	yes	Yes
F59BXU	Bus Stop Pole	Yes	No	No	N/A	No	N	N	No	1.92548		3	3	0	0	0	5	12.375	0	0	0	1	1.9255	11.93	11.925	no	No	no	No
F59KDM	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	6.09096		3	0	0	0	3	3	13.5	1	0	0	1	6.091	31.09	31.091	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
F59KF1	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	1.12767		3	0	0	0	3	5	12.375	0	0	1	1	1.1277	11.13	36.128	no	No	no	No
F59ZTD	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	1.36548		3	0	0	0	3	5	12.375	1	0	0	1	1.3655	26.37	26.365	no	No	no	No
F59ZUK	Bus Stop Pole	No	No	No	N/A	No	N	N	No	0.84384		3	3	0	0	3	5	15.75	0	0	1	1	0.8438	10.84	35.844	no	No	no	No
F5ATYL	Traffic Sign Pole	Yes	No	No	N/A	No	N	N	No	2.78466		3	3	0	0	0	5	12.375	0	0	0	1	2.7847	12.78	12.785	no	No	no	No
F5AUQY	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	2.86137		3	0	0	0	0	5	9	1	0	1	1	2.8614	27.86	52.861	no	No	no	No
F5CCRO	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	5.69973		0	0	0	2	3	5	15	1	0	1	1	5.6997	30.7	55.7	no	No	yes	No
F5CRFH	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	3.19123		0	0	0	0	3	0	3.375	0	0	0	1	3.1912	13.19	13.191	no	No	no	No
F5FJRI	Bus Stop Pole	No	No	No	N/A	No	N	N	No	3.49808		3	3	0	0	3	5	15.75	0	0	0	1	3.4981	13.5	13.498	no	No	no	No
F5H9XL	Bus Stop Pole	No	Yes	No	N/A	No	N	N	No	0.55233		3	3	0	0	3	0	10.125	1	0	0	1	0.5523	25.55	25.552	no	No	no	No
F5ICI1	Bus Stop Pole	No	Yes	No	N/A	Yes	N	N	No	0.46027		3	3	0	0	3	5	15.75	1	0	0	1	0.4603	25.46	25.46	no	No	no	Yes
F5IK6I	Missing	No	Yes	No	N/A	No	N	Y	No	0.99726		3	0	0	0	0	3	6.75	0	0	0	0	0.9973	0.997	0.9973	no	No	no	No
F5JF18	Bus Stop Pole	No	No	No	N/A	No	N	N	No	0.94356	bus stop pole located behind the guard rail. Bus loading/waiting area is on a wide shoulder without protection.	3	3	0	0	3	5	15.75	1	0	0	1	0.9436	25.94	25.944	no	No	no	No
F5K9K9	Missing	Yes	Yes	No	N/A	No	N	Y	No	0.13808		3	0	0	0	0	0	4.05	1	0	0	1	0.1381	25.14	25.138	no	No	no	No
F5K9KC	Missing	Yes	No	No	N/A	No	N	Y	No	0.42192		3	0	0	0	0	0	4.05	1	0	0	1	0.4219	25.42	25.422	no	No	no	No
F5MUC8	Bus Stop Pole	No	No	No	N/A	No	N	N	No	2.35507		3	3	0	0	3	5	15.75	1	0	0	1	2.3551	27.36	27.355	no	No	no	No
F5N229	Bus Stop Pole	No	No	No	N/A	No	N	N	No	0.64438		3	3	0	0	3	5	15.75	1	0	0	1	0.6444	25.64	25.644	no	No	no	No
F5ORM7	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	41.0975		0	0	0	2	3	0	8.75	1	0	0	1	41.098	66.1	66.098	no	No	yes	No
F5Q1X3	Missing	No	No	No	N/A	No	Y	Y	No	4.88658		0	0	0	0	0	0	0	1	0	0	1	4.8866	29.89	29.887	no	No	no	No
F5R4I0	Missing	No	Yes	No	N/A	No	N	Y	No	3.23726		3	0	0	0	0	0	3.375	1	0	0	1	3.2373	28.24	28.237	no	No	no	No
F5T1Y8	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	16.2586		0	0	0	0	3	0	4.5	1	0	0	1	16.259	41.26	41.259	no	No	no	No

	Bus Stop Conditions											Bus Stop Scores							SHELTER/ BENCH ASSESSMENT										
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	BUS STOP TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
F5T9O3	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	4.77205		3	0	0	0	3	3	10.125	1	0	0	1	4.7721	29.77	29.772	no	No	no	No
F60D2C	Missing	Yes	No	No	N/A	No	N	Y	No	0.60603		3	0	0	0	0	5	12	0	0	0	1	15	25	25	no	No	no	No
F60SHR	Bus Stop Pole	Yes	Yes	No	N/A	No	Y	Y	No	13.1868		0	0	0	0	0	5	7.5	1	0	0	1	13.187	38.19	38.187	no	No	no	No
F62WXO	Bus Stop Pole	Yes	Yes	Yes	Yes	Yes	Y	Y	No	305.769		0	0	0	0	0	0	0	1	0	0	1	305.77	330.8	330.77	yes	Yes	yes	Yes
F652SU	Missing	No	Yes	No	N/A	No	N	Y	No	0.84384		3	0	0	0	0	5	9	1	0	0	1	0.8438	25.84	25.844	no	No	no	No
F65I8E	Missing	Yes	Yes	No	N/A	No	Y	Y	Yes	1.05096		0	0	0	0	0	5	5.625	1	0	0	1	1.051	26.05	26.051	no	No	no	No
F6B2SY	Bus Stop Pole	Yes	Yes	No	N/A	No	N	Y	No	17.429	No protection for pedestrians.	3	0	0	0	0	5	12	1	0	0	1	17.429	42.43	42.429	no	No	no	No
F6BP6F	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	18.5753		0	0	0	0	0	0	0	1	0	0	1	18.575	43.58	43.575	no	No	no	No
F6E21Q	Traffic Sign Pole	Yes	No	No	N/A	Yes	Y	Y	No	9.62904		0	0	0	0	0	0	0	1	0	0	1	9.629	34.63	34.629	no	No	no	Yes
F6E233	Traffic Sign Pole	No	No	No	N/A	No	N	N	No	1.12274		3	3	0	0	3	5	15.75	1	0	0	1	1.1227	26.12	26.123	no	No	no	No
F6H9S6	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	10.2608		0	0	0	0	0	0	0	1	0	0	1	10.261	35.26	35.261	no	No	no	No
F6JMNK	Missing	Yes	No	No	N/A	No	Y	Y	No	3.09973		0	0	0	0	0	5	6.75	1	0	1	1	3.0997	28.1	53.1	no	No	no	No
F6N23R	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	No	34.8411	slope looks excessive on ramp to bus shelter	0	0	0	0	0	0	0	1	0	0	1	34.841	59.84	59.841	no	Yes	yes	Yes
F6R4WF	Traffic Sign Pole	Yes	No	No	N/A	No	Y	Y	No	0.62904		0	0	0	0	0	3	4.05	1	0	0	1	0.629	25.63	25.629	no	No	no	No
F6SUFH	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	1.17644		0	0	0	0	0	0	0	1	0	0	1	1.1764	26.18	26.176	no	No	no	No
F6VMQI	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	0.06904		0	0	0	0	3	0	4.05	1	0	0	1	0.069	25.07	25.069	no	No	no	No
F764V8	Missing	Yes	No	No	N/A	No	N	Y	Yes	0.00767		3	0	0	0	0	5	7.2	0	0	0	1	0.0077	10.01	10.008	no	No	no	No
F78HWY	Traffic Sign Pole	No	No	No	N/A	No	N	Y	No	0.07671		3	0	0	0	3	3	10.125	0	0	0	1	0.0767	10.08	10.077	no	No	no	No
F79ZS7	Missing	Yes	Yes	No	N/A	No	N	Y	No	0.08438		3	0	0	0	0	5	7.2	0	1	1	1	0.0844	35.08	35.084	no	No	no	No
F7DUMD	Missing	Yes	No	No	N/A	No	N	Y	No	1.55726		3	0	0	0	0	5	7.2	0	1	1	1	1.5573	36.56	36.557	no	No	no	No
F7EPGK	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	52.1534		0	0	0	2	3	0	8.75	1	0	0	1	52.153	77.15	77.153	no	No	yes	No
F7K2D2	Bus Stop Pole	No	Yes	Yes	Yes	Yes	Y	Y	Yes	72.4263		0	0	0	0	0	0	0	1	0	0	1	72.426	97.43	97.426	yes	Yes	yes	Yes
F7KX83	Bus Stop Pole	Yes	Yes	Yes	No	Yes	Y	Y	No	83.2378	bus shelter seating does not allow wheel chair access	0	0	0	0	0	0	0	1	0	0	1	83.238	108.2	108.24	yes	Yes	yes	Yes

	Bus Stop Conditions											Bus Stop Scores						BUS STOP	SHELTER/ BENCH ASSESSMENT									
Stop Number	Sign Location	Lighting?	Shade?	Bus Stop Shelter Present?	Clear Path to Shelter, Entrance Accessible?	Passenger Seating Available?	Separation - Horz?	Separation - Vert	Evidence of Desire Paths?	Daily Boardings	Bus Stop Comments	Separation Horizontal	Separation Vertical	Shelter	Bench	Lighting	Landing Pad	TOTAL SCORE	Transfer Stop? 1=yes, 0=no	For Score 1: Low Income? 1=yes, 0=no	For Score 2: Predom. Minority? 1=yes, 0=no	>10 minute Headway ?	Avg Weekday Boardings	Shelter Score 1	Shelter Score 2	Shelter Warranted? (score ≥80)	Shelter Present?	Bench Warranted? (score ≥55)	Bench Present?
F7MMT8	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	3.71288		0	0	0	0	3	0	3.375	0	0	0	1	3.7129	13.71	13.713	no	No	no	No
F7WA6G	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	15.1918		3	0	0	0	3	0	9	1	0	0	1	15.192	40.19	40.192	no	No	no	No
F8052I	Missing	No	No	No	N/A	No	Y	N	No	0.30685		0	3	0	0	3	3	10.125	1	0	0	1	0.3068	25.31	25.307	no	No	no	No
F8DN6R	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	8.12274		3	0	0	0	3	3	16.2	1	0	0	1	8.1227	33.12	33.123	no	No	no	No
F8G7S6	Bus Stop Pole	No	No	No	N/A	No	Y	N	No	15.514	bus stop pole obstructing, low curb and minimal protection from vehicular traffic	0	3	0	0	3	3	16.2	1	0	0	1	15.514	40.51	40.514	no	No	no	No
F8NPU7	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	5.39123		0	0	0	0	3	0	5.4	1	0	0	1	5.3912	30.39	30.391	no	No	no	No
F8P7UP	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	9.42959		0	0	0	0	0	0	0	1	0	0	1	9.4296	34.43	34.43	no	No	no	No
F8T2QL	Traffic Light Pole	No	Yes	Yes	No	Yes	Y	Y	No	25.514	shelter not ADA accessible	0	0	0	0	3	0	6.3	1	0	0	1	25.514	50.51	50.514	no	Yes	no	Yes
F8T2QN	Bus Stop Pole	No	Yes	No	N/A	Yes	Y	Y	No	45.6751		0	0	0	0	3	0	6.3	1	0	0	1	45.675	70.68	70.675	no	No	yes	Yes
F8VFM3	Missing	No	No	No	N/A	No	Y	Y	No	0.04603		0	0	0	0	3	5	9	1	1	0	1	0.046	50.05	25.046	no	No	no	No
F8Z2SD	Traffic Sign Pole	Yes	No	No	N/A	No	Y	Y	No	7.33753		0	0	0	2	0	0	3.6	1	1	0	1	7.3375	57.34	32.338	no	No	yes	No
F8ZI7U	Bus Stop Pole	No	Yes	No	N/A	No	Y	Y	No	12.4296		0	0	0	2	3	0	9	1	1	0	1	12.43	62.43	37.43	no	No	yes	No
F95PZB	Bus Stop Pole	Yes	No	No	N/A	No	N	Y	No	40.1507		3	0	1	2	0	3	18.9	1	1	0	1	40.151	90.15	65.151	yes	No	yes	No
F970A1	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	77.1507		0	0	1	2	3	0	12.6	1	1	0	1	77.151	127.2	102.15	yes	No	yes	No
F99SL1	Missing	Yes	No	No	N/A	No	N	Y	No	0.1074		3	0	0	0	0	3	6.75	1	0	0	1	0.1074	25.11	25.107	no	No	no	No
F9E2WM	Bus Stop Pole	No	No	No	N/A	No	N	Y	No	10.3529		3	0	0	0	3	0	10.8	1	0	0	1	10.353	35.35	35.353	no	No	no	No
F9GNHU	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	17.1611		0	0	0	2	3	0	7.5	1	1	0	1	17.161	67.16	42.161	no	No	yes	No
F9HQ2S	Missing	No	No	No	N/A	No	N	Y	No	1.09973		3	0	0	0	3	3	10.125	1	1	0	1	1.0997	51.1	26.1	no	No	no	No
F9KIDT	Bus Stop Pole	No	No	No	N/A	No	Y	Y	No	11.2915		0	0	0	2	3	0	9	1	1	0	1	11.292	61.29	36.292	no	No	yes	No
F9NAOR	Traffic Sign Pole	No	No	No	N/A	No	Y	Y	No	21.491		0	0	0	2	3	0	9	1	1	0	1	21.491	71.49	46.491	no	No	yes	No
F9NXU0	Bus Stop Pole	Yes	No	No	N/A	No	Y	Y	No	9.42192		0	0	0	2	0	0	3.6	1	1	0	1	9.4219	59.42	34.422	no	No	yes	No

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
1	Severn Ave	260	Yes	Yes	Pass	260' close enough to 250	Yes	No	Fail	reconstruction all curb ramps; cracks, slope, no DWS	Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
2	Bay Ridge Ave	at	Yes	Yes	Pass	companion bus stop is #2	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Other	Yes	No	No	Pass	
3	Bay Ridge Ave	at	Yes	Yes	Pass	companion bus stop is #3	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Other	Yes	No	No	Pass	
5	Poplar Ave	at	Yes	Yes	Pass	companion bus stop is #6	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
6	Poplar Ave	at	Yes	Yes	Pass	companion bus stop is #5	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
7	Captains Cir	at	No	Yes	Fail	companion bus stop is #8; no crosswalk across Captains Cir provided to access crossing of	Yes	Yes	Pass	intersection cost improvements captured by companion stop #8	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
8	Captains Cir	at	No	Yes	Fail	companion bus stop is #7; crosswalk geometry is a little awkward, no ped facilities on the east side of Admiral Dr at bus stop	No	N/A	Fail	intersection cost improvements cover companion stop #7; no sidewalk/curb/ramp on the east side of Admiral Dr at the bus stop	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
9	Croll Dr	70	No	no	Pass	companion bus stop is #18	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
10	Bens Dr	at	Yes	Yes	Pass	companion bus stop is #15	Yes	Yes	Fail	No curb ramp on west side of crosswalk	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
12	Janice Dr	at	No	Yes	Fail		No	N/A	Fail	no crossing of Bay Ridge Ave provided to companion bus stop location on west side of Bay Ridge Ave; curb ramps upgrades needed for Janice Dr. crossing also	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
13	Cypress Rd	190	No	Yes	Fail	companion bus stop is #14	Yes	No	Fail	non ADA compliant w/o DWS; vegetation	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
14	Cypress Rd	90	No	Yes	Fail	companion bus stop is #13	Yes	No	Fail	non ADA compliant w/o DWS	Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	HAWK captured at companion stop
15	Janice Dr	at	No	Yes	Fail	companion bus stop is #10	Yes	No	Fail	Non ADA compliant; no curb ramp for Janice Dr crossing	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
16	The Pathways School	at	Yes	Yes	Pass	companion bus stop is #17	Yes	No	Fail	Non ADA compliant; only ramp on west side has DWS	Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
17	The Pathways School	100	Yes	Yes	Pass	companion bus stop is #16	Yes	No	Fail	Non ADA compliant; only ramp on west side has DWS	Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
18	Midblock	at	No	Yes	Fail	companion bus stop is #9	No	N/A	Fail	intersection cost improvements captured by companion stop #9	Uncontrolled	N	N	N	N/A	N/A	N/A	N/A	Pass	
19	Towne Centre Blvd	40	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
20	Victor Pkwy	at	Yes	Yes	Pass		Yes	No	Fail	West curb ramp ADA compliant with DWS; East side curb ramp non ADA compliant without DWS	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
29	Forest Dr	175	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
30	Great Bay Ave	90	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
33	Burnside St	120	Yes	Yes	Pass	companion bus stop is #34	No	No	Fail	non ADA compliant w/o DWS	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
34	Dignan Ally	at	Yes	Yes	Pass	companion bus stop is #33; low speed & low volume roadway, crosswalk provided ~160' SW at	Yes	No	Fail	no DWS	Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
35	Bay Ridge Ave	175	No	Yes	Fail		No	N/A	Fail		Stop Sign	No	No	No	Stop Sign	Yes	No	No	Fail	
38	St Marys St	at	No	Yes	Fail		Yes	No	Fail	no DWS	Stop Sign	No	No	No	Uncontrolled	No	No	No	Fail	
39	Newman St	at	No	Yes	Fail		Yes	No	Fail	slope, cracks, no DWS	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
44	Bay Ridge Ave	260	Yes	Yes	Pass		Yes	No	Fail	non ADA compliant w/o DWS	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
45	Center St	at	Yes	Yes	Pass	companion bus stop is #46	Yes	Yes	Fail	vegetation, damaged DWS	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	Pushbutton activated flashing solar beacon above pedestrain crossing sign
46	Center St	at	Yes	Yes	Pass	companion bus stop is #45	Yes	Yes	Fail	vegetation, damaged DWS	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	Pushbutton activated flashing solar beacon above pedestrain crossing sign
47	Crows Nest Ct	at	No	Yes	Fail	No safe crossing of Forest Dr provided; no access to Cobblesone Drive community	Yes	No	Fail	non ADA compliant w/o DWS	Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Pass	
48	Fairfax Rd	250	No	Yes	Fail		Yes	Yes	Fail	No DWS northwest corner	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
50	Gemini Dr	70	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
51	Old Solomons Island Rd	90	Yes	Yes	Pass	companion bus stop is #52	Yes	No	Fail	Vegetation, No DWS NW corner, damaged DWS NE corner	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
52	Old Solomons Island Rd	90	Yes	Yes	Pass	companion bus stop is #5177	Yes	No	Fail	Vegetation, No DWS NW corner, damaged DWS NE corner	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
53	Bausum Dr	at	No	Yes	Fail		Yes	Yes	Fail	utility pole obstructing ramp	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
54	Rosecrest Dr	100	No	Yes	Fail	companion bus stop is #245	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
55	Gemini Dr	430	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
57	Spa Rd	150	Yes	Yes	Pass	companion bus stop is #9014	Yes	No	Fail	non ADA compliant w/o DWS	Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Fail	
58	Quiet Waters Pl/Thom Dr	80	No	Yes	Fail	companion bus stop is #240	Yes	No	Fail	non ADA compliant w/o DWS	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
59	Tyler Ave	95	Yes	Yes	Pass	companion bus stop is #9005	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
63	Youngs Farm Rd	250	Yes	Yes	Pass	companion bus stop is #260	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
81	Brashears St	at	No	Yes	Fail		Yes	No	Fail	SE corner ramp non ADA compliant w/o DWS and utility pole obstructing	Stop Sign	No	No	No	Stop Sign	No	No	No	Fail	
82	Town Center Blvd	50	Yes	Yes	Pass	companion bus stop is #F16YMK	Yes	No	Fail	Ped pole obstructing curb ramp NE and SE corners; heavy vegetation NW corner; Non ADA compliant w/o DWS all curbs at intersection	Signalized	Yes	No	No	Signalized	Yes	No	No	Fail	
82	President St	at	Yes	Yes	Pass		Yes	Yes	Pass		Stop Sign	Yes	No	No	Stop Sign	Yes	No	No	Pass	
83	Bay Ridge Ave	175	No	Yes	Fail	Crosswalk would help across Monroe	Yes	No	Fail	non ADA compliant w/o DWS	Stop Sign	No	No	No	Uncontrolled	No	No	No	Fail	
86	Americana Dr	60	No	Yes	Fail		No	N/A	Fail	New curb ramp at SE corner of Norman and Amnericana; and new curb needed on east side of Americana Dr for access to tennis courts	Stop Sign	No	No	No	Uncontrolled	No	No	No	Fail	
87	Midblock Crossing	at	Yes	Yes	Pass		Yes	Yes	Pass		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
88	Monroe St	at	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
89	Van Buren St	at	Yes	Yes	Pass		Yes	Yes	Pass		Stop Sign	Yes	No	No	Stop Sign	Yes	No	No	Pass	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
90	Madison St	at	Yes	Yes	Pass		Yes	Yes	Pass		Stop Sign	Yes	No	No	Stop Sign	Yes	No	No	Pass	
112	Edgewood Ave	at	Yes	No	Pass	West st crossing provided ~175' west of bus stop at Admiral Dr	Yes	Yes	Fail	deteriorating curb ramp SE corner	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
113	Admiral Dr	at	Yes	Yes	Pass		Yes	Yes	Pass	utility poles obstructing ramp and sidewalk at NW corner of West St/Admiral Dr	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
114	Brewer Ave	100	No	Yes	Fail		Yes	Yes	Pass	vegetation	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
125	Park Pl Midblock Crossing	100	Yes	Yes	Pass		Yes	No	Fail	ramp on north side does not have DWS and is deteriorating	Midblock Crossing	Yes	Yes	No	N/A	N/A	N/A	N/A	Pass	
128	Old Solomons Island Rd	80	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	Yes	No	Stop Sign	Yes	Yes	No	Pass	
136	Juliana Cir W	at	Yes	Yes	Pass		Yes	No	Fail		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
142	Ferndale Road	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	N/A	N/A	N/A	N/A	Pass	
163	Conduit St	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
164	Parkwood Ave	at	No	Yes	Fail		Yes	No	Fail	non ADA complaint w/o DWS	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
169	Schooner Ct	at	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
172	State St	at	No	Yes	Fail		Yes	No	Fail	non ADA compliant w/o DWS	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
184	Green St	at	Yes	Yes	Pass		Yes	No	Fail	no DWS	Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
199	S Cherry Grove Ave	80	Yes	Yes	Pass		Yes	Yes	Pass		Stop Sign	Yes	No	No	Stop Sign	Yes	No	No	Pass	
224	South St	at	Yes	Yes	Pass		Yes	No	Fail	no DWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
236	Edgewood Rd	270	Yes	Yes	Pass		Yes	No	Fail	Shopping center driveway ramps are non ADA compliant w/o DWS	Stop Sign	Yes	No	No	Uncontrolled	Yes	Yes	No	Pass	
237	at circle	at	No	Yes	Fail	no curb ramps or striping for safe crossing of Tyler Ave	No	N/A	Fail	no curb ramps present for anticipated midblock crossings	Midblock Crossing	No	No	No	N/A	N/A	N/A	N/A	Fail	
238	Westbridge Dr	75	No	No	Pass	no facilities east side of Admiral Dr; no companion bus stop	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Pass	
240	Quiet Waters Pl/Thom Dr	at	No	Yes	Fail	companion bus stop is #58	Yes	No	Fail	non ADA compliant w/o DWS	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
245	Rosecrest Dr	150	No	Yes	Fail	companion bus stop is #54	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
246	Drew St	75	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	No	Pass	
247	Boys and Girls Club	at	Yes	Yes	Pass		Yes	Yes	Pass		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
260	Youngs Farm Rd	180	Yes	Yes	Pass	companion bus stop is #63	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
263	ES 352' S/O Forest Hill Ave	at	No	Yes	Fail	closest crossing of Bay Ridge Ave is at Bens Dr 240' NW of bus stop location	No	N/A	Fail		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
2709	Bus Bay	at	No	Yes	Fail		Yes	No	Fail	no DWS	Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Pass	
2752	Sycamore Dr	100	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	N/A	N/A	N/A	Pass	
2767	Ordnance Ave	150	Yes	Yes	Pass		Yes	Yes	Fail	curb tripping hazard NE corner, vegetation SE corner	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2768	Chesapeake Shopping Center Entrace / Glen Burnie Mall Entrance	125	No	Yes	Fail	companion bus stop is #2902; no safe crossing of Ritchie Hwy provided	Yes	Yes	Pass	no curb ramps for crossing of Ritchie Hwy	Signalized	No	No	No	Signalized	No	No	No	Fail	
2770	Wellham Ave	190	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2772	Crain Ct	55	No	Yes	Fail	low speed, 2 lane road; companion bus stop is #F6SUFH	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2773	11th Ave	at	No	Yes	Fail	companion bus stop is #F6JMNK	Yes	Yes	Fail	vegetation	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2774	Jackson Ave	at	No	Yes	Fail	companion bus stop is #F6H9S6	No	No	Fail	no curb ramps/sidewalk at Jackson & Crain Hwy	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2776	May Wagner Ln	125	No	Yes	Fail		No	N/A	Fail	intersection cost improvements cover companion stop # 7793	Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
2777	Baltimore Annapolis Blvd	115	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	No	No	No	Fail	
2782	Central Ave	50	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2783	3rd Ave	at	Yes	Yes	Fail	no crosswalk striping for Crain Hwy crossing	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Fail	
2785	Pyramid Office Park Entrance/Madison Park Dr	110	No	Yes	Fail	No crossing of Crain Hwy provided at Madison Park or any adjacent intersections; companion bus stop is	Yes	No	Fail		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
2786	Oak Manor Dr	at	Yes	Yes	Fail	companion bus stop is #2882	Yes	Yes	Pass		Signalized	No	Yes	No	Signalized	No	No	No	Fail	
2787	Crain Towers Entrance	at	No	No	Pass	No crossing of Crain Hwy needed, access to Southgate Plaza Shopping Center provided by bus stops on Hospital Dr	Yes	No	Fail		Uncontrolled	N/A	N/A	N/A	Uncontrolled	No	No	No	Fail	
2788	BW Medical Entrance	at	Yes	Yes	Pass	companion bus stop is #2880	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2789	Crain Hwy	330	Yes	Yes	Pass	companion bus stop is #8729	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	No	N/A	N/A	Fail	
2790	Mountain Ridge Dr	at	No	Yes	Fail	crossing of Hospital Dr provided at Elvaton Rd 650' to the east; companion bus stop is #2879	Yes	Yes	Fail	curb ramps missing for safe crossing of Hospital Dr	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2794	Oakwood Village Dr	325	No	Yes	Fail	no safe crossing of Oakwood Rd provided	Yes	Yes	Pass	No Crosswalk striping	Uncontrolled	N	N/A	N/A	Stop Sign	Yes	N	N	Fail	
2795	Mayflower Cir	at	No	Yes	Fail	next closest Oakwood rd crossing 330' north at Whitman Dr/Oakwood Station Rd	Yes	Yes	Pass		Uncontrolled	No	No	Yes	N/A	N/A	N/A	N/A	Fail	
2796	Mary Ln	at	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2797	Oakwood Rd	175	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2800	Westway Rd/Ritchie Hwy	100	No	Yes	Fail	Companion bus stop is #12259; no safe crossing across Aquhart Rd provided	Yes	No	Fail	new/reconstructed curb ramps needed for West Wy and Aquahart Rd crossing	Signalized	N/A	N/A	N/A	Signalized	Yes	No	Yes	Pass	
2801	Norfolk Rd / Norman Rd	at	No	Yes	Fail	companion bus stop is #2869	Yes	Yes	Fail		Midblock Crossing	No	No	No	N/A	N/A	N/A	N/A	Fail	
2802	Marley Station Rd EB	at	Yes	Yes	Pass	companion bus stop is #2867	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	No	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
2803	Baltimore Annapolis Blvd	230	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2805	Kellington Dr	at	No	Yes	Fail	no companion bus stop, but numerous pedestrian attractions on the east side of Ritchie Hwy which will encourage unsafe crossings	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Pass	
2807	AMF Shopping Center Entrance	160	No	Yes	Fail	Jumpers Hole Rd crossing provided at Ritchie Hwy 0.13 miles south of bus stop	Yes	Yes	Pass	no sidewalk or ramps along SB Jumpers Hole Rd	Signalized	No	No	No	Signalized	No	No	No	Fail	
2808	Waterford Rd	115	No	Yes	Fail	companion bus stop is #2862	No	N/A	Fail	curb ramps for safe crossing of Ritchie Hwy	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2830	Herbert M Sachs Dr	515	N	Yes	Fail	companion bus stop is #2836	Yes	No	Fail		Uncontrolled	Yes	N	N	Stop Sign	N	N	N	Fail	
2832	Church Cir	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2833	Bladen St	110	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	Yes	No	Pass	
2834	College Ave	50	Yes	Yes	Pass		Yes	Yes	Pass		Stop Sign	Yes	No	No	Uncontrolled	Yes	No	No	Pass	
2835	Bladen St	at	Yes	Yes	Pass	companion bus stop is #12266	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2836	Maryland State Archives	590	N	Yes	Fail	companion bus stop is #2830	Yes	No	Fail		Uncontrolled	Yes	N	N	Stop Sign	N	N	N	Fail	
2862	Elvaton	35	n	N	Fail	companion bus stop is #2808	N	N/A	Fail	No ADA accomodations	Uncontrolled	N	N	N	Stop Sign	N	N	N	Fail	
2867	Marley Station Rd WB	110	Yes	Yes	Pass	companion bus stop is #2802	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
2869	Norfolk Rd / Norman Rd	at	No	Yes	Fail	companion bus stop is #2801	Yes	Yes	Fail	reconstruct curb ramps at NE and SE corner of Norman Rd	Midblock Crossing	No	No	No	N/A	N/A	N/A	N/A	Fail	
2873	Mary Ln	at	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
2874	Mayflower Cir	at	No	Yes	Fail	next closest Oakwood rd crossing 330' north at Whitman Dr/Oakwood Station Rd	Yes	Yes	Pass		Uncontrolled	No	No	Yes	Stop Sign	No	No	No	Pass	
2875	Funke Rd	at	Yes	Yes	Pass		Yes	No	Fail	Only one side as DWS	Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
2876	200 Hospital Dr Entrance	65	No	Yes	Fail	To cross hospital, pedestrians must first travel to Oakwood intersection and cross using the signalized intersection	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	N	N	N	Fail	
2878	Elvaton Rd	60	Yes	Yes	Pass	companion bus stop is #2971	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2879	Mountain Ridge Dr	at	No	Yes	Fail	crossing of Hospital Dr provided at Elvaton Rd 650' to the east; companion bus stop is #2790	Yes	Yes	Fail	curb ramps missing for safe crossing of Hospital Dr	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2880	BW Medical Entrance	at	Yes	Yes	Pass	companion bus stop is #2788	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2882	Oak Manor Dr	at	Yes	Yes	Fail	companion bus stop is #2786	Yes	Yes	Pass		Signalized	No	Yes	No	Signalized	No	Yes	No	Fail	
2883	Pyramid Office Park Entrance/Madison Park Dr	at	No	Yes	Fail	No crossing of Crain Hwy provided at Madison Park or any adjacent intersections; companion bus stop is	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2885	Aquahart Rd	60	Yes	Yes	Pass		Yes	Yes	Pass	vegetation	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2886	Main Ave	at	No	Yes	Fail	companion bus stop is #12256	Yes	Yes	Fail	SE corner ramp ADA compliant?	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
2887	5th Ave SE	200	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
2888	4th Ave	at	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
2889	2nd Ave	at	Yes	Yes	Fail	companion bus stop is #12255; no crosswalk striping for Crain Hwy crossing	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Fail	
2890	Post 40 Rd	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
2901	Holsum Way	at	No	Yes	Fail		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	No	No	N/A	Fail	
2902	Chesapeake Shopping Center Entrace / Glen Burnie Mall Entrance	115	No	Yes	Fail	companion bus stop is #2768	Yes	Yes	Pass		Signalized	No	No	No	Signalized	No	No	No	Fail	
2971	Elvaton Rd	90	Yes	Yes	Pass	companion bus stop is #2878	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
3304	Baltimore Annapolis Blvd	110	No	Yes	Fail	no crosswalk striping	Yes	Yes	Fail	vegetation, dirt/debris; curb ramp cost estimate included with adjacent stop #3345 Baltimore Annapolis Blvd and Nursery Road NB	Signalized	No	No	Yes	Signalized	No	No	Yes	Fail	
3306	Barkwood Ct / Rommel Construction Entrance	at	No	Yes	Fail	no ped facilities; companion bus stop is #3342	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
3307	Hammonds Ferry Rd	475	No	Yes	Fail	no crosswalk striping or push button activation; companion bus stop is #3341	Yes	Yes	Fail	cracks, dirt/debris	Signalized	No	No	No	Signalized	No	No	No	Fail	
3317	N/A	N/A	N/A	N/A	N/A	BWI - not part of review	N/A	N/A	N/A		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Pass	
3321	Bristol Business Center driveway	150	No	Yes	Fail		No	N/A	Fail		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
3322	Ashton Rd	150	No	Yes	Fail	companion bus stop is #3322; Crosswalk would help across Candlewood	No	N/A	Fail		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
3324	Mellon Rd	at	No	Yes	Fail	closest safe crossing of Ridge Rd 600' south at Dorsey Rdintersection	N/A	N/A	N/A	curb ramps needed for proposed crossing of Ridge Rd	Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
3329	Mellon Rd	80	No	Yes	Fail	closest safe crossing of Ridge Rd 450' north at New Ridge Rd intersection	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
3331	Ashton Rd	50	No	Yes	Fail	companion bus stop is #3331; Crosswalk would help across Candlewood	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
3341	Hammonds Ferry Rd	325	No	Yes	Fail	no crosswalk striping or push button activation; companion bus stop is #3307	Yes	Yes	Fail	cracks, dirt/debris	Signalized	No	No	No	Signalized	No	No	No	Fail	
3342	Barkwood Ct / Rommel Construction Entrance	at	No	Yes	Fail	no ped facilities; companion bus stop is #3306	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
3345	Nursery Rd	90	Yes	Yes	Pass		Yes	Yes	Pass	dirt/debris	Signalized	Yes	No	Yes	Signalized	No	No	Yes	Pass	
5024	Research Dr	55	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
5080	Detention Center	at	Yes	Yes	Pass		Yes	Yes	Pass		Midblock Crossing	Yes	Yes	No	N/A	N/A	N/A	N/A	Pass	
5081	Detention Center	at	Yes	Yes	Pass		Yes	Yes	Pass		Midblock Crossing	Yes	Yes	No	N/A	N/A	N/A	N/A	Pass	
5128	Capital One Bank Entrance	at	No	Yes	Fail	closest crossing of West St is at Solomons Island Rd ~550' to the east; companion bus stop is #6300	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
5177	Commerce Park Dr SB	220	Yes	Yes	Pass	companion bus stop is #EWF0SG	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
5210	Annapolis Exchange	70	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
5272	Emergency Rte	N/A	N/A	N/A	N/A	Traffic Circle	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
6016	Generals Hwy	230	Yes	Yes	Pass		Yes	Yes	Pass	vegetation	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
6052	Midblock crossing	at	Yes	Yes	Pass	companion bus stop is #EV25XU	Yes	Yes	Pass		Midblock Crossing	Yes	Yes	No	N/A	N/A	N/A	N/A	Pass	
6053	Defense Hwy	200	No	Yes	Fail		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
6054	Regatta Bay Ct/Stone Point Dr	at	No	Yes	Fail	companion bus stop is #EV9VOZ	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
6058	Compton Dr	80	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
6061	Annapolis Plaza	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
6062	Tower Pl	at	Yes	Yes	Pass		Yes	No	Fail		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
6063	Harker Pl	at	Yes	Yes	Pass	companion bus stop is #6064	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
6064	Harker Pl	at	Yes	Yes	Pass	companion bus stop is #6063	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
6100	Bestgate Rd	120	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
6300	Holly Ave	210	No	Yes	Fail	closest crossing of West St is at Solomons Island Rd ~770' to the east; companion bus stop is #5128	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	Yes	No	Fail	
7045	Rockenbach Rd	440	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
7061	Crain Hwy	60	Yes	Yes	Pass	companion bus stop is #F5ORM7	Yes	No	Fail	non complaint ADA ramps without DWS	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
7449	Long Hill Rd	at	No	No	Pass		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Fail	
7504	Bruce Ave	at	No	Yes	Fail	companion bus stop is #F0N8ND	N/A	N/A	N/A		Uncontrolled	Yes	No	Yes	Stop Sign	No	No	No	Fail	
7510	Odenton Elementary School Entrance	115	Yes	Yes	Pass	companion bus stop is #F0QO4N	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
7793	May Wagner Ln	90	No	Yes	Fail		Yes	Yes	Pass	intersection cost improvements captured by companion stop # 2776	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
8430	King George St	215	Yes	Yes	Pass		Yes	No	Fail	non-ADA compliant w/o DWS	Signalized	Yes	No	Yes	Signalized	Yes	No	No	Fail	
8436	King George St	195	Yes	Yes	Pass		Yes	No	Fail	non-ADA compliant w/o DWS	Signalized	Yes	No	Yes	Signalized	Yes	No	No	Fail	
8729	Crain Hwy	250	Yes	Yes	Pass	companion bus stop is #2789	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	No	N/A	N/A	Fail	
8868	1328 Charwood Rd driveway	60	No	Yes	Fail	companion bus stop is #10799	N/A	No	N/A		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
9001	Midblock Crossing at bus stop	at	No	Yes	Fail	Midblock Crossing directly in front of bus stop location	Yes	Yes	Fail	no curb on the west side of Tyler Ave	Midblock Crossing	No	No	No	N/A	N/A	N/A	N/A	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
9002	Harry S Truman Pkwy	60	Yes	Yes	Pass		Yes	No	Fail	4 curb ramps missing DWS	Stop Sign	Yes	No	No	Stop Sign	Yes	No	No	Pass	
9002	Brewer Ave	at	No	Yes	Fail		Yes	Yes	Pass	vegetation	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
9003	Colonial Ave	at	No	Yes	Fail		Yes	No	Fail	no DWS	Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Fail	
9004	Riva Rd	240	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
9005	Tyler Ave	at	Yes	Yes	Pass	companion bus stop is #59	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
9006	Forest Dr	170	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
9007	S Cherry Grove Ave	80	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
9008	Belle Dr	at	no	Yes	Fail	no safe crossing of Bywater Rd provided to residential neighborhood.	Yes	Yes	Pass		Uncontrolled	no	no	No	Stop Sign	No	No	No	Fail	
9009	Boxwood Rd	at	Yes	N/A	Pass		Yes	Yes	N/A		Uncontrolled	Yes	No	No	Stop Sign	Yes	N	N	Pass	
9010	Forest Dr	250	Yes	N	Pass		Yes	No	N/A		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
9011	Gemini Dr	85	Yes	N/A	Pass		Yes	Yes	N/A		Flashing Crossing Signs	Yes	No	Yes	Stop Sign	Yes	No	No	Pass	Pushbutton activated flashing solar beacon above pedestrain crossing sign
9012	704 Newtowne Dr. Entrance	at	No	No	Pass	low volume street	Yes	No	Fail	non ada curb ramps at 704 Newtown Dr. Entrance; no curb ramps for crossing of Newtowne Dr.	Uncontrolled	No	No	N/A	Uncontrolled	No	No	N/A	Fail	
9013	Colonial Ave	at	No	Yes	Fail		Yes	No	Fail	no DWS	Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Fail	
9014	Spa Rd	450	No	Yes	Fail	companion bus stop is #57	Yes	No	Fail	non ADA compliant w/o DWS	Signalized	Yes	N	Yes	Signalized	Yes	N	Yes	Fail	
10799	7455 New Ridge Rd driveway	60	No	Yes	Fail	companion bus stop is #8868	N/A	N/A	N/A		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
10921	Taylor Ave	190	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
10922	Greenway Rd	350	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
11173	Raynor Ave	160	No	Yes	Fail	companion bus stop is #11178	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
11178	Raynor Ave	at	No	Yes	Fail	companion bus stop is #11173	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
11694	Calvert St	50	Yes	Yes	Pass		Yes	No	Fail	no DWS	Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
11695	Loews Hotel	at	Yes	No	Pass	Crosswalk 180' away at Lafayette Ave	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
11696	Madison Pl	at	Yes	Yes	Pass		Yes	No	Fail	brick, no DWS	Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
11697	Park Pl	65	Yes	Yes	Pass		Yes	No	Fail	brick, no DWS, curb ramp at NW corner has uneven bricks	Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
11698	Russell St	at	Yes	Yes	Pass		Yes	No	Fail	cracks; only SE corner has DWS	Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
11699	annap. Library	at	Yes	Yes	Pass	midblock crossing in front of Annapolis library	Yes	Yes	Pass		Midblock Crossing	Yes	Yes	Yes	N/A	N/A	N/A	N/A	Pass	
11700	Legion Ave	85	No	Yes	Fail	companion bus stop is #11728	Yes	Yes	Pass	new curb ramps for safe crossing of West St	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
11701	Admiral Dr	85	Yes	Yes	Pass		Yes	Yes	Pass	utility poles obstructing ramp and sidewalk at NW corner of West St/Admiral Dr	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
11702	Parole St	105	Yes	Yes	Pass		Yes	Yes	Pass		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
11703	Hudson St	at	Yes	Yes	Pass	West St crossing provided at Old Solomons Island Rd	Yes	Yes	Fail	utility poles obstructing ramps and sidewalks	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
11726	Parole St	50	Yes	Yes	Pass		Yes	Yes	Pass		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
11728	Legion Ave	135	No	Yes	Fail	companion bus stop is #11700	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
11729	S Cherry Grove Ave	at	No	Yes	Fail	midblock crossing in front of Annapolis library ~260' west of bus stop location	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
11730	Russell St	at	Yes	Yes	Pass		Yes	No	Fail	cracks; only SE corner has DWS	Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
11731	Amos Garrett Blvd	65	Yes	Yes	Pass		Yes	No	Fail	brick, no DWS	Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
11732	Southgate Ave	at	Yes	Yes	Pass		Yes	No	Fail	brick, no DWS; poor curb alignment - no curb ramps at SE & SW corners for West St crossing	Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
11733	Lafayette Ave	at	Yes	Yes	Pass		Yes	No	Fail	brick, no DWS; poor curb alignment - no curb ramps at NE & NW corners for West St crossing	Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
11734	West St	at	Yes	Yes	Pass		Yes	No	Fail	no DWS	Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
11735	Taylor Ave	100	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
12123	Lincoln Ave SW/5th Ave SW	95	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
12251	Chatham Executive Office Park Entrance	65	No	Yes	Fail	no safe crossing of Crain Hwy to McDonalds and Checkers provided	Yes	N/A	N/A		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Pass	
12252	E Furnace Branch Rd	225	No	Yes	Fail	No safe crossings of Crain Hwy provided along this corridor area; companion bus stop is #F6N23R	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
12253	Penrod Ct	at	No	Yes	Fail	companion bus stop is #F6E233	Yes	Yes	Pass	intersection cost improvements captured by companion stop #F6E233	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
12254	Grayburn	25	No	No	Pass		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
12255	2nd Ave	at	Yes	Yes	Fail	companion bus stop is #2889; no crosswalk striping for Crain Hwy crossing	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
12256	Main Ave	at	No	Yes	Fail	companion bus stop is #2886	Yes	Yes	Fail	SE corner ramp ADA compliant?	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
12257	Thelma Ave	at	Yes	Yes	Pass		Yes	Yes	Pass	vegetation	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
12258	Funke Rd	330	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
12259	Westway Rd/Ritchie Hwy	360	No	Yes	Fail	Companion bus stop is #2800; no safe crossing across Aquhart Rd provided	Yes	Yes	Pass		Signalized	N/A	N/A	N/A	Signalized	Yes	No	Yes	Pass	
12266	Bladen St	at	Yes	Yes	Pass	companion bus stop is #2835	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
12268	Ritchie Rd	at	No	No	Pass	Non traversable, wide (100'+) median. Is crossing needed based on use - companion to Brice Rd stop	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
12279	Old Stage Rd	240	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
12281	Ritchie Hwy	190	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
12444	Mercedes Dr	at	No	Yes	Fail	companion bus stop is #12450	No	N/A	Fail		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
12445	US Post Office Driveway	100	No	No	Pass	Destinations on other side would be accessed from other bus stops	Yes	No	Fail		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
12450	Mercedes Dr	at	No	Yes	Fail	companion bus stop is #12444	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
12463	Crainmont Dr	115	Yes	Yes	Pass	companion bus stop is #12467	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
12464	Nolpark Ct	at	No	No	Pass	No companion stop. Bus stop serves Target, no Crain Hwy crossing warranted	Yes	Yes	Pass		Signalized	No	No	No	Signalized	No	No	No	Fail	
12467	Crainmont Dr	140	Yes	Yes	Pass	companion bus stop is #12463	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
12468	Pamela Rd	160	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
12490	Baltimore Annapolis Blvd	400	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
12610	Jonathan Ave	at	Yes	No	Fail	companion bus stop is #12611	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
12611	Jonathan Ave	150	Yes	No	Fail	companion bus stop is #12610	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
12690	Quarterfield Park Dr	200	No	Yes	Fail	Crossing George Clauss at shopping entrances to north is warranted	Yes	No	Fail		Signalized	No	No	No	Signalized	No	No	No	Fail	
12695	Hidden Brook Rd	50	No	Yes	Fail	closest safe crossing of Crain Hwy is at Phrine Rd 750' south; companion bus stop is #12696	Yes	Yes	Pass	dirt/debris	Signalized	No	No	No	Signalized	No	No	No	Fail	
12696	Hidden Brook Rd	at	No	Yes	Fail	closest safe crossing of Crain Hwy is at Phrine Rd 750' south; companion bus stop is #12695	Yes	Yes	Pass	dirt/debris	Signalized	No	No	No	Signalized	No	No	No	Fail	
12730	Ridgely Ave	at	No	Yes	Fail		Yes	Yes	Pass		Signalized	No	No	No	Signalized	Yes	No	No	Pass	
13337	Clay St	at	Yes	Yes	Pass		Yes	No	Fail	no DWS	Uncontrolled	Yes	No	No	Stop Sign	Yes	Yes	No	Pass	
13672	Greenway Rd	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
14038	Mountain Rd	at	No	No	Pass	No destinations on west side (MD 100 interchange)	Yes	Yes	Fail	vegetation; curb ramps need to be reconstructed	Signalized	No	No	No	Signalized	Yes	Yes	Yes	Pass	
14039	Phelps Ave	at	No	No	Pass	One of three stops abutting Marley Station Mall. Mall goers can use other 2 stops w/crosswalks	Yes	Yes	Pass		Signalized	No	No	No	Stop Sign	No	Yes	No	Fail	
14043	Landmark Dr	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
14151	Pavillion Pkwy Midblock cro:	at	Yes	Yes	Pass	Drop off area	Yes	Yes	Pass		Uncontrolled	Yes	No	N/A	N/A	N	N	N	N/A	
14196	School St	at	Yes	Yes	Pass		Yes	No	Fail	no DWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
20123	Arundel Mills Circle	420	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
20124	Flaxpool Ct	at	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
20125	Dorchester Blvd	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
20126	Milestone Pkwy	110	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
20127	Rotherham Dr	80	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	No	Pass	
20128	Somerton Ct	70	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	No	Pass	
20179	Brock Bridge Rd	380	Yes	Yes	Pass	companion bus stop is #20180	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
20180	Brock Bridge Rd	135	Yes	Yes	Pass	companion bus stop is #20179	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
20181	Ethel Dr	at	No	No	Pass	access to north side of Fort Meade Rd provided by bus stops 20184 at Laureldale Dr and 20188 at Whiskey	Yes	Yes	Pass		Uncontrolled	N/A	N/A	N/A	Uncontrolled	No	No	No	Fail	
20182	Laurel Race Track Rd	at	No	Yes	Fail	Laurel Park/Laurel Race Track attraction to north; companion bus stop is #20183	No	Yes	Fail	no curb ramps on south side of Fort Meade Rd	Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
20183	Laurel Race Track Rd	at	No	Yes	Fail	Laurel Park/Laurel Race Track attraction to north; companion bus stop is #20182	Yes	Yes	Fail	no curb ramps on south side of Fort Meade Rd	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
20184	Laureldale Dr/Old Line Ave	at	Yes	Yes	Pass	companion bus stop is #20181	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
20185	Old Annapolis Rd	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
20186	Red Clay Rd	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
20187	Russett Green E	250	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
20190	Maryland City Plaza/Red Crown Inn Entrance	at	No	Yes	Fail	encourages mid block crossings at unsafe area; recommend moving bus stop east closer to Maryland City	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	No	No	No	Pass	
20191	Maryland City Plaza/Red Crown Inn Entrance	90	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	No	No	No	Pass	
20198	Hercules Rd	at	Yes	Yes	Pass	companion bus stop is #20199	Yes	Yes	Pass		Uncontrolled	Yes	Yes	No	Stop Sign	Yes	Yes	No	Pass	
20199	Hercules Rd	at	Yes	Yes	Pass	companion bus stop is #20198	Yes	Yes	Pass		Uncontrolled	Yes	Yes	No	Stop Sign	Yes	Yes	No	Pass	
20200	Merrit Dr	at	No	Yes	Fail	companion bus stop is #20201	Yes	Yes	Fail	no curb ramps on west side of National Business parkway	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
20201	Merritt Dr	at	No	Yes	Fail	companion bus stop is #20200	No	N/A	Fail		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
20202	Sentinel Way	at	Yes	Yes	Pass	companion bus stop is #20234	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
20203	140 National Business Pkwy Entrance	at	No	Yes	Fail	companion bus stop is #20235	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
20204	Technology Dr	250	Yes	Yes	Pass	companion bus stop is #20205	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
20205	Technology Dr	240	Yes	Yes	Pass	companion bus stop is #20204	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
20231	Shopping Center	at	Yes	Yes	Pass	striping recommended	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Pass	
20233	430 National Business Pkwy Entrance	at	No	Yes	Fail	companion bus stop is #20240	N/A	N/A	N/A		Uncontrolled	Yes	Yes	No	N/A	N/A	N/A	N/A	Fail	
20234	Sentinel Way	at	Yes	Yes	Pass	companion bus stop is #20202	Yes	Yes	Pass		Signalized	Yes	No	Yes	N/A	N/A	N/A	N/A	Pass	
20235	140 National Business Pkwy Entrance	at	No	Yes	Fail	companion bus stop is #20203	Yes	Yes	Pass		Uncontrolled	Yes	Yes	No	Stop Sign	Yes	No	No	Fail	
20238	Whiskey Bottom Rd	60	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
20240	430 National Business Pkwy Entrance	at	No	Yes	Fail	companion bus stop is #20233	N/A	N/A	N/A		Uncontrolled	Yes	Yes	No	N/A	N/A	N/A	N/A	Fail	
20241	Russett Green W	115	Yes	Yes	Pass		Yes	No	Fail	Missing DWS at southwest corner of Russett Green and Laurel Fort Meade Rd	Signalized	Yes	Yes	Yes	Signalized	N/A	N/A	N/A	Pass	
168634	Holy Cross Rd	270	Yes	Yes	Pass	companion bus stop is #168635	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
168635	Holy Cross Rd	125	Yes	Yes	Pass	companion bus stop is #16834	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
ETYAO3	Solomons Island Rd	400	No	Yes	Fail	A proposed crossing of Admiral Cochrane Dr. is not recommended within 250' of bus stop; Recommend improvements at Admiral	Yes	Yes	Fail	Corner curb ramps improperly aligned for crossing of Broad Rach Blvd; recommend reconstructing ramps and including a median ped refuge	Signalized	No	No	No	Signalized	No	No	No	Fail	
EU0FT6	Wilelinor Dr	50	No	Yes	Fail	No safe crossing of Solomons Island Rd/MD 2 >1 mile from the bus stop. The residential area east of the corridor has no access to shopping and other uses west of the corridor	No	n/a	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Pass	
EU384X	Mizzenmast Cir/The James Driveway	100	No	Yes	Fail		Yes	No	Fail	4 curb ramps missing DWS	Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
EU5SR0	USPS Entrance	At	N	N	Fail	companion bus stop is # EU6864	Yes	No	Fail	intersection cost improvements cover companion stop #EU6864; reconstruct all curb ramps except NE corner	Uncontrolled	N	N	N	Stop Sign	N	N	N	Fail	
EU6864	185 Admiral Cochrane Dr Entrance	360	No	Yes	Fail	companion bus stop is #EU5SR0	Yes	No	Fail	intersection cost improvements captured by companion stop #EU5SR0	Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
EU9NNJ	180 Admiral Cochrane Dr	60	No	Yes	Fail	closest crossing of Admiral Cochrane Dr ~475' north at Harry S. Truman Pkwy	Yes	No	Fail	NE corner ramp slope is steep; SE corner missing DWS	Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
EUA31C	Harbour Center South	at	Yes	Yes	Pass	midblock crossing; companion bus stop is #EUDXXK	N/A	N/A	N/A		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
EUBDGJ	Heritage Office Complex DPW	80	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EUDXX5	Movie Pavillion	at	Yes	Yes	Pass	midblock crossing	Yes	No	Fail		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
EUDXXK	Harbour Center North	at	Yes	Yes	Pass	midblock crossing; companion bus stop is # EUA31C	Yes	No	Fail		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
EUDY11	Annapolis Technology Park	250	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EUESVU	Harry S Truman Pkwy	145	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EUFG0H	Courtyard Annapolis	90	No	No	Pass	No destinations on opposite side, would use stop proceeding or following and corresponding XW	Yes	Yes	Pass		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
EUGIKN	Collins Aerospace Entrance	40	Yes	Yes	Pass	midblock crossing	Yes	No	Fail	dws missing for curb ramps and ped refuge	Midblock Crossing	Yes	Yes	No	N/A	N/A	N/A	N/A	Pass	
EUHDHS	Anne Arundel County Board of Ed Midblock crossing	170	Yes	Yes	Pass		Yes	Yes	Pass		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
EUJY3Q	Harry S Truman Pkwy	425	Yes	Yes	Pass	In Parking lot	Yes	Yes	Pass		Uncontrolled	N	N	N	Uncontrolled	N	N	N	Fail	
EUL8CS	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
EUNL64	Hearne Rd	90	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EUONUG	Motor Vehicle Administration	200	No	No	Pass	Loop route. No services on opposite side, all will board/alight at this stop.	No	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EUPILR	Forest Dr	110	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EUPY11	Forest Dr	40	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EUQDEG	Somerville Rd	50	Yes	Yes	Pass	bus stop location not found on google street view; location determined from agency provided lat/long	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
EUQDM0	Harry S Truman Pkwy	at	No	Yes	Fail	safe crossing of Harry S Truman Pkwy needed to MD department of agriculture needed	No	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EUY3BG	Housley Rd	350	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EUYB1D	Housley Rd	225	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EUZ5VH	Lubrano Dr/Oak Ct	at	No	Yes	Fail	companion bus stop is #EUZDLD; no safe crossing of Defense Hwy provided	Yes	No	Fail	vegetation, debris	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EUZDLD	Lubrano Dr/Oak Ct	at	No	Yes	Fail	companion bus stop is #EUZ5VH; no safe crossing of Defense Hwy provided	Yes	No	Fail	vegetation, debris	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EV25XU	Gateway Village Dr	215	Yes	Yes	Pass	companion bus stop is #6052	Yes	Yes	Pass		Midblock Crossing	Yes	Yes	No	N/A	N/A	N/A	N/A	Pass	
EV3FTM	Taylor Ave	170	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
EV42YJ	Rowe Blvd	160	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
EV55V1	134 Annapolis Mall Rd	at	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
EV7Q2P	Badger Rd	120	No	Yes	Fail	companion bus stop is #EV8KXO	N/A	N/A	N/A		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EV85TY	Jennifer Rd	220	Yes	Yes	Pass	companion bus stop is #EV85TY	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
EV8DJM	Jennifer Rd	220	Yes	Yes	Pass	companion bus stop is #EV8DJM	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
EV8KXO	Badger Rd	at	No	Yes	Fail	companion bus stop is #EV7Q2P	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EV9VOZ	Regatta Bay Ct/Stone Point Dr	at	No	Yes	Fail	companion bus stop is #6054	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EVF0SG	Commerce Park Dr NB	300	Yes	Yes	Pass	companion bus stop is #5177	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EVGB27	Gate Dr.	215	N	Yes	Pass	companion bus stop is #EVGY7D	Yes	Yes	Pass	Ramps Crossing Gate Dr. direct users into traffic of Bestgate Rd	Uncontrolled	N	N/A	N/A	Stop Sign	N	N	N	Pass	
EVGY7D	Gate Dr	at	No	Yes	Fail	companion bus stop is #EVGB27	Yes	Yes	Pass		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
EVINWT	Severn Grove Rd	200	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EVKDLU	Harbour Gates Dr	100	No	Yes	Fail	companion bus stop is #EVL0QZ	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Fail	
EVL0QZ	Harbour Gates Dr	50	No	Yes	Fail	companion bus stop is #EVKDLU	No	No	Fail		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
EVNL9P	Tidewater Colony Dr	at	No	Yes	Fail		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	No	No	No	Fail	
EVO8F9	N Bestgate Rd	at	No	Yes	Fail		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	No	No	No	Fail	
EVWSR8	Brice Rd	at	No	No	Pass	Non traversable, wide (100'+) median. Is crossing needed based on use?	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	Yes	No	No	Fail	
EVZDCK	1875 Ritchie Hwy	at	No	No	Pass	Non traversable wooded median. Is crossing needed based on use?	N/A	N/A	N/A		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Pass	
EYXAPY	Maytime Dr	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EYXQ5H	Maytime Dr	75	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EZ6IIV	Summer Hill Dr	at	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EZ6Q8L	Summer Hill Dr	at	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EZGL6I	Sage Dr	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
EZH8BS	Dairy Farm Rd	105	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
EZHVMY	Stream Valley Dr	110	Yes	Yes	Pass		Yes	No	Fail		Stop Sign	Yes	No	No	Stop Sign	Yes	No	No	Pass	
EZI3CO	Stream Valley Dr	85	Yes	Yes	Pass		Yes	No	Fail		Stop Sign	Yes	No	No	Stop Sign	Yes	No	No	Pass	
EZM5TR	Strawberry Lake Way	85	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
EZMSZ4	Chapelgate Dr	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	Yes	Yes	Pass	
EZMT4Z	Iris Ridge Rd	150	No	Yes	Fail		Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EZN8KJ	Chestnut Terrace Ct	160	No	Yes	Fail		Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
EZOITK	Linden Grove Pl	At	Yes	Yes	Pass		Yes	No	Fail	No DWS present	Uncontrolled	Yes	N	N	Stop Sign	N	N	N	Fail	Signage for crossing present, speed bumps present

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
EZST4K	Stream Valley Dr	at	Yes	Yes	Pass	companion bus stop is #EZT8K4	Yes	No	Fail		Stop Sign	Yes	No	No	Uncontrolled	No	No	No	Fail	
EZST68	Village Center Dr / Roaming Ridge Way	95	Yes	Yes	Pass	companion bus stop is #EZUQLX	Yes	No	Fail		Roundabout	Yes	Yes	No	Roundabout	Yes	Yes	No	Pass	
EZT8K4	Stream Valley Dr	at	Yes	Yes	Pass	companion bus stop is #EZST4K	Yes	No	Fail		Stop Sign	Yes	No	No	Uncontrolled	No	No	No	Fail	
EZUISM	Mid block crossing near Old Waugh Chapel Rd	at	Yes	Yes	Pass	WB&A trail crossing	Yes	No	Fail		Uncontrolled	Yes	Yes	Yes	N/A	N/A	N/A	N/A	Pass	Push Activated Solar Horizontal Rapid Flashing Beacon at midblock crossing
EZUQIC	Mid block crossing near Old Waugh Chapel Rd	at	Yes	Yes	Pass	WB&A trail crossing	Yes	No	Fail		Uncontrolled	Yes	Yes	Yes	N/A	N/A	N/A	N/A	Pass	Push Activated Solar Horizontal Rapid Flashing Beacon at midblock crossing
EZUQLX	Village Center Dr / Roaming Ridge Way	65	Yes	Yes	Pass	companion bus stop is #EZST68	Yes	No	Fail		Roundabout	Yes	Yes	No	Roundabout	Yes	Yes	No	Pass	
EZX3GD	Orchard Knoll Way / Steam Valley Dr	100	Yes	Yes	Pass	companion bus stop is #EZX3GL	Yes	No	Fail		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
EZX3GL	Orchard Knoll Way / Steam Valley Dr	75	Yes	Yes	Pass	companion bus stop is #EZX3GD	Yes	No	Fail	Reconstruct all curb ramps	Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
EZZ009	Warm Spring Way	at	No	Yes	Fail	companion bus stop is #EZZ0V1; closest crossing of Casuarina Way is at Waugh Chapel Rd 400' away	Yes	No	Fail		Stop Sign	Yes	No	No	Uncontrolled	No	No	No	Fail	
EZZ0V1	Warm Spring Way	at	No	Yes	Fail	companion bus stop is #EZZ009; closest crossing of Casuarina Way is at Waugh Chapel Rd 400' away	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F03IX0	Waugh Chapel Rd (south)	100	Yes	Yes	Pass	companion bus stop is #F050X8	Yes	No	Fail		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F050X8	Waugh Chapel Rd (south)	110	Yes	Yes	Pass	companion bus stop is #F03IX0	Yes	No	Fail		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F0B8O2	Waugh Chapel Rd (north)	At	No	Yes	Fail		Yes	No	Fail	No DWS/ Crosswalks	Uncontrolled	N	N	N	Stop Sign	N	N	N	Fail	
F0IY9T	Midblock crossing near Greenwood St	at	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
F0K8L3	Holiday St	110	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
F0LB5E	Gateway Blvd	230	No	Yes	Fail	closest crossing of Annapolis Rd 600' southeast at traffic circle	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F0LYAS	Gateway Blvd	75	No	Yes	Fail	closest crossing of Annapolis Rd 770' southeast at traffic circle	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	Yes	Yes	No	Fail	
F0N8ND	King Malcolm Ave NB approach	at	Yes	Yes	Pass	companion bus stop is #7504	Yes	Yes	Pass		Uncontrolled	Yes	No	Yes	Stop Sign	Yes	No	No	Pass	Pushbutton activated flashing solar LED sign
F0O3H0	Dairy Queen Entrance SB approach	360	Yes	Yes	Pass	companion bus stop is #F0QIWS	No	No	Fail		Signalized	Yes	No	Yes	Signalized	No	No	No	Fail	
F0OB8L	Stoney Hill Ct	at	Yes	Yes	Pass	companion bus stop is #FO0YDY	Yes	No	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Pass	
F0OIWS	Odenton Shopping Center Entrance NB approach	130	Yes	Yes	Pass	companion bus stop is #F0O3H0	No	No	Fail	missing curb ramps for shopping center entrance crossing; existing ramps do not connect to anything	Signalized	Yes	No	Yes	Signalized	No	No	No	Fail	
F0OYDY	Oakton Rd	110	Yes	Yes	Pass	companion bus stop is #F0OB8L	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
F0QO4N	Odenton Elementary School Entrance	at	Yes	Yes	Pass	companion bus stop is #7510	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
F0UQRG	Odenton Rd	At	Yes	Yes	Pass	companion bus stop is #F0V670	Yes	No	Fail	Reconstruct curb ramps NE corner	Signalized	Yes	N	N	Signalized	Yes	N	Yes	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
F0V670	Odenton Rd	at	Yes	Yes	Pass	companion bus stop is #F0UQRG	Yes	No	Fail	Reconstruct curb ramps NE corner	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F103PF	Lot A (Eastside)	N/A	N/A	N/A	N/A	Parking Lot	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
F128VI	Town Centre Blvd	350	Yes	Yes	Pass		Yes	Yes	Pass		Stop Sign	No	No	No	Uncontrolled	Yes	No	No	Pass	
F13YK1	Winmeyer Ave SB approach	200	Yes	Yes	Fail	companion bus stop is #F14DZU; no sidewalk connection from bus stop to crossing at Winmeyer Ave	No	N/A	Fail	no curb ramps/sidewalks connecting bus stop to crossing of Annapolis Rd at Winemeyer Ave	Signalized	Yes	Yes	Yes	Signalized	No	No	No	Fail	
F14DZU	Winmeyer Ave NB approach	at	Yes	Yes	Pass	companion bus stop is #F13YK1	Yes	Yes	Pass	dirt, debris	Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
F16YMK	Town Center Blvd	175	Yes	Yes	Pass	companion bus stop is #82	Yes	No	Fail	Ped pole obstructing curb ramp NE and SE corners; heavy vegetation NW corner; Non ADA compliant w/o DWS all curbs at intersection	Signalized	Yes	No	No	Signalized	Yes	No	No	Fail	
F1M6KK	Berger St	84	No	Yes	Fail	companion bus stop is #F1MEAF	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F1MEAF	Berger St	at	No	Yes	Fail	companion bus stop is #F1M6KK	No	N/A	Fail		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
F1TOMT	Blue Water Blvd	100	No	Yes	Fail	companion bus stop is #F1UBS8	Yes	Yes	Pass		Signalized	No	No	No	Signalized	Yes	Yes	Yes	Fail	
F1UBS8	Llewelyn Ave	170	No	Yes	Fail	companion bus stop is # F1TOMT	No	N/A	Fail	Curb ramps needed for Annapolis Rd crossing	Signalized	No	No	No	Signalized	No	No	No	Fail	
F23JKZ	Annapolis Rd	90	Yes	Yes	Pass	companion bus stop is #F23Z0B	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F23Z0B	Annapolis Rd	290	Yes	Yes	Pass	companion bus stop is #F23JKZ	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F259A2	Commodore Dr	70	Yes	Yes	Pass	companion bus stop is #F25WFA	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
F25WFA	Commodore Dr	at	Yes	Yes	Pass	companion bus stop is #F259A2	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
F2AEFE	Charter Oaks Blvd	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F2AM54	Cannap.on Ridge Dr	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F2MM7K	Stillmeadows Dr	at	No	Yes	Fail	companion bus stop is #F2MM7O	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F2MM7O	Stillmeadows Dr	at	No	Yes	Fail	companion bus stop is #F2MM7K	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F2N9HF	Patton Dr	at	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
F2N9HK	Fox Ln	35	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
F2P6W9	Child and Youth Services Entrance	175	Yes	Yes	Pass		No	No	Fail		Uncontrolled	Yes	No	No	N/A	N/A	N/A	N/A	Fail	"SCHOOL SPEED LIMIT 15 WHEN FLASHING" sign with beacon
F2PEHS	Richfield Dr	at	Yes	Yes	Pass		Yes	No	Fail		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
F2PM7L	Richardson Nursery Rd	at	Yes	Yes	Pass		Yes	No	Fail		Uncontrolled	Yes	Yes	No	Stop Sign	No	No	No	Fail	
F2PU1E	Child and Youth Services Entrance	at	Yes	Yes	Pass		No	No	Fail		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	"SCHOOL SPEED LIMIT 15 WHEN FLASHING" sign with beacon

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
F2TOTK	Arwell Ct	at	Yes	Yes	Pass	companion bus stop is #F2TOTO	Yes	No	Fail	missing DWS, slope	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
F2TOTO	Arwell Ct	at	Yes	Yes	Pass	companion bus stop is #F2TOTK	Yes	No	Fail	missing DWS, slope	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
F2U4FK	20th St	65	N	N	Fail	No access to shared use path on west side of Annapolis Rd	Yes	Yes	Pass	new curb ramps needed for proposed Annapolis Rd crossing	Uncontrolled	N	N/A	N/A	Stop Sign	Yes	Yes	N	Pass	
F2YEL7	Deerfield Rd	at	Yes	Yes	Pass	companion bus stop is #F2YEL9	Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
F2YEL9	Deerfield Rd	at	Yes	Yes	Pass	companion bus stop is #F2YEL7	Yes	Yes	Pass		Uncontrolled	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
F31U1P	Pioneer Dr NB approach	115	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F32OWN	Pioneer Dr SB approach	325	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F38WMX	Fairbrook Ct	60	No	Yes	Fail	Should add crosswalk at Fairbrook Ct	Yes	No	Fail	no DWS provided for Fairbrook Ct crossing	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F3BWOE	Meade Village Circle	at	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
F3CYD9	Jumpers Hole Rd	240	Yes	Yes	Pass	companion bus stop is #F3E8NX	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
F3E8NX	Jumpers Hole Rd	200	Yes	Yes	Pass	companion bus stop is #F3CYD9	Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	No	Fail	
F3FZIL	26th St	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
F3JUEX	Ridge Rd	480	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	Yes	Yes	Pass	
F3NX0R	Christiana Ct	115	No	Yes	Fail	closest crossing of Ridge Rd at Annapolis Rd 400' away; companion bus stop is #F3P7BC	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F3P7BC	Christiana Ct	at	No	Yes	Fail	closest crossing of Ridge Rd at Annapolis Rd 600' away; companion bus stop is #F3NX0R	No	N/A	N/A		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F3RQOY	Cameryn Pl/ Freetown Rd	at	Yes	Yes	Pass	companion bus stop is #F3RYEG	Yes	Yes	Pass		Signalized	N	N	Yes	Signalized	N	N	Yes	Fail	
F3RYEG	Cameryn Pl/ Freetown Rd	180	Yes	Yes	Pass	companion bus stop is #F3RQOY; No sidewalk connection from bus stop to cossing at Freetown Rd	Yes	Yes	Pass		Signalized	N	N	Yes	Signalized	N	N	Yes	Fail	
F3UYFB	Caldwell Rd	65	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	N	N	N	Stop Sign	N	N	N	Pass	
F3V654	Leonard Dr	70	Yes	Yes	Pass		Yes	Yes	Fail	ADA ramps directs peds into street with no destination/ receiving ramp	Uncontrolled	N	N	N	Stop Sign	N	N	N	Pass	
F3W125	Sun Valley Shopping Center	at	No	Yes	Fail	companion bus stop is #F3WO7G	Yes	No	Fail		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
F3WO7G	Sun Valley Shopping Center	at	No	Yes	Fail	companion bus stop is #F3W125	No	No	Fail		Uncontrolled	No	No	No	Uncontrolled	No	No	No	Fail	
F3Y7DC	Stone Castle Dr / Metacomet Rd	at	No	Yes	Fail		Yes	Yes	Fail	No curb ramps at NE and SE corners	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F40J3U	Castle Harbour Way	at	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F40YJC	Cedarcliff Dr	70	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	N	N	N	Stop Sign	N	N	N	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
F41LL3	Coutros Ct.	At	Yes	Yes	Pass		Yes	No	Fail		Uncontrolled	N	N	N	Uncontrolled	N	N	N	Fail	
F42GNN	Americana Cir	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
F42ODN	Americana Cir	210	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	Yes	Yes	Signalized	Yes	No	Yes	Pass	
F47UKB	Bastille Pl	at	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F4816L	Faywood Ave	at	Yes	Yes	Pass	companion bus stop is #F4816O	Yes	Yes	Fail	No curb on east side of Baltimore Annapolis Blvd	Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
F4816O	Faywood Ave	at	Yes	Yes	Pass	companion bus stop is #F4816L	Yes	Yes	Fail	No curb on east side of Baltimore Annapolis Blvd	Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
F48HPM	Bastille Pl	at	No	Yes	Fail		No	N/A	N/A		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F4EGOH	Marley Meadow Ln	90	No	Yes	Fail	companion bus stop is #F4EOE7	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F4EOE7	Marley Meadow Ln	90	No	Yes	Fail	companion bus stop is #F4EGOH	No	N/A	Fail		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
F4LR1H	Marley Station Rd	230	Yes	Yes	Pass		Yes	Yes	Pass	vegetation	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F4MLWM	Marley Neck Blvd	80	Yes	Yes	Pass		Yes	Yes	Pass	vegetation	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F4OCNG	Stoney Run Dr	120	No	Yes	Fail	companion bus stop is #F4OKDA	No	N/A	Fail		Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
F4OKDA	Stoney Run Dr	120	No	Yes	Fail	companion bus stop is #F4OCNG	Yes	Yes	Fail	curb ramps should be closer to Ridge Rd at stop sign for pedestrian visibility	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F4S7IW	Thames River Dr	80	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F4T94B	Marley Neck Rd	200	Yes	Yes	Pass	companion bus stop is #F4VEA8	Yes	Yes	Pass		Uncontrolled	Yes	No	Yes	Stop Sign	Yes	No	No	Pass	push activated overhead flashing beacon for Baltimore Annapolis Blvd
F4UZYG	Guildford Rd	40	Yes	Yes	Pass	companion bus stop is #F4VM50	Yes	No	Fail	missing DWSs at Eastway and Guildford Rd	Signalized	Yes	Yes	Yes	Signalized	Yes	No	No	Fail	
F4VEA8	Marley Neck Rd	150	Yes	Yes	Pass	companion bus stop is #F4T94B	Yes	Yes	Pass		Uncontrolled	Yes	No	Yes	Stop Sign	Yes	No	No	Pass	push activated overhead flashing beacon for Baltimore Annapolis Blvd
F4VM50	Guildford Rd	135	Yes	Yes	Pass	companion bus stop is #F4UZYG	Yes	No	Fail	missing DWSs at Eastway and Guildford Rd	Signalized	Yes	Yes	Yes	Signalized	Yes	No	No	Fail	
F50517	Midblock crossing at bus stop	at	Yes	Yes	Pass		Yes	No	Fail		Midblock Crossing	Yes	No	No	N/A	N/A	N/A	N/A	Pass	
F59BXU	Harding Rd	550	Yes	Yes	Pass		Yes	No	Fail	non complaint ADA ramp without DWS at Harding Rd	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F59KDM	Candlewood Rd/Candlewood Ct	60	No	Yes	Fail	companion bus stop is #F59ZTD; no safe crossing of Dorsey Rd provided	No	N/A	Fail	No ramps or sidewalk at intersection.	Signalized	No	No	No	Signalized	No	No	No	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
F59KF1	Ashton Rd/Leeds Rd	110	No	Yes	Fail	companion bus stop is #F56ZUK	No	N/A	Fail	Ashton Rd: Non ADA compliant - no DWS, slope concerns, no landing area; Leeds Rd: no curb ramps or sidewalk	Uncontrolled	No	No	No	N/A	N/A	N/A	N/A	Fail	
F59ZTD	Candlewood Rd/Candlewood Ct	190	No	Yes	Fail	companion bus stop is #F59KDM; no safe crossing of Dorsey Rd provided	No	N/A	Fail	No ramps or sidewalk at intersection.	Signalized	No	No	No	Signalized	No	No	No	Fail	
F59ZUK	Ashton Rd/Leeds Rd	130	No	Yes	Fail	companion bus stop is #F59KF1	Yes	No	Fail	Ashton Rd: Non ADA compliant - no DWS, slope concerns, no landing area; Leeds Rd: no curb ramps or sidewalk	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F5ATYL	Harding Rd	160	Yes	Yes	Pass		Yes	No	Fail	non complaint ADA ramp without DWS at Harding Rd	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F5AUQY	Ridge Rd	100	Yes	Yes	Pass	companion bus stop is #F5CCRO	Yes	No	Fail	some ramps and ped refuge areas missing DWS or in disrepair	Signalized	Yes	Yes	Yes	Signalized	No	Yes	No	Fail	
F5CCRO	Ridge Rd	150	Yes	Yes	Pass	companion bus stop is #F5AUQY	Yes	No	Fail	some ramps and ped refuge areas are non ADA complaint, missing DWS, or in disrepair	Signalized	Yes	Yes	Yes	Signalized	No	Yes	No	Fail	
F5CRFH	Glen Rd	325	Yes	Yes	Pass		Yes	No	Fail	No DSW, non ADA compliant	Signalized	Yes	No	Yes	Signalized	No	No	No	Pass	
F5FJRI	Kuethe Rd NE	50	Yes	Yes	Pass		Yes	No	Fail		Uncontrolled	Yes	No	No	Stop Sign	Yes	No	No	Pass	
F5H9XL	McCormick Dr	260	No	Yes	Fail	companion bus stop is #F51C11	Yes	Yes	Fail		Signalized	No	No	No	Signalized	No	No	No	Fail	
F5ICI1	McCormick Dr	150	No	Yes	Fail	companion bus stop is #F5H9XL	No	N/A	Fail		Signalized	No	No	No	Signalized	No	No	No	Fail	
F5IK6I	WB&A Rd	215	Yes	Yes	Pass	connects to BWI tral	Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F5JF18	WB&A Rd	165	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F5K9K9	Barbara Moeller Way	at	Yes	Yes	Pass	companion bus stop is #F5K9KC	Yes	Yes	Fail	No DWS provided at intersection	Uncontrolled	Yes	N	N	Uncontrolled	N	N	N	Fail	
F5K9KC	Barbara Moeller Way	at	Yes	Yes	Pass	companion bus stop is #F5K9K9	Yes	Yes	Fail	No DWS provided at intersection	Uncontrolled	Yes	N	N	Stop Sign	Yes	N	N	Fail	
F5MUC8	Stewart Ave	125	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	No	No	No	Pass	
F5N229	Aviation Blvd	365	Yes	Yes	Pass		Yes	Yes	Pass	connects to BWI trail	Signalized	Yes	No	Yes	Signalized	No	No	No	Pass	
F5ORM7	Crain Hwy	200	Yes	Yes	Pass	companion bus stop is #7061	Yes	No	Fail	non complaint ADA ramps without DWS	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F5Q1X3	Oak Ln	120	Yes	Yes	Pass	companion bus stop is #F5R410	Yes	Yes	Fail	utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
F5R4I0	Oak Ln	120	Yes	Yes	Pass	companion bus stop is #F5Q1X3	Yes	Yes	Fail	utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln	Uncontrolled	Yes	No	No	Stop Sign	No	No	No	Fail	
F5T1Y8	Maple Ln NW	at	Yes	Yes	Fail	no crosswalk striping for Baltimore Annapolis Blvd crossing; companion bus stop is #F5T9O3	Yes	No	Fail	NW corner ramp does not have DWS	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
F5T9O3	Maple Ln NW	at	Yes	Yes	Fail	no crosswalk striping for Baltimore Annapolis Blvd crossing; companion bus stop is #F5T1Y8	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F60D2C	Amazon DBA 8/7030 Dorsey Rd	180	No	Yes	Fail	Midblock, minimal risk based on crossing length and traffic; companion bus stop #F60D2C	Yes	No	Fail		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
F60SHR	Amazon DBA 8/7030 Dorsey Rd	180	No	Yes	Fail	Midblock, minimal risk based on crossing length and traffic; companion bus stop #F60D2C	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F62WXO	Cromwell Station \ Glen Burnie	50	Yes	Yes	Fail		Yes	No	Fail	no facilities on east side of Baltimore Annapolis Rd; DWS missing on west side other than push button; restripe crosswalk	Signalized	Yes	No	Yes	Signalized	Yes	No	No	Fail	
F652SU	Wright	60	Yes	Yes	Pass	companion bus stop is #F6518E	Yes	No	Fail		Uncontrolled	Yes	Yes	N/A	Stop Sign	No	No	N/A	N/A	
F65I8E	Wright	25	Yes	Yes	Pass	companion bus stop is #F652SU	Yes	No	Fail		Uncontrolled	Yes	Yes	N/A	Stop Sign	No	No	N/A	N/A	
F6B2SY	Dorsey Rd	at	No	No	Pass	Stop on loop around commercial area, no need for crossing	No	No	Fail		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
F6BP6F	8th Ave	at	No	Yes	Fail		Yes	Yes	Pass		Signalized	No	No	No	Signalized	Yes	No	No	Fail	
F6E21Q	9th Ave	at	No	Yes	Fail	No safe crossing of Crain Hwy provided	No	N/A	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Pass	
F6E233	Penrod Ct	at	No	Yes	Fail	companion bus stop is #12253	Yes	Yes	Fail	intersection cost improvements cover companion stop # 12253; no existing curb ramps on south side of intersection	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F6H9S6	Jackson Ave	at	No	Yes	Fail	companion bus stop is #2774	No	No	Fail	no curb ramps/sidewalk at Jackson & Crain Hwy	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F6JMNK	11th Ave	at	no	No	Fail	companion bus stop is #2773	Yes	Yes	Fail	vegetation	Uncontrolled	No	no	No	Stop Sign	No	No	No	Fail	
F6N23R	E Furnace Branch Rd	275	No	Yes	Fail	No safe crossings of Crain Hwy provided along this corridor area; companion bus stop is #12252	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F6R4WF	Ferndale Road	100	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	N/A	N/A	N/A	N/A	Pass	
F6SUFH	Crain Ct	55	No	Yes	Fail	low speed, 2 lane road; companion bus stop is #2772	No	N/A	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F6VMQI	W Furnance Branch Rd	60	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	No	No	No	Pass	
F764V8	4th St	at	Yes	Yes	Pass		Yes	No	Fail	ADA ram directs peds to driveway ramp	Uncontrolled	Yes	N	N	Stop Sign	N	N	N	Pass	
F78HWY	1st Ave	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	No	Signalized	Yes	No	No	Pass	
F79ZS7	Burwood Ave	At	Yes	Yes	Pass		Yes	Yes	Pass		Uncontrolled	Yes	N	N	Stop Sign	Yes	N	N	Pass	
F7DUMD	3rd St	At	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	N	Yes	Signalized	Yes	N	Yes	Pass	
F7EPGK	Ordnance Ave	115	Yes	Yes	Pass		Yes	Yes	Fail	curb tripping hazard NE corner, vegetation SE corner	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F7K2D2	MVA Glen Burnie Headquarters	at	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F7KX83	MVA Glen Burnie Headquarters	170	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	

Intersection Conditions

Stop Number	Intersecting Street Name	Distance to Bus Stop (ft)	On Street Crossing w/in 250'?	On Street Crossing Warranted?	Pass/Fail	Crossing Comments	Curb Ramps Present?	DWS?	Curb Ramp Preliminary ADA Assess.	Curb Ramp Comments	On Street - Intersection Control	On Street Crossing - Striping?	On Street Crossing - Pedestrian Refuge?	On Street Crossing - Push Button Activation?	Intersecting Street - Intersection Control	Intersecting Street Crossing - Striping?	Intersecting Street Crossing - Pedestrian Refuge?	Intersecting Street Push Button Activation?	Intersection Preliminary Assessment	Other APS Accomodations?
F7MMT8	N/A	At	No	No	Pass		N	N/A	Fail	No ramps	Uncontrolled	No	N	N	Stop Sign	N	N	N	Pass	No crosswalk/ crossing since no destination
F7WA6G	Warfield Rd	95	No	No	Pass	No destinations on west side, passengers can alight and board at next stop to north that has crosswalk	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Pass	
F8052I	Arundel Corporation Rd	30	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	N/A	N/A	N/A	Pass	
F8DN6R	Cedar Hill Ln	at	No	Yes	Fail		Yes	Yes	Fail	no curb ramps for crossing of Ritchie Hwy	Signalized	No	No	No	Signalized	No	No	No	Fail	
F8G7S6	Cresswell Rd	70	No	No	Pass		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F8NPU7	Walton Ave	136	Yes	Yes	Pass		Yes	Yes	Fail	obstructions at NE and SE corners	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F8P7UP	Hammonds Ln	60	Yes	Yes	Pass		Yes	Yes	Fail	obstructions at NE and SE corners	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Fail	
F8T2QL	Church St	50	Yes	Yes	Pass		Yes	Yes	Fail	NW corner ramp has tripping hazard; SE corner ramp has utility pole obstruction	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F8T2QN	Church St	75	Yes	Yes	Pass		Yes	Yes	Fail	NW corner ramp has tripping hazard; SE corner ramp has utility pole obstruction	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F8VFM3	Seward Ave	at	No	Yes	Pass		Yes	No	Fail	Curb ramp upgrades; sidewalk reconstruction/bumpouts, crosswalk striping	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F8Z2SD	15th Ave	100	No	Yes	Fail	companion bus stop is #F8ZI7U	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F8ZI7U	15th Ave	at	No	Yes	Fail	companion bus stop is #F8Z2SD	Yes	No	Fail		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F95PZB	E 11th Ave	50	Yes	Yes	Pass		Yes	Yes	Pass	vegetation	Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F970A1	W 11th Ave	50	Yes	Yes	Pass		Yes	Yes	Pass		Signalized	Yes	No	Yes	Signalized	Yes	No	Yes	Pass	
F99SL1	Townsend Ave.	at	No	Yes	Fail		Yes	No	Fail	NW & SW corner curb ramps are not ADA compliant and w/o DWS; curb ramps needed for safe crossing of Ritchie Hwy	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F9E2WM	7th Ave	at	No	Yes	Fail		Yes	No	Fail	NE corner ramp is non ADA compliant w/o DWS; provide curb ramps for safe crossing of Ritchie Hwy	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F9GNHU	Orchard Ave	at	No	Yes	Fail	no safe crossing of Ritchie Hwy provided	No	No	Fail	no DWS; proposed curb ramps for Ritchie Hwy crossing	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F9HQ2S	5th Ave	at	No	Yes	Fail		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F9KIDT	3rd Ave	110	No	No	Pass		Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F9NAOR	2nd Ave	at	No	Yes	Fail	companion bus stop is #F9NXU0	Yes	Yes	Fail	Missing curb ramp for 2nd st crossing	Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	
F9NXU0	Edison St	at	No	Yes	Fail	companion bus stop is #F9NAOR	Yes	Yes	Pass		Uncontrolled	No	No	No	Stop Sign	No	No	No	Fail	

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
1		bus landing pad; curb ramp upgrades, bus stop pole/sign		1	0	2	3	1.25	**8.505**	4	4	1	0	0	0			0
2	Bay Ridge Ave is a one-way street with traffic flow away from 6th St	bus landing pad		0	0	0	0	1.25	**0**	4	16	1	0	0	0	0	12	0
3	Bay Ridge Ave is a one-way street with traffic flow away from 6th St			0	0	0	0	1.25	**0**	4	4	1	0	0	0	0	0	0
5		Address guy wire obstructing travel way in front of bus shelter		0	0	0	0	1.25	**0**	1	1	1	0	0	0	0	0	0
6		bumpout around utility pole obstructing sidewalk just south of bus stop location		0	0	0	0	1.25	**0**	1	1	1	0	0	0	0	0	0
7	no sidewalk/curb/ramp on the east side of Admiral Dr at the bus stop; need crosswalk striping for Captains Cir crossing	bus stop pole/sign; crosswalk striping for Captains Cir crossing..... Consider moving companion stop #232 and crossing of Admiral Dr south of Captains Cir		0	4	0	0	1.25	**6.3**	3	3	1	2	0	0	0	0	0
8	no sidewalk/curb/ramp on the east side of Admiral Dr at the bus stop; need crosswalk striping for Captains Cir crossing	Option 1- bus landing pad, sidewalk, ramp at bus stop and realign crosswalk across Admiral Dr; crosswalk striping for Captains Cir crossing..... Option 2- move bus stop location south of Captains Cir closer to companion bus stop; provide bus landing pad, sidewalk, curb ramp, crosswalk from new bus stop location to SW corner of Captains Cir/Admiral Dr intersection; crosswalk striping for Captains Cir crossing	Y	0	4	0	4	1.25	**11.34**	1	1	1	0	0	0	0	0	0
9		Crosswalk striping for Croll Dr crossing; Recommend moving stop south closer to companion stop #18	Y	0	4	0	0	1.25	**6.3**	1	1	1	0	0	0	0	0	0
10		bus landing pad; sidewalk; sidewalk; curb ramp; crosswalk stiping across Bens Dr		0	0	0	0	1.25	**0**	2	10	2	0	0	0	0	8	0
12	no safe crossing of Bay Ridge Ave or Janice Dr provided	curb ramp upgrades, safe crossing of Bay Ridge Ave and Janice Dr		0	4	0	4	1.25	**11.34**	5	9	2	0	0	0	0	4	0
13	closest crossing of Bay Ridge Rd at Hillsmere drive/Bay Ridge Ave	curb ramp upgrades; stop bar and crosswalk striping across Cypress Rd; safe crossing of Bay Ridge Rd	no	2	4	0	3	1.25	**17.64**	7	15	3	0	0	0	4	12	0
14	Crossing improvements included with companion stop #13	Crossing cost improvements included with companion stop #13; curb ramp upgrades; stop bar and crosswalk striping across Bay Ridge Market Place Shopping Center entrance; safe crossing of Bay Ridge Rd	no	2	4	0	3	1.25	**13.23**	9	17	3	0	0	2	4	12	0
15	no safe crossing of Bay Ridge Ave or Janice Dr provided	curb ramp upgrades, safe crossing of Bay Ridge Ave and Janice Dr		0	4	0	3	1.25	**10.08**	7	11	2	0	0	2	0	4	0
16		bus stop pole/sign; curb ramp upgrades; sidewalk bumpouts at utility poles in sidewalk		0	0	0	3	1.25	**5.04**	5	9	2	0	0	0	0	4	0
17		bus stop pole/sign; curb ramp upgrades; sidewalk bumpouts around fire hydrant in sidewalk		0	0	0	3	1.25	**5.04**	5	9	2	0	0	0	0	4	0
18	Midblock crossing recommended		N	0	4	0	4	1.25	**11.34**	3	3	1	0	0	2	0	0	0
19				0	0	0	0	1.25	**0**	7	7	3	2	0	2	0	0	0
20		add bus stop pole/sign for visibility; east side curb ramp upgrade	**Y**	0	0	0	3	1.25	**3.78**	2	2	2	0	0	0	0	0	0
29		bus pole/sign		0	0	0	0	1.5	**0**	3	23	1	0	0	2	0	20	0
30		bus pole/sign; crosswalk striping across Copeland St and Great Bay Ave		0	0	0	0	1.5	**0**	3	3	1	0	0	2	0	0	0
33		curb ramp upgrades and crosswalk striping across Burnside St		0	0	0	4	1.25	**5.04**	4	4	1	0	0	0	0	0	0
34	no crosswalk striping	safe crossing of Chesapeake Ave? low speed & low volume roadway, crosswalk may not be warranted... crossing provided at Burnside St		0	4	0	3	1.25	**10.08**	4	4	1	0	0	0	0	0	0
35	no safe crossing of Chesapeake Ave	Safe crossing of Chesapeake Ave- curb ramps, crosswalk striping		0	4	0	4	1.25	**11.34**	8	4	1	0	0	0	4	0	0
38	no safe crossing of Compromise St provided	curb ramp upgrades; crosswalk striping across St Marys St; safe crossing of Compromise St		0	4	0	3	1.5	**11.34**	4	4	1	0	0	0	0	0	0
39	no safe crossing of Compromise St provided	curb ramp upgrades; safe crossing of Compromise St		1	4	0	3	1.25	**11.655**	4	4	1	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
44		sidewalk connection; curb ramp upgrades		0	0	0	3	1.5	**3.78**	7	7	3	2	0	2	0	0	0
45		curb ramp upgrades, crosswalk striping across all intersection approaches		0	0	0	0	1.25	**0**	6	2	2	0	0	0	4	0	0
46		curb ramp upgrades, crosswalk striping across all intersection approaches		0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
47	provide safe crossing of Forest Dr.; consider HAWK signal (ADT is 27622 and Forest Dr crossing is 5 lanes without a median for ped refuge)	curb ramp upgrades		3	4	0	3	1.5	**17.01**	3	7	3	0	0	0	0	4	0
48		bus landing pad; curb ramp upgrades; provide safe crossing of Forest Dr		1	4	0	0	1.25	**10.5**	4	4	2	0	0	2	0	0	0
50		bus stop pole/sign		0	0	0	0	1.5	**0**	5	13	3	0	0	2	0	8	0
51		bus landing pad, curb ramp upgrades		0	0	0	3	1.25	**3.78**	6	10	2	2	0	2	0	4	0
52		curb ramp upgrades		0	0	0	3	1.25	**3.78**	6	10	2	2	0	2	0	4	0
53		bus landing pad; address utility pole obstructing sidewalk; move bus stop closer to Parole St where there is a crossing of Forest Dr provided		0	4	0	0	1.25	**6.3**	2	2	2	0	0	0	0	0	0
54	intersection cost improvements COVER companion stop #245	bus landing pad; safe crossing of Forest Dr		2	4	0	4	1.5	**16.38**	5	17	3	0	0	2	0	12	0
55		bus stop pole/sign		0	0	0	0	1.5	**0**	5	9	3	0	0	2	0	4	0
57	No DWS provided at intersection; intersection cost improvements captured by companion stop #9014			0	0	0	3	1.5	**3.78**	3	5	3	0	0	0	0	2	0
58	intersection cost improvements COVER companion stop #240	bus stop pole/sign; curb ramp upgrades; safe crossing of Forest Dr		2	4	0	3	1.5	**15.12**	3	5	3	0	0	0	0	2	0
59		bus stop pole/sign		0	0	0	0	1.5	**0**	3	7	3	0	0	0	0	4	0
63		bus stop pole/sign		0	0	0	0	1.5	**0**	9	5	3	0	0	2	4	0	0
81		bus landing pad; crosswalk striping for Madison St crossing; curb ramp upgrades and crosswalk striping for Brashears St crossing		0	4	0	3	1.5	**11.34**	1	1	1	0	0	0	0	0	0
82	Non ADA compliant curbs, no DWS, obstructions	bus pad; provide sidewalk connection to Town Center Blvd on north side of Annapolis Rd; upgrade curb ramps/sidewalks/APS/Crosswalks at Annapolis Rd and Town Center Blvd		0	0	2	3	1.5	**8.1**	9	9	3	2	0	4	0	0	0
82		bus landing pad; crosswalk striping for all intersection legs - existing striping is faded		0	0	0	0	1.5	**0**	1	1	1	0	0	0	0	0	0
83	no safe crossing of Monroe St provided	safe crossing of Monroe st and Bay Ridge Ave		0	4	0	3	1.5	**17.64**	8	8	1	4	0	0	0	0	0
86	no safe crossing of Norman Dr provided	bus landing pad; sidewalk; safe crossing of Norman Dr		0	4	0	4	1.5	**12.6**	4	4	1	0	0	0	0	0	0
87				0	0	0	0	1.25	**0**	8	8	1	0	0	4	0	0	0
88		bus landing pad		0	0	0	0	1.5	**0**	1	1	1	0	0	0	0	0	0
89		new or upgraded crosswalk striping for all intersection legs		0	0	0	0	1.5	**0**	1	1	1	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
90	Intersection cost estimate mprovements included with adjacent stop #82 Madison St at President St	bus landing pad; crosswalk striping for all intersection legs - existing striping is faded		0	0	0	0	1.5	0	1	1	1	0	0	0	0	0	0
112		curb ramp upgrade, crosswalk striping across Edgewood St		0	4	0	0	1.5	6.75	14	26	2	0	6	6	0	12	0
113		bus landing pad; address utility pole obstructing sidewalk at NW corner of Admiral Dr and West St		0	0	0	0	1.5	0	15	26	2	0	6	6	1	12	0
114		safe crossing of West St		0	4	0	0	1.5	7.56	1	1	1	0	0	0	0	0	0
125		upgrade curb ramp on north side of West St, DWS for ped refuge		2	0	0	3	1.5	7.56	1	9	1	0	0	0	0	8	0
128		bus landing pad; protect bus shelter from vehicular traffic; address fire hydrant obstruction in front of bus shelter; crosswalk striping and curb ramp upgrades for driveway/mall entrance crossings		2	0	0	0	1.5	5.88	2	2	2	0	0	0	0	0	0
136		DWS; bus pad bumpout		0	0	0	3	1.5	3.375	1	1	1	0	0	0	0	0	0
142		clear vegetation on curb ramps and sidewalk at/around B&A Blvd and Nursery road intersection; crosswalk striping, clear debris from curb ramps; poles obstructing sidewalk near bus stop location		0	0	0	0	1.25	0	2	2	2	0	0	0	0	0	0
163				0	0	2	0	1.5	3.78	4	8	1	0	0	0	0	4	0
164	no safe crossing of Bay Ridge Ave or Parkwood Ave provided	curb ramp upgrades, safe crossing of Bay Ridge Ave and Parkwood Ave; Landing pad bumpout, reconstruct sidewalk		0	4	0	3	1.25	10.08	4	4	1	0	0	0	0	0	0
169		bus pole/sign; stop bar and crosswalk striping across Schooner Ct		2	0	0	0	1.5	5.04	7	3	1	0	0	2	4	0	0
172		curb ramp upgrades; crosswalk across Chesapeak Ave and State St; address obstructions to travel way in sidewalk		0	4	0	3	1.5	11.34	4	8	1	0	0	0	0	4	0
184		DWS		0	0	0	3	1.25	3.78	4	14	1	0	0	0	0	10	0
199		bus landing pad		0	0	0	0	1.5	0	1	1	1	0	0	0	0	0	0
224		DWS		1	0	0	3	1.25	5.355	4	8	1	0	0	0	0	4	0
236		curb ramp upgrades at shopping center driveway		0	0	0	3	1.5	3.78	3	3	1	0	0	2	0	0	0
237		midblock crossing of Tyler Ave at bus stop location	no	0	4	0	4	1.5	12.6	1	5	1	0	0	0	0	4	0
238				0	4	0	0	1.5	7.56	14	14	2	0	6	6	0	0	0
240	Intersection cost estimate mprovements included with companion stop #58 Forest Dr. and Quiet Waters Pl	bus stop pole/sign; curb ramp upgrades; safe crossing of Forest Dr		2	4	0	3	1.5	15.12	3	5	3	0	0	0	0	2	0
245	Intersection cost estimate mprovements included with companion stop #54 Forest Drive and Rosecrest Dr	bus stop pole/sign; safe crossing of Forest Dr		2	4	0	4	1.5	16.38	5	17	3	0	0	2	0	12	0
246				0	0	0	0	1.5	0	2	10	2	0	0	0	0	8	0
247		add crosswalk striping and stop signs/stop bars for adjacent driveways		0	0	0	0	1.5	0	1	1	1	0	0	0	0	0	0
260		bus stop pole/sign		0	0	0	0	1.5	0	9	9	3	0	0	2	4	4	0
263	no safe crossing of Bay Ridge Ave provided	safe crrossing of Bay Ridge Ave?		0	4	0	4	1.25	10.125	2	10	2	0	0	0	0	8	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
2709				0	0	0	0	1.5	0	3	3	1	2	0	0	0	0	0
2752		sidewalk connection to Beltway Crossing Shopping Center		0	0	0	0	1.5	0	7	7	3	2	2	0	0	0	0
2767		curb ramp upgrades		0	0	0	0	1.5	0	6	18	2	2	2	0	0	12	0
2768	intersection cost improvements COVER companion stop #2902	crosswalk striping, curb ramps upgrades, ped refuge and push button activation across shopping center entrance; safe crossing of Ritchie Hwy		0	4	2	0	1.5	15.75	2	6	2	0	0	0	0	4	0
2770			Y	0	0	0	0	1.5	0	2	6	2	0	0	0	0	4	0
2772	intersection cost improvements captured by companion stop #F6SUFH	safe crossing of Crain Hwy - curb ramps, crosswalk		0	4	0	0	1.25	9	2	2	2	0	0	0	0	0	0
2773	no crossing of Crain Hwy provided; intersection cost improvements COVER companion stop #F6JMNK	consider combining/consolidating bus stops at Jackson Ave and 11th Ave; provided marked crossing of Crain Hwy with ADA complaint curb ramps		0	4	0	0	1.25	9	2	2	2	0	0	0	0	0	0
2774	No safe crossing of Crain Hwy or Jackson Ave provided; intersection cost improvements captured by companion stop #F6H9S6	consider combining/consolidating bus stops at Jackson Ave and 11th Ave; provided marked crossing of Crain Hwy with ADA complaint curb ramps		0	4	0	4	1.25	10.125	2	6	2	0	0	0	0	4	0
2776	no sidewalk/curb/ramps on north side of 8th Ave; no safe crossing of 8th Ave provided	bus landing pad; safe crossing of 8th Ave - curb ramp, sidewalk, crosswalk striping		1	4	0	4	1.25	13.8375	3	3	3	0	0	0	0	0	0
2777	No safe crossing of Baltimore Annapolis Blvd provided	bus landing pad; safe crossing of Baltimore Ave - crosswalk striping, push button		0	0	0	0	1.25	0	3	19	3	0	0	0	0	16	0
2782				0	0	0	0	1.5	0	2	8	2	0	0	0	0	6	0
2783		crosswalk striping for Crain Hwy crossing		1	4	0	0	1.5	11.25	4	8	2	0	2	0	0	4	0
2785	no safe crossing of Crain Hwy provided; Install a midblock crosswalk with associated signage. intersection cost improvements COVER companion stop #2883	Safe crossing of Crain Hwy - curb ramps, crosswalk, push button activation		4	4	0	3	1.25	14.625	11	15	3	0	2	0	0	4	0
2786	ADA compliant ramps provided, but no crosswalk striping or push button activation	bus stop pole/sign; crosswalk striping for Crain Hwy and Driveway crossings; push button activation for Crain Hwy crossing		0	4	2	0	1.25	8.4375	11	19	3	0	2	0	0	8	0
2787		Sidewalk connection to Crain Towers	Move to dollar tree near intersection of crain hwy and Hospital dr	0	4	0	3	1.25	9	19	39	3	2	2	0	0	20	2
2788				0	0	0	0	1.25	0	2	2	2	0	0	0	0	0	0
2789	intersection cost improvements COVER companion stop #8729	bus landing pad; recommend moving bus stop west closer to Crain Hwy intersection to discourage midblock crossings	y	0	0	0	0	1.25	0	18	26	2	0	0	0	4	12	0
2790	intersection cost improvements captured by companion stop #2879	is bus stop still in service?		2	4	0	0	1.25	8.4375	14	18	2	0	0	0	0	4	0
2794	no crossing of Oakwood Rd provided	recommend moving bus stop location south closer to Oakwood Rd/Funke Rd intersection where a safe crossing of Oakwood rd is provided	y	1	4	0	0	1.25	9.375	11	15	2	0	0	0	0	4	0
2795	no crossing of Oakwood Rd provided	bus landing pad; Safe crossing of Oakwood Rd or move bus stop location north to Oakwood Station Rd/Whitman Dr		1	4	0	0	1.25	7.03125	8	8	2	0	0	0	0	0	0
2796		safe crossing of Oakwood Rd; croswalk striping across Mary Ln		1	4	0	0	1.25	7.03125	8	8	2	0	0	0	0	0	0
2797				0	0	0	0	1.25	0	8	10	2	0	0	0	0	2	0
2800	intersection cost improvements COVER companion stop #12259	Safe crossing of Aquahart Rd		0	4	0	3	1.25	12	8	8	2	0	0	0	0	0	0
2801	intersection cost improvements captured by companion stop #2869; unsafe midblock crossing - no crosswalk striping or APS accomodations. "pedestrian refuge" is not protected. Next closest crossing at Guildford Rd 0.4 miles north of bus stop location	Move bus stop pole to bus pad; address midblock crossing safety concerns; crosswalk striping across Ritchie Hwy, Eastway, Norfolk Rd, and Norman Rd		2	4	0	0	1.5	10.125	9	13	3	0	0	0	0	4	0
2802	intersection cost improvements captured by companion stop #2867; no push button on Marley Station Rd EB crossing	push button for Marley Station Rd EB crossing		0	0	0	0	1.5	0	21	25	3	0	0	0	0	4	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
2803				0	0	0	0	1.25	**0**	14	14	2	0	0	0	0	0	0
2805	No paired bus stop on NB Ritchie Hwy; closest crossing of Ritchie Hwy is 1/3 of a mile south at Jumpers Hole Rd	stop bar at Kellington Dr; crosswalk across Kellington Dr; safe crossing of Ritchie Hwy		5	4	0	0	1.5	**15.1875**	3	7	3	0	0	0	0	4	0
2807	no ped facilities along SB Jumpers Hole Rd	bus landing pad; sidewalk; safe crossing of Jumpers Hole Rd		0	4	2	0	1.25	**10.5**	2	2	2	0	0	0	0	0	0
2808	intersection cost improvements COVER companion stop #2862; No safe crossing of Ritchie Hwy provided at the intersection or within 1/3 mile; consider installing a HAWK signal to accompany proposed	safe crossing of Ritchie Hwy; sidewalk connection to Waterford Rd		2	4	0	4	1.5	**14.625**	3	3	3	0	0	0	0	0	0
2830	intersection cost improvements captured by companion stop #2836; No ADA amenities for Herbert M Sachs Crossing aside from non compliant ramps	Bus landing pad and sconnecting sidewalk; recommend moving bus stop location north closer to Herbert M Sachs Dr intersection where a safe crossing of Rowe Blvd is provided	y	2	4	0	3	1.5	**13.5**	5	9	3	0	0	2	0	4	0
2832				0	0	0	0	1.25	**0**	4	4	1	0	0	0	0	0	0
2833				1	0	0	0	1.25	**1.875**	4	4	1	0	0	0	0	0	0
2834				0	0	0	0	1.25	**0**	4	4	1	0	0	0	0	0	0
2835				0	0	0	0	1.25	**0**	6	6	1	2	0	0			0
2836	intersection cost improvements COVER companion stop #2830; No ADA amenities for Herbert M Sachs Crossing aside from non compliant ramps	Landing pad bumpout; recommend moving bus stop location north closer to Herbert M Sachs Dr intersection where a safe crossing of Rowe Blvd is provided	y	2	4	0	3	1.5	**13.5**	3	7	3	0	0	0	0	4	0
2862	intersection cost improvements captured by companion stop #2808	Safe crossing of Ritchie Hwy to link companion stop, striping and ADA accomodtions for Elvaton crossing		3	4	0	4	1.25	**11.475**	3	3	3	0	0	0	0	0	0
2867	intersection cost improvements COVER companion stop #2802; no push button on Marley Station Rd EB crossing	clear vegetation and access condition of sidewalk leading to bus stop		0	0	0	0	1.5	**0**	21	25	3	0	0	0	0	4	0
2869	intersection cost improvements COVER companion stop #2801; unsafe midblock crossing - no crosswalk striping. "pedestrian refuge" is not protected. Next closest crossing at Guildford Rd 0.4 miles north of bus	Move bus stop pole to bus pad; address midblock crossing safety concerns; crosswalk striping across Ritchie Hwy, Eastway, Norfolk Rd, and Norman Rd; upgrade curb ramps at Norman Rd and Eastway		4	4	0	0	1.5	**13.5**	9	13	3	0	0	0	0	4	0
2873		safe crossing of Oakwood Rd		1	4	0	0	1.25	**9.375**	8	8	2	0	0	0	0	0	0
2874	no crossing of Oakwood Rd provided	bus landing pad; Safe crossing of Oakwood Rd or move bus stop location north to Oakwood Station Rd/Whitman Dr		1	4	0	0	1.25	**7.03125**	8	8	2	0	0	0	0	0	0
2875		bus landing pad		1	0	0	3	1.25	**6.375**	8	12	2	0	0	0	0	4	0
2876	No Crosswalk Striping	Safe crossing of Hospital Dr and crosswalk striping across 200 Hospital's driveway		2	4	0	0	1.25	**8.4375**	4	4	2	0	0	2	0	0	0
2878	intersection cost improvements COVER companion stop #2971			0	0	0	0	1.25	**0**	14	18	2	0	0	0	0	4	0
2879	intersection cost improvements COVER companion stop #2790; crosswalk stiping for Hospital Dr and Mt Ridge Dr crossing	is bus stop still in service?		2	4	0	0	1.25	**8.4375**	14	18	2	0	0	0	0	4	0
2880				0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
2882	ADA compliant ramps provided, but no crosswalk striping or push button activation	bus stop pole/sign; crosswalk striping and push button activation for Crain Hwy and Oak Manor crossings		0	4	2	0	1.25	**8.4375**	11	19	3	0	2	0	0	8	0
2883	no safe crossing of Crain Hwy provided; intersection cost improvements captured by companion stop #2785	Move bus stop sign to new bus stop pole at bus pad location. Safe crossing of Crain Hwy - curb ramps, crosswalk, push button activation		5	4	0	3	1.25	**16.03125**	11	15	3	0	2	0	0	4	0
2885				0	0	0	0	1.25	**0**	11	11	3	0	2	0	0	0	0
2886	no safe crossing of Crain Hwy provided; intersection cost improvements COVER companion stop #12256	Safe crossing of Crain Hwy - curb ramps, crosswalk, push button activation		2	4	0	0	1.5	**15.75**	4	18	2	0	2	0	0	14	1
2887		Move bus stop location north closer to 5th Ave SE		0	0	0	0	1.5	**0**	4	8	2	0	2	0	0	4	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
2888				0	0	0	0	1.5	**0**	4	8	2	0	2	0	0	4	0
2889	no crosswalk striping for Crain Hwy crossing	crosswalk striping for Crain Hwy crossing		1	4	0	0	1.5	**8.4375**	2	2	2	0	0	0	0	0	0
2890				0	0	0	0	1.5	**0**	2	12	2	0	0	0	0	10	0
2901	crosswalk striping and ped buttons needed for Holsum Way	1) bus pad; sidewalk; safe crossing of Holsum Way.... 2) consider moving bus stop location north of Holsum way where there are existing sidewalk facilities		0	4	0	0	1.5	**12.6**	4	8	2	0	2	0	0	4	0
2902	intersection cost improvements captured by companion stop #2768	crosswalk striping and push button activation at Mall Entrance; safe crossing of Ritchie Hwy		0	4	2	0	1.5	**15.75**	8	4	2	0	2	0	4	0	0
2971	intersection cost improvements captured by companion stop #2878			0	0	0	0	1.25	**0**	14	18	2	0	0	0	0	4	0
3304	crosswalk striping has faded	bus landing pad, sidewalk connection to Baltimore Annapolis Rd; crosswalk striping across Baltimore Annapolis Rd and Nursery Rd		0	4	0	0	1.25	**8.75**	2	2	2	0	0	0	0	0	0
3306	intersection cost improvements captured by companion stop #3306	bus landing pad; sidewalk; safe crossing of Nursery Rd		0	4	0	4	1.25	**10.125**	2	2	2	0	0	0	0	0	0
3307	intersection cost improvements COVER companion stop #3341	curb ramps/sidewalk at intersection; crosswalk striping; push button activation		0	4	2	0	1.25	**11.25**	2	2	2	0	0	0	0	0	0
3317				0	0	0	0	1.5	**0**	3	3	1	2	0	0	0	0	0
3321	No sidewalk, curb ramps, or crosswalk striping.	bus landing pad, sidewalk, crosswalk striping across driveway; safe crossing of Candlewood Rd		0	4	0	4	1.5	**11.25**	2	2	2	0	0	0	0	0	0
3322	No sidewalk, curb ramps, or crosswalk striping; intersection cost improvements COVER companion stop #3331	bus landing pad, sidewalk; stop sign/stop bar/crosswalk striping for 7471 Candlewood Road driveway; move bus stop south closer to intersection		0	4	0	4	1.5	**15**	2	2	2	0	0	0	0	0	0
3324	intersection cost improvements COVER companion stop #3329	Bus landing pad; safe crossing of Ridge Rd		2	4	0	4	1.25	**12.9375**	4	8	2	2	0	0	0	4	0
3329	intersection cost improvements captured by companion stop #3324	Bus landing pad; crosswalk striping across Mellon Rd; safe crossing of Ridge Rd		2	4	0	0	1.25	**11.25**	4	8	2	2	0	0	0	4	0
3331	No sidewalk, curb ramps, or crosswalk striping; intersection cost improvements captured by companion stop #3322	bus landing pad, sidewalk		0	4	0	4	1.5	**15**	2	2	2	0	0	0	0	0	0
3341	intersection cost improvements captured by companion stop #3307	curb ramps/sidewalk at intersection; crosswalk striping; push button activation		0	4	2	0	1.25	**11.25**	2	2	2	0	0	0	0	0	0
3342	intersection cost improvements COVER companion stop #3306	bus landing pad; sidewalk; safe crossing of Nursery Rd		0	4	0	4	1.25	**13.5**	2	2	2	0	0	0	0	0	0
3345		remove or move bollards obstructing sidewalk; crosswalk striping for Baltimore Annapolis Blvd and Nursery Rd crossings		0	0	0	0	1.25	**0**	17	17	2	0	0	0	0	0	0
5024	crosswalk alignment/geometry is awkward and increases travel distance	bus landing pad		0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
5080		bus stop pole/sign; move bus shelter away from curb ramp and provide new bus landing pad		2	0	0	0	1.25	**3.15**	4	4	2	2	0	0	0	0	0
5081		bus stop pole/sign		2	0	0	0	1.25	**3.15**	4	4	2	2	0	0	0	0	0
5128	no safe crossing of West St provided at intersection; recommend moving bus stop location east closer to Solomons Island intersection to discourage midblock crossings	bus landing pad; sidewalk upgrades; stop bar/crosswalk striping across Holly Ave; recommend moving bus stop east closer to Solomons Island intersection	y	2	4	0	3	1.5	**23.52**	6	16	2	0	0	4	0	10	0
5177				0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0

intersection cost improvements captured by companion stop #		Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
5210				0	0	0	0	1.25	**0**	3	3	3	0	0	0	0	0	0
5272				0	0	0	0	1.5	**0**	3	3	1	2	0	0	0	0	0
6016		bus landing pad		0	0	0	0	1.25	**0**	2	10	2	0	0	0	0	8	0
6052				2	0	0	0	1.5	**4.05**	2	2	2	0	0	0	0	0	0
6053		midblock crossing needed along Housley Rd?		0	4	0	0	1.5	**8.1**	2	2	2	0	0	0	0	0	0
6054	intersection cost improvements COVER companion stop #	bus landing pad; DWS; safe crossing of Housley Rd		1	4	0	3	1.5	**14.175**	2	2	2	0	0	0	0	0	0
6058		stop bar and crosswalk striping across Compton Dr; safe crossing of Bestgate Dr		2	4	0	0	1.5	**11.34**	2	2	2	0	0	0	0	0	0
6061		bus landing pad		0	0	0	0	1.25	**0**	3	3	3	0	0	0	0	0	0
6062		Bus landing pad; DWS		0	0	0	3	1.25	**3.78**	4	8	2	0	0	2	0	4	0
6063		Bus stop sign/pole		0	0	0	0	1.25	**0**	4	8	2	0	0	2	0	4	0
6064		Bus landing pad		0	0	0	0	1.25	**0**	4	8	2	0	0	2	0	4	0
6100		bus landing pad		0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
6300	no safe crossing of West St provided at intersection; recommend moving bus stop location east closer to Solomons Island intersection to discourage midblock crossings	DWS/Curb ramp upgrades; stop bar/crosswalk striping at entrance; recommend moving bus stop east closer to Solomons Island intersection	y	2	4	0	0	1.5	**17.64**	2	12	2	0	0	0	0	10	0
7045		move bus stop closer to Rockenbach Rd; bus landing pad; connection to shared use path	Y; closer to Rockenbach Rd	0	0	0	0	1.5	**0**	7	11	3	2	0	2	0	4	0
7061		upgrade curb ramps		0	0	0	3	1.25	**4.5**	6	6	2	0	0	4	0	0	0
7449	No safe crossing of Mountain Rd provided at the intersection or within 1/3 of a mile from the bus stop location.	bus pad; sidewalk		0	4	0	0	1.5	**8.1**	17	25	3	2	0	0	0	8	0
7504	intersection cost improvements captured by companion stop #F0N8ND; no safe crossing of Odenton Rd provided at Bruce Ave	move bus location to King Malcolm Ave where there is a crossing with a push button activated flashing solar LED ped crossing sign	y	0	4	0	4	1.25	**10.125**	4	4	2	2	0	0	0	0	0
7510	intersection cost improvements COVER companion stop #F0QO4N	bus landing pad; sidewalk connection to crosswalk		0	0	0	0	1.25	**0**	1	1	1	0	0	0	0	0	0
7793	no safe crossing of 8th Ave provided	bus landing pad; safe crossing of 8th Ave - curb ramp, sidewalk, crosswalk striping		1	4	0	0	1.25	**8.4375**	3	3	3	0	0	0	0	0	0
8430	non-ADA compliant curb ramps; push button for Baltimore Annapolis Blvd at SE corner in the wrong location	ADA complaint curb ramps with DWS; wider sidewalk at intersection; push button activation for both crossings		0	0	0	3	1.25	**4.5**	4	4	2	2	0	0	0	0	0
8436	non-ADA compliant curb ramps; push button for Baltimore Annapolis Blvd at SE corner in the wrong location	Bus landing pad; ADA complaint curb ramps with DWS; wider sidewalk at intersection; push button activation for both crossings		0	0	0	3	1.25	**3.375**	4	4	2	2	0	0	0	0	0
8729	intersection cost improvements captured by companion stop #2789			0	0	0	0	1.25	**0**	14	18	2	0	0	0	0	4	0
8868	no sidewalk, ramps or safe crossing of Charwood Rd; intersection cost improvements captured by companion stop #10799	bus landing pad; sidewalk; safe crossing of Charwood Rd		0	4	0	4	1.5	**15**	2	6	2	0	0	0	0	4	0
9001		Bus stop pole/sign; midblock crossing warranted - curb ramp on west side of Tyler Ave, crosswalk striping, supporting ped crossing signage	no	0	4	0	0	1.25	**6.3**	1	5	1	0	0	0	0	4	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
9002		upgrade curb ramps at NE, NW, SW corners; crosswalk striping for Spruill Rd crossing		2	0	0	3	1.5	**8.1**	2	2	2	0	0	0	0	0	0
9002		safe crossing of West St; crosswalk striping across Brewer Ave		0	4	0	0	1.5	**7.56**	1	1	1	0	0	0	0	0	0
9003	no safe crossing of Colonial Ave provided	Safe crossing of West St; DWS		0	4	0	3	1.25	**10.08**	4	4	1	0	0	0	0	0	0
9004				0	0	0	0	1.25	**0**	2	12	2	0	0	0	0	10	0
9005				0	0	0	0	1.5	**0**	3	7	3	0	0	0	0	4	0
9006				0	0	0	0	1.5	**0**	1	5	1	0	0	0	0	4	0
9007		bus landing pad		0	0	0	0	1.5	**0**	1	1	1	0	0	0	0	0	0
9008		bus landing pad, bus stop sign/pole; safe crossing of Bywater Road (curb ramps & crosswalk striping)		0	4	0	0	1.5	**7.56**	1	5	1	0	0	0	0	4	0
9009	Hilltop through movment uncontrolled			1	0	0	0	1.25	**1.575**	2	6	2	0	0	0	0	4	0
9010				0	0	0	3	1.25	**3.78**	2	8	2	0	0	0	0	6	1
9011	Flashing Crossing signs with push button activation			1	0	0	0	1.25	**1.575**	2	6	2	0	0	0	0	4	0
9012	recommend moving bus stop location approximately 200 ft north where there is recently constructed midblock crossing with ADA compliant ramps for all intersections legs and crosswalk striping across Newtowne Dr.	recommend moving bus stop location approximately 200 ft north where there is recently constructed midblock crossing with ADA compliant ramps for all intersections legs and crosswalk striping across Newtowne Dr.; update curb ramps just south of the existing bus stop location improve route to bus stop and mobility.	Y	0	4	0	3	1.5	**11.34**	2	5	1	0	0	0	1	4	0
9013	no safe crossing of Colonial Ave provided	Safe crossing of West St; DWS		0	4	0	3	1.25	**10.08**	4	4	1	0	0	0	0	0	0
9014	No DWS provided at intersection; intersection cost improvements COVER companion stop #57			0	4	0	3	1.5	**15.12**	3	3	3	0	0	0	0	0	0
10799	no sidewalk, ramps or safe crossing of Charwood Rd; intersection cost improvements COVER companion stop #8868	bus landing pad; sidewalk; safe crossing of Charwood Rd		0	4	0	4	1.5	**15**	2	6	2	0	0	0	0	4	0
10921		consolidate bus stop locations; bus stop landing pad; connection to existing sidewalk		0	0	0	0	1.5	**0**	5	9	3	2	0	0	0	4	0
10922	Baltimore and Annapolis Trail shared us path runs along the east side of Greenway Rd			0	0	0	0	1.25	**0**	8	8	2	0	0	0	0	0	0
11173	intersection cost improvements COVER companion stop #11178	bus landing pad; sidewalk; safe crossing of Nursery Rd		1	4	0	4	1.25	**15.375**	2	2	2	0	0	0	0	0	0
11178	intersection cost improvements captured by companion stop #11173	safe crossing of Nursery Rd; crosswalk striping for Raynor Ave crossing		1	4	0	0	1.25	**9.375**	2	2	2	0	0	0	0	0	0
11694		DWS		0	0	2	3	1.25	**10.78**	6	10	1	2	0	0	0	4	0
11695				0	0	0	4	1.25	**5.04**	4	4	1	0	0	0	0	0	0
11696		Recommend moving bus stop location away from Light House Bistro which has outdoor seating that limits pedestrians horizontal separation from the roaday and overall comfort	Recommend moving bus stop location away from Light House Bistro which	0	0	2	3	1.25	**6.1875**	1	1	1	0	0	0	0	0	0
11697		DWS, reconstruct curb ramp NW corner		0	0	0	3	1.25	**3.375**	1	7	1	0	0	0	0	6	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency							
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
11698		upgrade curb ramps		0	0	2	3	1.5	**7.56**	3	3	1	2	0	0	0	0	0
11699	push activated stop light for crossing			0	0	0	0	1.5	**0**	3	3	1	2	0	0	0	0	0
11700	intersection cost improvements COVER companion stop #11728; no safe crossing of West St provided	safe crossing of West St; stop bar and crosswalk striping for Legion Ave		2	4	0	0	1.5	**11.34**	8	12	2	2	2	2	0	4	0
11701		address utility pole obstructing sidewalk at NW corner of Admiral Dr and West St		0	0	0	0	1.5	**0**	16	28	2	2	6	6	0	12	0
11702				2	0	0	0	1.5	**5.04**	16	30	2	2	6	6	0	14	0
11703	utility poles obstructing ramps and sidewalks	crosswalk striping across Hudson St; address utility poles obstructing travel ways		2	0	0	0	1.5	**5.04**	4	8	2	2	0	0	0	4	0
11726				2	0	0	0	1.5	**4.5**	16	30	2	2	6	6	0	14	0
11728	intersection cost improvements captured by companion stop #11700; no safe crossing of West St provided	bus stop pole/sign; safe crossing of West St; stop bar and crosswalk striping for Legion Ave		2	4	0	0	1.5	**10.125**	6	6	2	0	2	2	0	0	0
11729		Move bus stop location west closer to midblock crossing at companion bus stop #11699 in front of Annapolis library		1	4	0	0	1.5	**9.45**	1	1	1	0	0	0	0	0	0
11730		upgrade curb ramps		0	0	2	3	1.5	**7.56**	3	5	1	2	0	0	0	2	0
11731		upgrade curb ramp on north side of West St, DWS for ped refuge		1	0	0	3	1.25	**5.355**	3	7	1	2	0	0	0	4	0
11732		curb ramp upgrades for SE & SW corners; DWS		0	0	2	3	1.25	**6.1875**	1	1	1	0	0	0	0	0	0
11733		curb ramp upgrades		0	0	2	3	1.25	**8.25**	6	6	1	2	0	0	0	0	0
11734		DWS		0	0	2	3	1.25	**6.1875**	4	8	1	0	0	0	0	4	0
11735		bus landing pad		0	0	0	0	1.5	**0**	7	11	3	2	0	2	0	4	0
12123				0	0	0	0	1.5	**0**	6	14	2	0	4	0	0	8	0
12251		bus stop pole/sign		0	4	0	4	1.25	**10.125**	4	4	2	0	2	0	0	0	0
12252	No safe crossing of Crain Hwy provided with 1/3 of a mile from bus stop location.	bus pad; sidewalk at bus stop and connection to proposed crossing of Crain Hwy at E Furnance Branch Rd; facilities for safe crossing of Crain Hwy; crosswalk striping for Furnace Branch Rd crossing		0	4	0	0	1.25	**9**	2	2	2	0	0	0	0	0	0
12253	Move bus stop location to (39.177348, -76.622691) where there is existing sidewalk; No safe crossing of 8th Ave provided; bus stop landing pad; bus stop pole/sign	Move bus stop location to (39.177348, -76.622691) where there is existing sidewalk; No safe crossing of 8th Ave provided; bus stop landing pad; bus stop pole/sign	Y; Move west of Penrod Ct where sidewalk is	0	4	0	0	1.25	**6.75**	3	13	3	0	0	0	0	10	0
12254		bus landing pad; cross stripping across Grayburn Dr		0	4	0	0	1.25	**5.625**	3	13	3	0	0	0	0	10	1
12255	no crosswalk striping for Crain Hwy crossing	crosswalk striping for Crain Hwy crossing		1	4	0	0	1.5	**8.4375**	2	2	2	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
12256	no safe crossing of Crain Hwy provided; intersection cost improvements captured by companion stop #2886	Safe crossing of Crain Hwy - curb ramps, crosswalk, push button activation		2	4	0	0	1.5	**13.5**	4	18	2	0	2	0	0	14	1
12257				0	0	0	0	1.25	**0**	11	11	3	0	2	0	0	0	0
12258		consider concolidating with bus stop #2794 which is 660' north; bus landing pad;	y	4	0	0	0	1.25	**7.5**	8	14	2	0	0	0	0	6	0
12259	intersection cost improvements captured by companion stop #2800	bus landing pad; safe crossing of Aquahart Rd		0	4	0	0	1.25	**9**	8	8	2	0	0	0	0	0	0
12266				0	0	0	0	1.25	**0**	6	10	1	2	0	0	0	4	0
12268	crosswalk extends too far into roadway; no sidewalk or curb ramps	bus landing pad, sidewalk; move crosswalk striping and stop bar away from roadway/turn lane		0	4	0	4	1.25	**8.1**	3	3	3	0	0	0	0	0	0
12279				0	0	0	0	1.25	**0**	2	6	2	0	0	0	0	4	0
12281				0	0	0	0	1.25	**0**	20	20	2	0	0	0	0	0	0
12444	No sidewalk, curb ramps, or crosswalk striping; intersection cost improvements captured by companion stop #12450	bus landing pad, sidewalk; provide safe crossing of Candlewood Rd at Mercedes Dr		0	4	0	4	1.5	**11.25**	2	2	2	0	0	0	0	0	0
12445		Bus landing pad; curb ramp upgrades; crosswalk striping across US Post Office driveway		0	4	0	3	1.25	**12**	2	2	2	0	0	0	0	0	0
12450	No sidewalk, curb ramps, or crosswalk striping; intersection cost improvements COVER companion stop #12444	bus landing pad, sidewalk; provide safe crossing of Candlewood Rd at Mercedes Dr		0	4	0	4	1.5	**15**	2	2	2	0	0	0	0	0	0
12463				0	0	0	0	1.5	**0**	7	21	3	2	2	0	0	14	1
12464		crosswalk striping and push button activation for Nolpark Ct crossing		0	4	2	0	1.5	**10.125**	7	11	3	2	2	0	0	4	0
12467				0	0	0	0	1.5	**0**	7	21	3	2	2	0	0	14	1
12468				0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
12490				0	0	0	0	1.25	**0**	14	14	2	0	0	0	0	0	0
12610		safe crossing of Quartfield Rd; crosswalk striping across Jonathan Ave; Reconstruct bus landing pad		0	4	0	0	1.25	**5.625**	2	2	2	0	0	0	0	0	0
12611		safe crossing of Quartfield Rd; crosswalk striping across Quarterfield 100 driveway		0	4	0	0	1.25	**5.625**	2	6	2	0	0	0	0	4	0
12690		bus landing pad; Quarterfield Park Dr crossing: curb ramp rework, crosswalk striping, push button activation		0	4	2	3	1.25	**18.375**	2	2	2	0	0	0	0	0	0
12695	No safe crossing of Crain Hwy or Old Stage Rd provided; intersection cost improvements COVER companion stop #12696	safe crossings of Crain Hwy, Hidden Brook Dr, and Old Stage Rd		0	4	2	0	1.5	**10.125**	19	19	3	2	2	0	0	0	0
12696	No safe crossing of Crain Hwy or Old Stage Rd provided; intersection cost improvements captured by companion stop #12695	safe crossings of Crain Hwy, Hidden Brook Dr, and Old Stage Rd; ADA ramp improvements		0	4	2	0	1.5	**10.125**	17	17	3	2	0	0	0	0	0
12730				0	4	2	0	1.25	**8.4375**	2	12	2	0	0	0	0	10	1
13337		DWS, stop bar on Clay St		0	0	0	3	1.25	**5.25**	4	8	1	0	0	0	0	4	0
13672	Baltimore and Annapolis Trail shared us path runs along the east side of Greenway Rd			0	0	0	0	1.25	**0**	8	24	2	0	0	0	0	16	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
14038		existing sidewalk in poor condition; sidewalk connection to adjacent dinner; consider safety upgrades for Mountain Rd crossings		0	4	2	0	1.5	**16.2**	21	21	3	0	0	0	0	0	0
14039	One of three stops abutting Marley Station Mall. Mall goers can use other 2 stops w/crosswalks	crosswalk striping across Phelps Ave; consider sidewalk along Phelps Ave to protect pedestrians		0	0	2	0	1.5	**5.4**	9	17	3	0	0	0	0	8	0
14043				0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
14151				0	0	0	0	1.5	**0**	3	3	1	2	0	0	0	0	0
14196		DWS		0	0	0	3	1.25	**5.04**	6	6	1	2	0	0	0	0	0
20123		Move bus sign to bus stop pole for visibility		0	0	0	0	1.5	**0**	2	6	2	0	0	0	0	4	0
20124	No facilities provided for safe crossing of Arundel Mills Blvd to the south. There is no companion bus stop on the south side but there is a neighborhood to the south. These are all single family homes that aren't in a disenfranchized area, so a crossing may not be warranted.	Safe crossing of Arundel Mills Blvd - There is no companion bus stop on the south side but there is a neighborhood to the south. These are all single family homes that aren't in a disenfranchized area, so a crossing may not be warranted.		2	4	0	0	1.5	**8.1**	2	2	2	0	0	0	0	0	0
20125				0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
20126				0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
20127		bus landing pad		0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
20128		bus landing pad		0	0	0	0	1.5	**0**	4	4	2	0	2	0	0	0	0
20179	intersection cost improvements captured by companion stop #20180			0	0	0	0	1.5	**0**	14	18	3	0	2	0	0	4	0
20180	intersection cost improvements COVER companion stop #20179			0	0	0	0	1.5	**0**	14	18	3	0	2	0	0	4	0
20181	intersection cost improvements captured by companion stop #20184	recommend moving bus stop west closer to to Laureldale/Old Line Ave; stop sign/stop bar at Ethel Dr; crosswalk striping across Ethel Dr	y	0	4	0	0	1.5	**6.75**	12	16	3	0	0	0	0	4	0
20182	intersection cost improvements COVER companion stop #20183; consider installation of HAWK signal; encourages "midblock crossing" across Fort Meade Rd at Laurel Race Track Rd. The closest crossing provided is 1/3 mile to west at the Steward Village Shopping Center	bus landing pad; safe crossings of Fort Meade Rd and Laurel Race Track Rd: sidewalk, curb ramps, crosswalk striping, ped refuge, additional APS such as HAWK signal		5	4	0	4	1.5	**23.625**	12	18	3	0	0	0	0	6	1
20183	intersection cost improvements captured by companion stop #20182; encourages "midblock crossing" across Fort Meade Rd at Laurel Race Track Rd. The closest crossing provided is 1/3 mile to west at the Steward Village Shopping Center Entrance	bus landing pad; safe crossings of Fort Meade Rd and Laurel Race Track Rd: sidewalk, curb ramps, crosswalk striping, ped refuge, additional APS such as HAWK signal		5	4	0	0	1.5	**18.225**	12	18	3	0	0	0	0	6	1
20184	intersection cost improvements COVER companion stop #20181	bus landing pad		0	0	0	0	1.5	**0**	14	18	3	0	2	0	0	4	0
20185		bus landing pad		0	0	0	0	1.5	**0**	14	20	3	0	2	0	0	6	1
20186		move bus pole closer to landing pad		0	0	0	0	1.5	**0**	14	18	3	2	0	0	0	4	0
20187		Add lighting at bus stop and bus shelter; minimum 5' wide sidewalk and bus landing pad; ADA accessible bus shelter?		0	0	0	0	1.5	**0**	14	14	3	2	0	0	0	0	0
20190	intersection cost improvements COVER companion stop #20191	bus landing pad; move bus stop location closer to signalized Maryland City Plaza entrance where there is a crossing of Fort Meade Rd provided.	y	4	4	0	0	1.5	**16.2**	12	12	3	0	0	0	0	0	0
20191	intersection cost improvements captured by companion stop #20190	bus landing pad; crosswalk striping across Red Crown Inn Entrance		0	0	0	0	1.5	**0**	14	14	3	0	2	0	0	0	0
20198	intersection cost improvements COVER companion stop #20199			2	0	0	0	1.25	**2.8125**	2	2	2	0	0	0	0	0	0
20199	intersection cost improvements captured by companion stop #20198	bus landing pad		2	0	0	0	1.25	**2.8125**	2	2	2	0	0	0	0	0	0
20200	intersection cost estimate mprovements included with companion stop #20201 National Business Parkway and merrit dr NB; No safe crossing of National Business Pkwy provided. Closest crossing is south of the roundabout 350' away	bus landing pad; safe crossing of National Business Pkwy - crosswalk striping, ped refuge, curb ramps	Y; move bus stop approximately 50 ft south to existing	2	4	0	0	1.25	**10.125**	2	2	2	0	0	0	0	0	0
20201	intersection cost improvements COVER companion stop #20200; No safe crossing of National Business Pkwy provided.	bus landing pad; sidewalk; safe crossing of National Business Pkwy - crosswalk striping, ped refuge, curb ramps		2	4	0	4	1.25	**15.525**	2	2	2	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
20202	intersection cost improvements COVER companion stop #20234			0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
20203	no safe crossing of National Business Pkwy provided; Intersection cost estimate mprovements included with companion stop #20235 National Business Parkway and 140 National Business Parkway entrance	bus landing pad; safe crossing of National Business Pkwy - crosswalk striping, ped refuge, curb ramps		2	4	0	0	1.5	**10.125**	2	2	2	0	0	0	0	0	0
20204	intersection cost improvements COVER companion stop #20205	bus landing pad; recommend moving bus stop west closer to Technology Dr intersection to discourage midblock crossings	y	0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
20205	intersection cost improvements captured by companion stop #20204	bus landing pad; recommend moving bus stop west closer to Technology Dr intersection to discourage midblock crossings	y	0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
20231		bus landing pad and sidewalk connection; DWS and crosswalk striping	no	0	4	0	3	1.25	**10.8**	1	1	1	0	0	0	0	0	0
20233	intersection cost improvements COVER companion stop #20240; no safe crossing of National Business Pkwy provided;	May want to add crosswalk striping and DWS at driveway crossing		2	4	0	4	1.5	**14.625**	2	2	2	0	0	0	0	0	0
20234	intersection cost improvements captured by companion stop #20202			0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
20235	no safe crossing of National Business Pkwy provided; intersection cost improvements COVER companion stop #20203	safe crossing of National Business Pkwy - crosswalk striping, ped refuge, curb ramps; crosswalk stirping across 140 National Business Pkwy entrance		2	4	0	0	1.5	**10.125**	2	2	2	0	0	0	0	0	0
20238				0	0	0	0	1.5	**0**	14	20	3	0	2	0	0	6	1
20240	Intersection cost estimate mprovements included with companion stop #20233; no safe crossing of National Business Pkwy provided	May want to add crosswalk striping and DWS at driveway crossing		2	4	0	4	1.5	**14.625**	2	2	2	0	0	0	0	0	0
20241		Missing DWS at southwest corner of Russett Green and Laurel Fort Meade Rd		0	0	0	3	1.5	**4.05**	12	12	3	0	0	0	0	0	0
168634	intersection cost improvements COVER companion stop #168635	move bus stop closer to Holy Cross Rd		0	0	0	0	1.5	**0**	2	14	2	0	0	0	0	12	0
168635	intersection cost improvements captured by companion stop #168634			0	0	0	0	1.5	**0**	2	6	2	0	0	0	0	4	0
ETYAO3	provide safe crossing of Admiral Cochrane Dr and Solomons Island Rd; ped refuges, crosswalk striping, curb ramps, and APS/push buttons recommended	bus landing pad		5	4	2	0	1.5	**18.5625**	2	2	2	0	0	0	0	0	0
EU0FT6		Recommend relocating the bus stop location south closer to the Admiral Cochrane Dr/Lake Shore Dr & Solomons Island Rd intersection. Provide bus sign/pole; bus landing pad; new sidewalk; new curb ramps; safe crossing of Solomons Island Rd/MD 2. There No safe crossing of Solomons Island Rd/MD 2 >1 mile from the bus stop. The residential area east of	Recommend moving bus stop approximately ~ 600ft. South closer to	5	4	0	4	1.5	**19.6875**	5	5	2	0	0	0	0	0	0
EU384X	No stop sign or other control at the James entrance; no safe crossing of Admiral Cochrane Dr provided; recommend crosswalk striping and ped refuge for Admiral Cochrane Dr crossing	bus pad; stop sign and stop bar at The James driveway entrance; upgrade curb ramps; crosswalk striping; safe crossing of Admiral Cochrane Dr		2	4	0	3	1.5	**13.5**	2	2	2	0	0	0	0	0	0
EU5SR0	intersection cost improvements cover companion stop #EU6864; reconstruct all curb ramps except NE corner; add crosswalk striping and ped refuge for Admiral Cochrane Dr. crossing	Striping across USPS entrance		3	4	0	3	1.5	**15.1875**	2	2	2	0	0	0	0	0	0
EU6864	intersection cost improvements captured by companion stop #EU5SR0; No stop sign or other control at 185 Admiral Cochrane Dr driveway	bus pad; stop sign and stop bar at 185 Admiral Cochrane Dr; crosswalk striping across 185 Admiral Cochrane Dr driveway entrance (shared use path); curb ramp at NW corner		2	4	0	3	1.5	**13.5**	2	2	2	0	0	0	0	0	0
EU9NNJ	No safe crossing of Admiral Cochrane Dr provided	upgrade curb ramps at NW, SW corners; crosswalk striping across both crossings; stop sign and stop bar at 180 Admiral Cochrane Dr entrance		2	4	0	3	1.5	**16.2**	2	2	2	0	0	0	0	0	0
EUA31C		DWS		0	0	0	4	1.5	**4.5**	1	1	1	0	0	0	0	0	0
EUBDGJ				0	0	0	0	1.25	**0**	5	11	3	2	0	0	0	6	0
EUDXX5		DWS		1	0	0	3	1.5	**5.0625**	1	1	1	0	0	0	0	0	0
EUDXXK		DWS		0	0	0	3	1.5	**3.375**	1	1	1	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency							
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
EUDY11				0	0	0	0	1.25	**0**	5	15	3	2	0	0	0	10	0
EUESVU		upgrade deteriorating sidewalk at/near bus stop location		0	0	0	0	1.25	**0**	5	13	3	2	0	0	0	8	0
EUFG0H	no stop sign control for Courtyard Annapolis	Courtyard Annapolis Entrance: stop sign/stop bar/crosswalk striping		0	4	0	0	1.25	**6.75**	7	11	3	2	0	2	0	4	0
EUGIKN		DWS, bus landing pad		2	0	0	3	1.5	**6.75**	2	2	2	0	0	0	0	0	0
EUHDHS		Move bus stop location to midblock crossing		0	0	0	0	1.25	**0**	1	1	1	0	0	0	0	0	0
EUJY3Q	Located in parking lot, no crosswalk to ADA ramp at bus stop	Crosswalk striping to bus stop ADA ramp		0	0	0	0	1.5	**0**	1	1	1	0	0	0	0	0	0
EUL8CS				0	0	0	0	1.25	**0**	3	3	1	2	0	0	0	0	0
EUNL64				0	0	0	0	1.25	**0**	5	5	3	2	0	0	0	0	0
EUONUG		Move bus stop south close to MVA entrance; provide sidewalk connection to MVA building; bus pad		0	0	0	4	1.25	**5.4**	2	2	2	0	0	0	0	0	0
EUPILR		bus landing pad		0	0	0	0	1.25	**0**	5	13	3	2	0	0	0	8	0
EUPY11		Add bus stop pole for visibility; consider moving stop location further from intersection and adding concrete bus landing pad	**Y**	0	0	0	0	1.25	**0**	5	13	3	2	0	0	0	8	0
EUQDEG		bus landing pad; bus stop sign/pole	no	0	0	0	0	1.5	**0**	5	11	2	0	0	0	0	6	0
EUQDM0	No safe crossing of Harry S Truman Pkwy Provided	safe crossing of Harry S Truman Pkwy and sidewalk connections		0	4	0	4	1.25	**12.15**	1	1	1	0	0	0	0	0	0
EUY3BG		May want to consider midblock crossing(s) along this Defense Hwy corridor. Crossings provided at Housley Rd and Generals Hwy are ~2,200' apart.		0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
EUYB1D		bus landing pad; lighting; May want to consider midblock crossing(s) along this Defense Hwy corridor. Crossings provided at Housley Rd and Generals Hwy are ~2,200' apart.		0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
EUZ5VH	intersection cost improvements captured by companion stop #EUZDLD	bus landing pad, sidewalk upgrades; crosswalk striping across Oak Ct; May want to consider midblock crossing(s) along this Defense Hwy corridor. Crossings provided at Housley Rd and Generals Hwy are ~2,200' apart.		2	4	0	3	1.25	**14.175**	2	4	2	0	0	0	0	2	0
EUZDLD	intersection cost improvements COVER companion stop #EUZ5VH			3	4	0	3	1.25	**15.8625**	2	6	2	0	0	0	0	4	0
EV25XU				2	0	0	0	1.5	**4.05**	2	2	2	0	0	0	0	0	0
EV3FTM		move bus stop location closer to Taylor Ave		0	0	0	0	1.5	**0**	5	9	3	2	0	0	0	4	0
EV42YJ		bus landing pad		0	0	0	0	1.25	**0**	2	8	2	0	0	0	0	6	0
EV55V1		crosswalk striping across mall driveway entrance		2	0	0	0	1.5	**6.3**	3	3	1	2	0	0	0	0	0
EV7Q2P	no safe crossing of Baltimore Annapolis Blvd provided	safe crossing of Baltimore Annapolis Blvd		1	4	0	4	1.25	**11.53125**	4	4	2	2	0	0	0	0	0
EV85TY	intersection cost improvements COVER companion stop #EV8DJM			0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
EV8DJM	intersection cost improvements captured by companion stop #EV85TY	bus landing pad		0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency							
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
EV8KXO	no safe crossing of Baltimore Annapolis Blvd provided	safe crossing of Baltimore Annapolis Blvd		0	4	0	4	1.25	**10.125**	4	4	2	2	0	0	0	0	0
EV9VOZ	Intersection cost estimate improvements captured by companion stop #6054 Housely Rd and Regatta Bay ct	bus landing pad; DWS; safe crossing of Housley Rd		2	4	0	3	1.5	**16.2**	2	2	2	0	0	0	0	0	0
EVF0SG		new bus landing pad		0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
EVGB27				3	4	0	0	1.5	**11.8125**	5	5	2	0	0	0	0	0	0
EVGY7D	no control for Fowler United Methodist Church Entrance	Bus landing pad; church driveway: stop sign/stop bar/crosswalk striping; safe crossing of bestgate Rd		2	4	0	0	1.5	**10.125**	2	2	2	0	0	0	0	0	0
EVINWT		bus landing pad		0	0	0	0	1.5	**0**	2	2	2	0	0	0	0	0	0
EVKDLU	No safe crossing of Bestgate Rd provided; intersection cost improvements captured by companion stop #EVL0QZ	safe crossing of Bestgate Rd		2	4	0	0	1.5	**10.125**	2	2	2	0	0	0	0	0	0
EVL0QZ	No safe crossing of Bestgate Rd provided; intersection cost improvements COVER companion stop #EVKDLU	bus landing pad; safe crossing of Bestgate Rd		2	4	0	4	1.5	**14.625**	2	2	2	0	0	0	0	0	0
EVNL9P	no crossing of N Bestgate Rd provided	bus landing pad; sidewalk connection to Tidewater Colony Dr		0	4	0	0	1.5	**6.75**	2	6	2	0	0	0	0	4	0
EVO8F9	no crossing of N Bestgate Rd provided	bus landing pad; sidewalk connection to N Bestgate Rd; safe crossing of N Bestgate Rd w/ crosswalk striping, push button activation and curb ramps		0	4	0	0	1.5	**6.75**	6	6	2	0	0	0	4	4	0
EVWSR8	crosswalk extends too far into roadway; no sidewalk or curb ramps	bus landing pad, sidewalk; move crosswalk striping and stop bar away from roadway/turn lane		0	4	0	4	1.25	**8.1**	5	5	3	2	0	0	0	0	0
EVZDCK		bus landing pad; sidewalk connection		0	4	0	4	1.25	**8.1**	3	3	3	0	0	0	0	0	0
EYXAPY		bus landing pad; possible sidewalk reconstruction		0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
EYXQ5H		bus landing bumpout; possible sidewalk reconstruction		0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
EZ6IIV	No safe crossing provided across Waugh Chapel Rd. Closest crosswalk is 0.3 miles north at Dairy Farm Rd	bus landing pad, crosswalk striping across all intersection approaches		0	4	0	0	1.25	**5.625**	2	2	2	0	0	0	0	0	0
EZ6Q8L	No safe crossing provided across Waugh Chapel Rd. Closest crosswalk is 0.3 miles north at Dairy Farm Rd	bus landing pad, crosswalk striping across all intersection approaches		0	4	0	0	1.25	**5.625**	2	2	2	0	0	0	0	0	0
EZGL6I		bus landing pad		0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
EZH8BS		bus landing pad		0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
EZHVMY		bus landing pad; DWS		1	0	0	3	1.25	**4.78125**	2	2	2	0	0	0	0	0	0
EZI3CO		bus landing pad; DWS		1	0	0	3	1.25	**4.78125**	2	2	2	0	0	0	0	0	0
EZM5TR		bus landing pad		0	0	0	0	1.25	**0**	2	6	2	0	0	0	0	4	0
EZMSZ4		bus landing pad		0	0	0	0	1.25	**0**	2	6	2	0	0	0	0	4	0
EZMT4Z	Median obstructing Iris Ridge Rd crossing; no safe crossing of Strawberry Lake Way provided (closest crossing is at Piney Orchard Pkwy 290' away)	bus landing pad; connection from bus stop to sidewalk; upgrades to Iris Ridge Rd crossing (crosswalk striping, ped refuge/curb cut through raised median, DWS)		1	4	0	3	1.25	**10.40625**	2	2	2	0	0	0	0	0	0
EZN8KJ	Median obstructing Chesnut Terrace Ct crossing; no safe crossing of Strawberry Lake Way provided (closest crossing is at Piney Orchard Pkwy 260' away)	bus landing pad; connection from bus stop to sidewalk; upgrades to Chesnut Terrace Ct crossing (crosswalk striping, ped refuge/curb cut through raised median, DWS)		1	4	0	3	1.25	**10.40625**	2	2	2	0	0	0	0	0	0
EZOITK				1	0	0	3	1.5	**5.0625**	2	2	2	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
EZST4K	no safe crossing of Stream Valley Dr provided	bus landing pad; Pedestrian crossings of Stream Valley Dr look common here bc Casuarina Way connects neighborhoods and trips to/from The Market Place Piney Orchard Shopping Center: ramp upgrades with DWS (ramp on SE corner is asphalt & no DWS currently), striped crosswalk across Stream Valley Dr		0	0	0	3	1.5	3.375	2	2	2	0	0	0	0	0	0
EZST68	intersection cost improvements COVER companion stop #EZUQLX	bus landing pad; connection from bus stop to sidewalk; DWS		2	0	0	3	1.25	6.1875	3	3	3	0	0	0	0	0	0
EZT8K4	no safe crossing of Stream Valley Dr provided	bus landing pad; Pedestrian crossings of Stream Valley Dr look common here bc Casuarina Way connects neighborhoods and trips to/from The Market Place Piney Orchard Shopping Center: ramp upgrades with DWS (ramp on SE corner is asphalt & no DWS currently), striped		0	0	0	3	1.5	3.375	2	2	2	0	0	0	0	0	0
EZUISM	Midblock crossing for Washington, Baltimore and Annapolis Trail shared use path	bus landing pad		0	0	0	3	1.25	3.375	4	4	2	2	0	0	0	0	0
EZUQIC	Midblock crossing for Washington, Baltimore and Annapolis Trail shared use path	bus landing pad		0	0	0	3	1.25	3.375	4	4	2	2	0	0	0	0	0
EZUQLX	intersection cost improvements captured by companion stop #EZST68	bus landing pad; connection from bus stop to sidewalk; DWS		2	0	0	3	1.25	6.1875	3	3	3	0	0	0	0	0	0
EZX3GD	intersection cost improvements captured by companion stop #EZX3GL	bus landing pad; connection from bus stop to sidewalk; DWS		3	0	0	3	1.25	7.59375	3	9	3	0	0	0	0	6	0
EZX3GL	intersection cost improvements COVER companion stop #EZX3GD	bus landing pad; connection from bus stop to sidewalk; DWS		3	0	0	3	1.25	7.59375	3	9	3	0	0	0	0	6	0
EZZ009	no safe crossing of Casuarina Way provided	bus landing pad; safe crossing of Casuarina Way, DWS, crosswalk striping across Warm Spring Way		0	4	0	3	1.5	10.125	2	2	2	0	0	0	0	0	0
EZZ0V1	no safe crossing of Casuarina Way provided	bus landing pad; safe crossing of Casuarina Way		0	4	0	3	1.5	10.125	2	2	2	0	0	0	0	0	0
F03IX0	intersection cost improvements captured by companion stop #F050X8	bus landing pad, DWS		0	0	0	3	1.25	3.375	5	9	3	2	0	0	0	4	0
F050X8	intersection cost improvements COVER companion stop #F03IX0	bus landing pad, DWS		0	0	0	3	1.5	3.375	13	9	3	2	0	4	4	0	0
F0B8O2				3	4	0	3	1.25	10.575	9	15	3	0	0	6	0	6	1
F0IY9T	marked mid block crossing; no landing pad	bus landing pad, move bus stop pole location to bus landing pad		0	0	0	0	1.25	0	2	2	2	0	0	0	0	0	0
F0K8L3		move bus stop sign forward of the boarding area; or move bus stop location closer to crosswalk and provide bus landing pad		0	0	0	0	1.25	0	2	2	2	0	0	0	0	0	0
F0LB5E		Recommend moving bus stop location to adjacente exsisting sidewalk and provide a bus landing pad bumpout.....bus pad; sidewalk connection to Gateway Blvd; safe crossing of Annapolis Rd; general upgrade of sidewalk and curb ramp facilities in the area	Y	2	4	0	0	1.25	8.4375	5	5	3	2	0	0	0	0	0
F0LYAS		bus pad; safe crossing of Annapolis Rd; general upgrade of sidewalk and curb ramp facilities in the area		2	4	0	0	1.25	8.4375	5	5	3	2	0	0	0	0	0
F0N8ND	intersection cost improvements COVER companion stop #7504			1	0	0	0	1.25	1.40625	2	2	2	0	0	0	0	0	0
F0O3H0	no curb ramp or sidewalk connections to crossing of Annapolis Rd	bus landing pad; provide sidewalk connection to crossing of Annapolis Rd		0	0	0	4	1.25	4.5	5	5	3	2	0	0	0	0	0
F0OB8L				1	0	0	3	1.25	4.78125	2	4	2	0	0	0	0	2	0
F0OIWS	No crossing provided across Odenton Shopping Center Entrance. No sidewalks along Annapolis Rd	bus landing pad; sidewalk connection; crossing facilities for mall driveway (curb ramps, striping, APS)		0	0	0	4	1.25	4.5	5	5	3	2	0	0	0	0	0
F0OYDY		bus landing pad		0	0	0	0	1.25	0	2	4	2	0	0	0	0	2	0
F0QO4N	intersection cost improvements captured by companion stop #7510	bus landing pad		0	0	0	0	1.25	0	1	1	1	0	0	0	0	0	0
F0UQRG	intersection cost improvements COVER companion stop #F0V670			0	0	0	3	1.5	5.4	2	2	2	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
F0V670	intersection cost improvements captured by companion stop #F0UQRG	upgrade NE corner curb ramps; consider moving bus stop location		0	0	0	3	1.5	4.05	2	2	2	0	0	0	0	0	0
F103PF	Located in Parking Lot			0	0	0	0	1.25	0	1	3	1	0	0	0	0	2	0
F128VI				0	4	0	0	1.5	9	3	3	1	2	0	0	0	0	0
F13YK1	No sw connection to Winmeyer Ave; no crossing at Winmeyer Ave provided	bus landing pad; provide sidewalk connection to Winmeyer Ave, provide safe crossing of Winmeyer Ave		0	0	0	4	1.5	5.4	5	15	3	2	0	0	0	10	1
F14DZU	curb ramp deterioration at Winmeyer Ave	upgrade curb ramps		0	0	0	0	1.5	0	5	15	3	2	0	0	0	10	1
F16YMK	Non ADA compliant curbs, no DWS, obstructions	bus pad; move bus stop location closer to Town center blvd; upgrade curb ramps/sidewalks/APS/Crosswalks	Y	0	0	2	3	1.5	8.1	9	15	3	2	0	4	0	6	0
F1M6KK	intersection cost improvements COVER companion stop #F1MEAF; No safe crossing provided across Berger St or Annapolis Rd; consider HAWK for uncontrolled Annapolis Rd crossing (ADT is 28880) to companion bus stop	bus pad; sidewalk connection; safe crossing of Annapolis Rd, next closest is at Charter Oaks Blvd/Mapes Rd 0.8 miles north		2	4	0	4	1.5	14.625	5	5	3	2	0	0	0	0	0
F1MEAF	intersection cost improvements captured by companion stop #F1M6KK; No safe crossing provided across Berger St or Annapolis Rd	bus pad; safe crossing of Annapolis Rd, next closest is at Charter Oaks Blvd/Mapes Rd 0.8 miles north		2	4	0	4	1.5	14.625	5	5	3	2	0	0	0	0	0
F1TOMT	intersection cost improvements captured by companion stop #F1UBS8; No crossing provide across Annapolis Rd; closest safe crossing is at Charter Oaks Blvd 1/3 mile from this stop	bus pad; provide safe crossing of Annapolis Rd at Llewellyn Ave/Blue Water Blvd w/ new sidewalk, curb, crosswalk striping, APS		0	4	2	0	1.5	10.125	5	5	3	2	0	0	0	0	0
F1UBS8	intersection cost improvements COVER companion stop #F1TOMT; No safe crossing provided across Annapolis Road. Closest safe crossing is at Charter Oaks Blvd 1/3 miles north of this bus stop location; recommend new curb ramps and ped refuge constructed in park shop island	bus pad; connection to shared use path on west side of Annapolis Rd; safe crossing of Annapolis Rd at Llewellyn Ave/Blue Water Blvd w/ new sidewalk, curb, crosswalk striping, APS		0	4	2	4	1.5	14.625	5	5	3	2	0	0	0	0	0
F23JKZ		bus landing pad		0	0	0	0	1.5	0	2	2	2	0	0	0	0	0	0
F23Z0B		bus landing pad; consider moving bus stop location closer to Annapolis Rd		0	0	0	0	1.5	0	2	6	2	0	0	0	0	4	0
F259A2		bus landing pad		2	0	0	0	1.5	3.375	2	6	2	0	0	0	0	4	0
F25WFA		bus landing pad		2	0	0	0	1.5	3.375	2	6	2	0	0	0	0	4	0
F2AEFE		bus landing pad		0	0	0	0	1.5	0	6	10	2	2	0	2	0	4	0
F2AM54		bus landing pad, bus stop sign/pole		0	0	0	0	1.5	0	4	8	2	0	0	2	0	4	0
F2MM7K	no marked crosswalks	bus landing pad; sidewalk at bus stop; crosswalk striping across Jacobs Rd and Stillmeadows Dr		0	4	0	0	1.5	6.75	2	2	2	0	0	0	0	0	0
F2MM7O	no marked crosswalks; Intersection cost estimate Improvements included with companion stop #F2MM7K Jacobs and Stillmeadows Dr	bus landing pad; crosswalk striping across Jacobs Rd and Stillmeadows Dr		0	4	0	0	1.5	9	2	2	2	0	0	0	0	0	0
F2N9HF		bus landing pad; crosswalk striping across Patton Dr and Fox Ln		1	0	0	0	1.25	1.40625	2	2	2	0	0	0	0	0	0
F2N9HK		bus landing pad; crosswalk striping across Patton Dr and Fox Ln		1	0	0	0	1.25	1.40625	2	2	2	0	0	0	0	0	0
F2P6W9	no ramps; may want to take measures to increase visibility of pedestrians when crossing Reece Rd to Day Care Center	replace missing bus stop pole/sign; bus landing pad; curb ramps, upgrades to Reece Rd crossing		0	0	0	4	1.25	4.5	2	2	2	0	0	0	0	0	0
F2PEHS	No DWS/ADA compliant ramps or crosswalk striping for Richfield Dr/Richardson Nursery Rd crossings. Nearby designated midblock crossing is missing striping	bus landing pad; crosswalk striping across Richfield Dr; curb ramp upgrades; consider moving bus stop north to the other side of Ritchfield Dr adjacent to designated mid block crossing; add crosswalk striping for midblock crossing		0	0	0	3	1.5	4.5	7	11	1	0	0	0	0	4	0
F2PM7L	No DWS/ADA compliant ramps or crosswalk striping for Richfield Dr/Richardson Nursery Rd crossings. Nearby designated midblock crossing is missing striping	crosswalk striping across Richardson Nursery Rd; consider moving bus stop north to the other side of Richardson Nursery Rd adjacent to designated mid block crossing; add crosswalk striping for midblock crossing		0	0	0	3	1.5	3.375	7	11	1	0	0	0	0	4	0
F2PU1E	no ramps; may want to take measures to increase visibility of pedestrians when crossing Reece Rd to Day Care Center	bus landing pad; curb ramps; upgrades to Reece Rd crossing; crosswalk striping across Day Care Center driveway		0	0	0	4	1.25	4.5	2	2	2	0	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency							
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
F2TOTK	No striping, ADA compliant curb ramps, or DWS for Arwell Ct/Midway Condominium driveway crossings	bus landing pad, crosswalk striping across Arwell Ct; ADA compliant curb ramps with DWS		0	0	0	3	1.5	**4.5**	7	7	1	0	0	0	0	0	0
F2TOTO	No striping, ADA compliant curb ramps, or DWS for Arwell Ct/Midway Condominium driveway crossings	bus landing pad, crosswalk striping across midway Condominium driveway; ADA compliant curb ramps with DWS		0	0	0	3	1.5	**3.375**	7	7	1	0	0	0	0	0	0
F2U4FK	provide safe crossing of Annapolis Rd; HAWK signal may be warranted for 6 lane uncontrolled crossing (ADT is 36835)			5	4	0	0	1.5	**15.1875**	5	5	3	2	0	0	0	0	0
F2YEL7		bus landing pad		0	0	0	0	1.5	**0**	11	7	1	0	0	0	4	0	0
F2YEL9		bus landing pad		0	0	0	0	1.5	**0**	7	11	1	0	0	0	0	4	0
F31U1P		bus landing pad		0	0	0	0	1.25	**0**	9	9	3	0	0	0	0	0	0
F32OWN				0	0	0	0	1.25	**0**	9	9	3	0	0	0	0	0	0
F38WMX	Ramps are non ADA compliant; no safe crossing of Reece Rd to/from Meade Village/Asbury Woods neighborhood is provided. No link to sidewalk on south side of Reece Rd	bus landing pad; realignment of curb ramps and crosswalk striping for Fairbrook Ct crossing... consider moving bus stop location northwest to other side of Fairbrook Ct		0	4	0	3	1.5	**10.125**	1	1	1	0	0	0	0	0	0
F3BWOE	no crosswalk striping across Meade Village Cir crossings	striped crosswalk across Meade Village Cir approaches; yield to pedestrian signage; consider making this intersection 4-way-stop controlled: some ped visibility concerns, high pedestrian area with schools/parks, and peds may not realize that thru traffic on Meade Village Rd is uncontrolled		0	0	0	0	1.5	**0**	5	1	1	0	0	0	4	0	0
F3CYD9	intersection cost improvements captured by companion stop #F3E8NX			0	0	0	0	1.5	**0**	3	7	3	0	0	0	0	4	0
F3E8NX	intersection cost improvements COVER companion stop #F3CYD9; Fail rating due to no push button for Jumpers Hole Rd NB approach crossing	Move bus stop pole/sign closer to shelter; push button for Jumpers Hole NB approach crossing	Y	0	0	0	0	1.5	**0**	3	9	3	0	0	0	0	6	1
F3FZIL		bus landing pad; Raise sidewalk or install curb to protect pedestrians and direct stormwater		0	0	0	0	1.5	**0**	9	13	3	4	0	2	0	4	0
F3JUEX		move bus stop closer to Ridge Rd		0	0	0	0	1.5	**0**	5	9	3	2	0	0	0	4	0
F3NX0R	intersection cost improvements captured by companion stop #F3P7BC	bus landing pad; crosswalk striping across Christiana Ct; Midblock crossing of Ridge Rd at Christiana Ct if companion bus stop #2388 is not moved SW closer to Annapolis Rd		2	4	0	0	1.25	**11.25**	3	7	3	0	0	0	0	4	0
F3P7BC	intersection cost improvements COVER companion stop #F3NX0R	bus landing pad; move bus stop location closer to Annapolis Rd and add sidewalk for safe travel to Annapolis Rd/Ridge Rd crosswalk..... Alternatively provide a midblock crossing at Christiana Ct		2	4	0	4	1.25	**12.9375**	3	3	3	0	0	0	0	0	0
F3RQOY	No striped crosswalks and limited sidewalk connectivity			3	4	0	0	1.5	**14.175**	9	9	3	0	0	0	0	0	0
F3RYEG	No striped crosswalks and limited sidewalk connectivity			0	0	0	0	1.5	**0**	9	9	3	0	0	0	0	0	0
F3UYFB	No crosswalk striping			0	0	0	0	1.5	**0**	11	11	2	0	0	0	0	0	0
F3V654	No receiving ramp/ sidewalk north of intersection			0	0	0	0	1.5	**0**	13	13	2	2	0	0	0	0	0
F3W125	no safe crossing of Baltimore Annapolis Blvd provided	safe crossing of Baltimore Annapolis Blvd. Consider HAWK signal, cost covers companion bus stop F3W07G		2	4	0	3	1.25	**22.05**	14	14	2	0	0	0	0	0	0
F3WO7G	no ped facilities along NB Baltimore Annapolis Blvd; no safe crossing of Baltimore Annapolis Blvd provided	bus landing pad; sidewalk; safe crossing of Baltimore Annapolis Blvd		2	4	0	4	1.25	**24.15**	14	22	2	0	0	0	0	8	0
F3Y7DC	No crosswalk/safe crossing provided accross Ridge Rd at Stone Castle Dr/Metacomet Rd; no other crossing within 1/4 mile	Bus landing pad; sidewalk connection; safe crossing of Ridge Rd; crosswalk striping across Stone Castle Dr		1	4	0	0	1.25	**7.03125**	3	3	3	0	0	0	0	0	0
F40J3U	No safe crossing of Baltimore Annapolis Blvd	Baltimore Annapolis Blvd crossing with ped refuge		1	4	0	0	1.25	**7.03125**	14	22	2	0	0	0	0	8	0
F40YJC	No crosswalks or traffic control devices at intersection			1	4	0	0	1.25	**5.625**	5	13	2	0	0	0	0	8	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
F41LL3	No crossings provided across Willie Johnson			0	0	0	3	1.5	**4.5**	4	12	1	0	0	0	0	8	0
F42GNN	move trash can out of sidewalk travelway at bus stop location			0	0	0	0	1.5	**0**	25	43	3	0	0	0	4	22	1
F42ODN				0	0	0	0	1.5	**0**	21	43	3	0	0	0	0	22	1
F47UKB	No safe crossing of Ridge Rd provided at Bastille Pl or within 1/4 mile.	bus stop landing pad; sidewalk connection to existing sidewalk along Bastille Pl; safe crossing of Ridge Rd; crosswalk striping across Bastille Pl		1	4	0	0	1.25	**7.03125**	3	3	3	0	0	0	0	0	0
F4816L	Crosswalk across Baltimore Annapolis Blvd leads to a private driveway apron on the east side, no curb ramp	rework Baltimore Annapolis Blvd crossing		2	0	0	0	1.25	**4.375**	14	22	2	0	0	0	0	8	0
F4816O	Crosswalk across Baltimore Annapolis Blvd leads to a private driveway apron on the east side, no curb ramp	bus landing pad		2	0	0	0	1.25	**2.8125**	14	22	2	0	0	0	0	8	0
F48HPM	No ramps or sidewalk along west/SB side of Ridge Rd. No safe crossing of Ridge Rd provided at Bastille Pl or within 1/4 mile.	bus stop landing pad; safe crossing of Ridge Rd		0	4	0	4	1.25	**10.125**	3	3	3	0	0	0	0	0	0
F4EGOH	Curb ramp in lieu of bus pad. No safe crossing provided to bus stop 7074 on the east side of Baltimore Annapolis Blvd; intersection cost improvements captured by companion stop #F4EOE7	bus pad, safe crossing to bus stop 7074 on the east side of Baltimore Annapolis Blvd; crosswalk striping for Marley Meadow Ln crossing	Recommend moving bus stop location 40ft north away from driveway apron	1	4	0	0	1.25	**7.03125**	14	28	2	0	0	0	0	14	0
F4EOE7	No safe crossing provided to bus stop 7069 on the west side of Baltimore Annapolis Blvd; intersection cost improvements COVER companion stop #F4EGOH	bus pad, safe crossing to bus stop 7069 on the west side of Baltimore Annapolis Blvd		1	4	0	4	1.25	**11.53125**	14	28	2	0	0	0	0	14	0
F4LR1H		bus landing pad; sidewalk connection	Possibly	0	0	0	0	1.25	**0**	14	14	2	0	0	0	0	0	0
F4MLWM		bus pad, sidewalk connection		0	0	0	0	1.25	**0**	16	16	2	2	0	0	0	0	0
F4OCNG	intersection cost improvements COVER companion stop #F4OKDA; No safe crossing of Ridge Rd provided; none within 1/4 mile of bus stop; provide safe crossing of ridge rd with new curb ramps, striping and ped	curb ramps for Stoney Run Dr and Ridge Rd crossings; stop bar striping on Stoney Run Dr; crosswalk striping across Stoney Run Dr; safe crossing of Ridge Rd		2	4	0	4	1.25	**12.9375**	3	3	3	0	0	0	0	0	0
F4OKDA	intersection cost improvements captured by companion stop #F4OCNG; Curb ramps at Stoney Run located too far from intersection. No safe crossing of Ridge Rd provided; within 1/4 mile of bus stop	Bus landing pad; safe crossing of Ridge Rd		2	4	0	0	1.25	**8.4375**	3	3	3	0	0	0	0	0	0
F4S7IW		bus landing pad; crosswalk striping across Thames River Dr		2	4	0	0	1.25	**11.25**	5	5	3	2	0	0	0	0	0
F4T94B		bus landing pad		0	0	0	0	1.25	**0**	14	18	2	0	0	0	0	4	0
F4UZYG		bus landing pad; connection from bus stop to sidewalk; add DWS to Guildford curb ramps; move stop bar on Guildford Rd to behind the crosswalk striping to protect pedestrians and keep cars from block Eastway; APS for Guildford Rd crossing?		0	0	0	3	1.5	**3.375**	11	11	2	0	0	0	0	0	0
F4VEA8		bus landing pad, sidewalk connection to Marley Neck Rd		0	0	0	0	1.25	**0**	14	14	2	0	0	0	0	0	0
F4VM50	push button activation for Baltimore Annapolis Blvd crossing may not be operational	bus landing pad; connection from bus stop to sidewalk; add DWS to Guildford curb ramps; move stop bar on Guildford Rd to behind the crosswalk striping to protect pedestrians and keep cars from block Eastway; APS for Guildford Rd crossing?		0	0	0	3	1.5	**5.4**	9	9	3	0	0	0	0	0	0
F50517		DWS		2	0	0	3	1.5	**10.5**	9	7	1	2	0	0	6	4	0
F59BXU		move bus stop location closer to Amberly Rd/Harding Rd; bus pad and sidewalk; curb ramp at Harding Rd and poles obstructing sidewalk		0	0	0	3	1.25	**3.375**	2	10	2	0	0	0	0	8	0
F59KDM	No ped facilities at all; intersection cost improvements COVER companion stop #F59ZTD	bus landing pad; sidewalk; safe crossing of Dorsey Rd		0	4	2	4	1.5	**19.5**	5	5	3	2	0	0	0	0	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
F59KF1	intersection cost improvements COVER companion stop #F59ZUK; provide safe crossing of Dorsey Rd and add ped refuge for Ashton Rd	Move bus stop location further west closer to Ashton Rd; bus landing pad, sidewalk and safe crossing of Dorsey Rd; sidewalk along Dorsey Rd to improve sidewalk connectivity	y	4	4	0	4	1.5	18	5	5	3	2	0	0	0	0	0
F59ZTD	No ped facilities at all; intersection cost improvements captured by companion stop #F59KDM	bus landing pad; sidewalk; safe crossing of Dorsey Rd and Candlewood Rd		0	4	2	4	1.25	12.9375	5	5	3	2	0	0	0	0	0
F59ZUK	intersection cost improvements captured by companion stop #F59KF1; provide safe crossing of Dorsey Rd and add ped refuge for Ashton Rd	Move bus stop location further west closer to Ashton Rd; bus landing pad, sidewalk and safe crossing of Dorsey Rd and Ashton Rd; sidewalk along Dorsey Rd to improve sidewalk connectivity	y	4	4	0	3	1.25	14.625	5	5	3	2	0	0	0	0	0
F5ATYL		move bus stop location closer to Harding Rd/Amberly Rd; bus pad and sidewalk; curb ramp at Harding Rd and poles obstructing sidewalk		0	0	0	3	1.25	3.375	4	2	2	0	0	0	2	0	0
F5AUQY	crossing of SB Ridge Rd: undersized ped refuge, no crosswalk striping, poor visibility for drivers to see pedestrians crossing right turn only lanes… no ped facilities to Citgo on SW corner	Sidewalk along Dorsey Rd in disrepair.... Crosswalk striping across Ridge Rd SB approach..... Replace non ADA compliant ramps and add DWS were missing..... Crossings of right-turn-only lanes have safety issues in regards to visibility of pedestrians in the crosswalk (SB Ridge Rd approach right only lane not marked)		0	0	0	3	1.25	3.375	5	5	3	2	0	0	0	0	0
F5CCRO	crossing of SB Ridge Rd: undersized ped refuge, no crosswalk striping, poor visibility for drivers to see pedestrians crossing right turn only lanes… no ped facilities to Citgo on SW corner	Sidewalk along Dorsey Rd in disrepair.... Crosswalk striping across Ridge Rd SB approach..... Replace non ADA compliant ramps and add DWS were missing..... Crossings of right-turn-only lanes have safety issues in regards to visibility of pedestrians in the crosswalk (SB Ridge Rd approach right only lane not marked)		0	0	0	3	1.25	4.5	5	5	3	2	0	0	0	0	0
F5CRFH		curb ramp upgrades; crosswalk striping across Glen Rd legs		0	0	0	3	1.25	3.375	2	2	2	0	0	0	0	0	0
F5FJRI		bus landing pad; sidewalk connection; upgrade curb ramps		1	0	0	3	1.25	4.78125	2	4	2	0	0	0	0	2	0
F5H9XL	intersection cost improvements captured by companion stop #F5ICL1; no safe crossing of Dorsey Rd provided; closest crossing is 1/3 of a mile west of bus stop location	move bus stop location east of McCormick Dr; bus landing pad; sidewalk connection to McCormick Dr; safe crossing of Dorsey Rd	y	0	4	2	0	1.25	8.4375	5	5	3	2	0	0	0	0	0
F5ICI1	intersection cost improvements COVER companion stop #F5H9XL; no safe crossing of Dorsey Rd provided; closest crossing is 1/3 of a mile east of bus stop location	bus landing pad, connection to BWI Trail shared use path; safe crossing of Dorsey Rd		0	4	2	4	1.25	12.9375	5	5	3	2	0	0	0	0	0
F5IK6I		bus landing pad and sidewalk linkage to WB&A Rd and BWI Trail shared use path		0	0	0	0	1.25	0	3	19	3	0	0	0	0	16	0
F5JF18		Move bus stop location west along Dorsey Rd to after BWI trail. Provide bus landing pad and sidewalk connection to BWI Trail shared use path. ADA accessibility and protection from vehicular traffic at the bus stop location are primary concerns.	Y; Move bus stop location west along Dorsey Rd to after BWI trail.	0	0	0	0	1.25	0	3	19	3	0	0	0	0	16	0
F5K9K9	No DWS on ramps at intersection			1	0	0	0	1.25	1.6875	11	11	2	0	0	6	0	0	0
F5K9KC	No DWS on ramps at intersection			1	0	0	0	1.25	1.6875	11	11	2	0	0	6	0	0	0
F5MUC8	No crossing of Stewart Ave provided; however, one is not needed. There are no sidewalks or ped trip generators on the east side of the intersection to connect to.	Bus landing pad and connection to BWI Trail connection.		0	0	0	0	1.5	0	3	19	3	0	0	0	0	16	0
F5N229	No crossing of Avaiation provided; however, one is not needed. There are no sidewalks or ped trip generators on the east side of the intersection to connect to.	bus landing pad; move bus stop location closer to Aviation Rd and provide sidewalk connection to BWI Trail connection.	Y; recommend moving bus stop location further east closer to Dorsey Rd	0	0	0	0	1.5	0	3	3	3	0	0	0	0	0	0
F5ORM7		upgrade curb ramps		0	0	0	3	1.25	5.25	6	6	2	0	0	4	0	0	0
F5Q1X3	utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln	utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln; crosswalk stripping across Oak Ln		2	0	0	0	1.25	2.8125	6	6	2	0	0	4	0	0	0
F5R4I0	utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln	utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln; crosswalk stripping across Oak Ln		2	0	0	0	1.25	2.8125	6	6	2	0	0	4	0	0	0
F5T1Y8	intersection cost improvements COVER companion stop #FRT9O3	crosswalk striping for Baltimore Annapolis Blvd; NW corner curb ramp upgrade		0	4	0	3	1.25	12	10	16	2	2	0	6	0	6	1

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
F5T9O3	intersection cost improvements captured by companion stop #F5T1Y8	crosswalk striping for Baltimore Annapolis Blvd; NW corner curb ramp upgrade		0	4	0	3	1.25	**9**	10	16	2	2	0	6	0	6	1
F60D2C	intersection cost improvements COVER companion stop #F60SHR; NE corner curb ramps non-ADA compliant w/o DWS			1	4	0	3	1.5	**15.75**	2	2	2	0	0	0	0	0	0
F60SHR	intersection cost improvements captured by companion stop #F60D2SC; NE corner curb ramps non-ADA compliant w/o DWS	bus landing pad; DWS; crosswalk striping across Amazon Driveway		0	4	0	3	1.5	**13.5**	2	2	2	0	0	0	0	0	0
F62WXO				0	0	0	3	1.25	**6.3**	11	31	1	2	2	6	0	20	0
F652SU	intersection cost improvements COVER companion stop #F65I8E			1	0	0	3	1.5	**5.0625**	2	2	2	0	0	0	0	0	0
F65I8E	intersection cost improvements captured by companion stop #F652SU			1	0	0	3	1.5	**5.0625**	2	2	2	0	0	0	0	0	0
F6B2SY	No pad, sidewalk or safe routes of ped travel. Need to identify where ped trip destination/generation points are.	Move the bus stop location, or..... provide bus pad and connection to existing SW on Magellan Rd. Also provide sidewalk to the south along Lednura Rd (are most trips going to the parking lot/entrace of Owens & Minor - Baltimore Distribution Center which is behind the bus stop?)		0	0	0	4	1.5	**6**	2	2	2	0	0	0	0	0	0
F6BP6F		move bus stop pole/sign to bus landing pad area; Safe crossing of Crain Hwy- crosswalk striping, push button activation; add push button activation for 8th ave crossings	**Y**	0	4	2	0	1.25	**13.5**	3	11	3	0	0	0	0	8	0
F6E21Q				0	4	0	4	1.25	**16.2**	2	10	2	0	0	0	0	8	0
F6E233	No safe crossing of 8th Ave provided	bus pad, sidewalk; safe crossing of 8th Ave		0	4	0	0	1.25	**5.625**	3	13	3	0	0	0	0	10	0
F6H9S6	No safe crossing of Crain Hwy or Jackson Ave provided; intersection cost improvements COVER companion stop #2774	consider combining/consolidating bus stops at Jackson Ave and 11th Ave; provided marked crossing of Crain Hwy with ADA complaint curb ramps		0	4	0	4	1.25	**16.2**	8	2	2	0	0	0	6	0	0
F6JMNK	no crossing of Crain Hwy provided; intersection cost improvements captured by companion stop #2773			0	4	0	0	1.25	**6.75**	2	2	2	0	0	0			0
F6N23R	No safe crossing of Crain Hwy provided with 1/3 of a mile from bus stop location.	facilities for safe crossing of Crain Hwy; crosswalk striping for Furnace Branch Rd crossing		0	4	0	0	1.25	**10.5**	6	2	2	0	0	0	4	0	0
F6R4WF				0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
F6SUFH	intersection cost improvements COVER companion stop #2772	safe crossing of Crain Hwy - curb ramps, crosswalk		0	4	0	4	1.25	**12.15**	2	10	2	0	0	0	0	8	0
F6VMQI				0	0	0	0	1.25	**0**	2	6	2	0	0	0	0	4	0
F764V8				0	0	0	3	1.25	**2.7**	2	2	2	0	0	0	0	0	0
F78HWY		push button activation		0	0	2	0	1.25	**2.8125**	2	2	2	0	0	0	0	0	0
F79ZS7				0	0	0	0	1.25	**0**	2	2	2	0	0	0	0	0	0
F7DUMD				0	0	0	0	1.25	**0**	1	5	1	0	0	0	0	4	0
F7EPGK		curb ramp upgrades		0	0	0	0	1.5	**0**	12	6	2	2	2	0	6	0	0
F7K2D2	Midblock crossings across MVA driveway			0	0	0	0	1.5	**0**	6	24	2	2	2	0	0	18	0
F7KX83	Midblock crossings across MVA driveway			0	0	0	0	1.5	**0**	4	18	2	2	0	0	0	14	0

	intersection cost improvements captured by companion stop #	Recommended Improvements		Crossing Scores						Urgency								
Stop Number	Intersection Comments	Preliminary Recommendations	Recommend Relocating Bus Stop?	Uncontrolled Dist. Score (based in lanes)	Score for No Crosswalk (in 250')	APS Score (only scored for mainline & when signalized)	ADA Compliant Ramps	Traffic Volume - WEIGHT	TOTAL SCORE	Urgency Route and Bus Stop	Urgency Crossing	Speed Limit Factor	Prior Study/Comment Score	SSPF Peds Weighted Score	SSPF Bikes Weighted Score	Crash History Score - Bus Stop	Crash History Score - Crossing	Crash History Fatal
F7MMT8				0	4	0	4	1.5	**11.25**	1	1	1	0	0	0	0	0	0
F7WA6G				0	4	0	0	1.5	**9**	5	9	3	2	0	0	0	4	0
F8052I		Bust stop pole/sign; bus landing pad bumpout; lighting; sidewalk connection to Beltway Crossing Shopping Center		0	0	0	0	1.5	**0**	7	7	3	2	2	0	0	0	0
F8DN6R	No safe crossing of Ritchie Hwy provided at intersection or within 1/3 of a mile from the bus stop location	safe crossing of Ritchie Hwy		0	4	2	0	1.5	**16.2**	6	10	2	2	2	0	0	4	0
F8G7S6		bus stop pole obstructing bus pad/sidewalk (Move out of bus landing pad area), low curb and minimal protection from vehicular traffic; obstructions to curb ramps at intersection; crosswalk striping across Cresswell Rd		0	0	0	0	1.5	**0**	12	22	2	2	2	0	6	16	0
F8NPU7	obstructions to sidewalk and curb ramps on NE and SE corners	utility pole obstructing sidewalk; obstructions to curb ramps at intersection		0	0	0	0	1.5	**0**	6	16	2	2	2	0	0	10	0
F8P7UP	obstructions to curb ramps on NE and SE corners	utility pole obstructing sidewalk; obstructions to curb ramps at intersection		0	0	0	0	1.5	**0**	8	22	2	4	2	0	0	14	1
F8T2QL		Curb ramp improvements		0	0	0	0	1.5	**0**	8	14	2	4	2	0	0	6	0
F8T2QN		Curb ramp improvements		0	0	0	0	1.5	**0**	8	16	2	4	2	0	0	8	0
F8VFM3		bus stop pole/sign; bus landing pad; Curb ramp upgrades; sidewalk reconstruction/bumpouts, crosswalk striping		3	4	0	3	1.5	**15.1875**	22	34	3	2	2	6	0	12	0
F8Z2SD	intersection cost improvements COVER companion stop #F8ZI7U; provide at safe crossing of Ritchie Hwy with proposed midblock crossing	Move bus stop location closer to 16th Ave were a crossing of Ritchie Hwy is provided or provide safe crossing at 15th Ave; crosswalk striping across 15th Ave		2	4	0	0	1.5	**16.2**	19	21	2	0	2	6	0	2	0
F8ZI7U	intersection cost improvements captured by companion stop #F8Z2SD	Move bus stop location closer to 16th Ave were a crossing of Ritchie Hwy is provided or provide safe crossing at 15th Ave; ADA compliant curb ramps and crosswalk striping across Arundel Village Plaza entrace		2	4	0	3	1.5	**21.6**	13	17	2	0	2	0	0	4	0
F95PZB				0	0	0	0	1.5	**0**	21	33	2	2	2	6	0	12	0
F970A1				0	0	0	0	1.5	**0**	21	33	2	2	2	6	0	12	0
F99SL1	need safe crossing of Ritchie Hwy and ramp upgrades	bus stop pole/sign, safe crossing of Ritchie Hwy, curb ramp upgrades; bus landing pad bumpout		2	4	0	3	1.5	**13.5**	17	21	2	0	2	0	4	8	0
F9E2WM		crosswalk striping across 7th ave		2	4	0	3	1.5	**21.6**	19	29	2	0	2	6	0	10	0
F9GNHU	intersection cost improvements COVER companion stop #F9HQ2S; No safe crossing of Ritchie Hwy provided within 1/3 of a mile from bus stop location; Recommend midblock crossing with ped refuge	Safe crossing of Ritchie Hwy at Orchard Ave		2	4	0	4	1.5	**19.5**	10	12	2	2	2	4	0	2	0
F9HQ2S	intersection cost improvements captured by companion stop #F9GNHU	safe crossing of Ritchie hwy; crosswalk striping across 5th Ave		0	4	0	0	1.5	**6.75**	19	25	2	0	2	6	0	6	0
F9KIDT	crosswalk striping for 3rd ave crossing	crosswalk striping across 3rd Ave		0	0	0	0	1.5	**0**	17	23	2	0	2	4	0	6	0
F9NAOR	intersection cost improvements COVER companion stop #F9NXU0; provide midblock crossing with ped refuge	curb ramp at 2nd Ave; move bus stop to 1st Ave and provide a crossing of Ritchie Hwy		2	4	0	0	1.5	**16.2**	17	17	2	0	2	4	0	0	0
F9NXU0	intersection cost improvements captured by companion stop #F9NAOR	provide safe crossing of Ritchie Hwy; consider moving bus stop and companion stop #7796 closer to 1st Ave/Tungston St and provide a crossing there		2	4	0	0	1.5	**16.2**	17	21	2	0	2	4	0	4	0

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
1	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0					
2	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0					
3	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0					
5	City	1.4	0.9	0	0							0					
6	City	1.4	0.9	0	0							0					
7	City	1.4	0.9	0	0							0				1	Bus stop needs everything; just a sign
8	City	1.4	0.9	0	0							0					
9	City	1.4	0.9	0	0							0					
10	Non-Prioirty Development	1.25	0.9	0	0							0					
12	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0					
13	City	1.4	1.2	0	0							0					
14	City	1.4	0.9	0	0							0	1				
15	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0	1				
16	City	1.4	1.2	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0					
17	City	1.4	1.2	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0					
18	City	1.4	0.9	0	0							0	1				
19	Non-Prioirty Development	1.25	1.2	0	0							0	1	1. Riva Rd Shared Use Path 2. Riva Road Parallel Road	1		
20	City	1.4	0.9	0	0							0	0				
29	City	1.4	1.2	0	0							0	1				
30	City	1.4	0.9	0	0							0	1				
33	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0	0				
34	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0	0				
35	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0	0				
38	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
39	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priorirty Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
44	City	1.4	0.9	0	0							0	1			1	owner of ace hardware commented that bus stop riders shit on his retaining wall and leave trash. Recommends seating and area for riders to stand while waiting for the bus
45	City	1.4	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0				
46	City	1.4	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0				
47	City	1.4	0.9	0	0							0	0				
48	City	1.4	1.2	0	0							0	1				
50	City	1.4	0.9	0	0							0	1				
51	City	1.4	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	1	Parole Transit Center	1		
52	City	1.4	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	1	Parole Transit Center	1		
53	City	1.4	0.9	0	0							0	0				
54	City	1.4	0.9	0	0							0	1				
55	City	1.4	1.2	0	0							0	1				
57	City	1.4	0.9	0	0							0	0				
58	City	1.4	0.9	0	0							0	0				
59	City	1.4	1.2	0	0							0	0				
63	City	1.4	0.9	0	0							0	1				
81	City	1.4	0.9	0	0							0	0				
82	Transit Oriented	1.5	0.9	0	0							0	2	1. MD 175, Annapolis Road 2. Odenton Grid Streets	1		
82	City	1.4	0.9	0	0							0	0				
83	City	1.4	1.4	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0	0		1	1	Poor visibility/ sightlines in this area
86	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00		0				
87	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	2				
88	City	1.4	0.9	0	0							0	0				
89	City	1.4	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
90	City	1.4	0.9	0	0							0	0				
112	Non-Prioirty Development	1.25	0.9	0	0							3	3				
113	Non-Prioirty Development	1.25	0.9	0	0							3	3				
114	City	1.4	0.9	0	0							0	0				
125	City	1.4	0.9	0	0							0	0				
128	City	1.4	1.4	0	0		0.00	0.00	0.00	0.00	0.00	0	0				
136	Non-Prioirty Development	1.25	0.9	0	0							0	0				
142	Transit Oriented	1.5	0.9	0	0							0	0				
163	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
164	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0	0				
169	City	1.4	1.2	0	0							0	1				
172	City	1.4	0.9	3	1	7063.02	0.00	0.00	0.00	0.00	0.00	0	0				
184	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
199	City	1.4	0.9	0	0							0	0				
224	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
236	City	1.4	0.9	0	0							0	1				
237	City	1.4	0.9	0	0							0	0				
238	City	1.4	0.9	0	0							3	3				
240	City	1.4	0.9	0	0							0	0				
245	City	1.4	0.9	0	0							0	1				
246	City	1.4	0.9	0	0							0	0				
247	City	1.4	1.2	0	0							0	0				
260	City	1.4	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	1				
263	Non-Prioirty Development	1.25	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Priority Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Census Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnerability Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
2709	Non-Priority Development	1.25	1.4	0	0							0	0	yes	1		
2752	Non-Priority Development	1.25	1.2	0	0							1	0	Ped SHA- MD2 Ordnance/ Walton	1		
2767	Non-Priority Development	1.25	1.4	0	0							1	0	Ped SHA- MD2 Ordnance/ Walton	1		
2768	Non-Priority Development	1.25	1.4	0	0							0	0				
2770	Corridor Revitalization	1.5	1.2	0	0							0	0				
2772	Corridor Revitalization	1.5	1.2	0	0							0	0				
2773	Corridor Revitalization	1.5	1.2	0	0							0	0				
2774	Non-Priority Development	1.25	0.9	0	0							0	0				
2776	Corridor Revitalization	1.5	0.9	0	0							0	0				
2777	Transit Oriented	1.5	0.9	0	0							0	0				
2782	Non-Priority Development	1.25	1.2	0	0							0	0				
2783	Non-Priority Development	1.25	1.2	0	0							1	0				
2785	Non-Priority Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	1	0				
2786	Non-Priority Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	1	0				
2787	Non-Priority Development	1.25	0.9	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	1	0	MD 3 (Crain HWY) MD 97 to MD 100 - PSAP - Pedestrian and bicyclists safety improvements	1		
2788	Non-Priority Development	1.25	1.2	0	0							0	0				
2789	Non-Priority Development	1.25	1.4	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	0	0				
2790	Non-Priority Development	1.25	0.9	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	0	0				
2794	Non-Priority Development	1.25	1.2	9	1	7304.02	0.00	0.00	1.00	0.00	1.00	0	0				
2795	Non-Priority Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2796	Non-Priority Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2797	Non-Priority Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2800	Non-Priority Development	1.25	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2801	Non-Priority Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2802	Mixed Use	1.5	1.2	18	1	7302.03 & 7304.02	1.00	1.00	1.00	1.00	1.00	0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Priority Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Census Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
2803	Non-Prioirty Development	1.25	1.2	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
2805	Non-Prioirty Development	1.25	0.9	0	0							0	0				
2807	Low Density Residential	1	1.4	0	0							0	0				
2808	Non-Prioirty Development	1.25	0.9	0	0							0	0				
2830	Non-Prioirty Development	1.25	0.9	0	0							0	1				
2832	Non-Prioirty Development	1.25	1.4	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
2833	Non-Prioirty Development	1.25	1.2	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
2834	Non-Prioirty Development	1.25	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
2835	Village Center	1.5	1.2	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	yes	1		
2836	Non-Prioirty Development	1.25	0.9	0	0							0	0				
2862	Low Density Residential	1	0.9	0	0							0	0				
2867	Corridor Revitalization	1.5	1.2	18	1	7302.03 & 7304.02	1.00	1.00	1.00	1.00	1.00	0	0				
2869	Non-Prioirty Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2873	Non-Prioirty Development	1.25	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2874	Non-Prioirty Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2875	Non-Prioirty Development	1.25	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
2876	Non-Prioirty Development	1.25	0.9	0	0							0	1				
2878	Non-Prioirty Development	1.25	1.4	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	0	0				
2879	Non-Prioirty Development	1.25	0.9	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	0	0				
2880	Non-Prioirty Development	1.25	1.4	0	0							0	0				
2882	Non-Prioirty Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	1	0				
2883	Non-Prioirty Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	1	0				
2885	Non-Prioirty Development	1.25	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	1	0				
2886	Non-Prioirty Development	1.25	1.4	0	0							1	0				
2887	Non-Prioirty Development	1.25	1.4	0	0							1	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
2888	Non-Prioirty Development	1.25	0.9	0	0							1	0				
2889	Non-Prioirty Development	1.25	0.9	0	0							0	0				
2890	Non-Prioirty Development	1.25	1.2	0	0							0	0				
2901	Corridor Revitalization	1.5	1.4	0	0							1	0				
2902	Non-Prioirty Development	1.25	1.4	0	0							1	0				
2971	Non-Prioirty Development	1.25	1.2	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	0	0				
3304	Non-Prioirty Development	1.25	1.4	0	0							0	0				
3306	Non-Prioirty Development	1.25	0.9	0	0							0	0				
3307	Non-Prioirty Development	1.25	1.2	0	0							0	0				
3317	Non-Prioirty Development	1.25	1.2	0	0							0	0	yes	1		
3321	Non-Prioirty Development	1.25	0.9	0	0							0	0				
3322	Non-Prioirty Development	1.25	1.2	0	0							0	0				
3324	Non-Prioirty Development	1.25	0.9	0	0							0	0	Ridge Rd Rndbt Bike/Ped Improvements	1		
3329	Non-Prioirty Development	1.25	1.2	0	0							0	0	Ridge Rd Rndbt Bike/Ped Improvements	1		
3331	Non-Prioirty Development	1.25	1.2	0	0							0	0				
3341	Non-Prioirty Development	1.25	1.2	0	0							0	0				
3342	Non-Prioirty Development	1.25	1.2	0	0							0	0				
3345	Non-Prioirty Development	1.25	1.2	15	1	7502.01	1.00	1.00	0.00	1.00	1.00	0	0				
5024	Transit Oriented	1.5	0.9	0	0							0	0				
5080	City	1.4	0.9	0	0							0	0	Jennifer Road SUP	1		
5081	City	1.4	0.9	0	0							0	0	Jennifer Road SUP	1		
5128	City	1.4	1.4	0	0							0	2				
5177	Transit Oriented	1.5	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priioirity Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
5210	Transit Oriented	1.5	0.9	0	0							0	0				
5272	Transit Oriented	1.5	0.9	0	0							0	0	Jennifer Road SUP	1		
6016	Transit Oriented	1.5	0.9	0	0							0	0				
6052	Transit Oriented	1.5	0.9	0	0							0	0				
6053	Transit Oriented	1.5	0.9	0	0							0	0				
6054	Transit Oriented	1.5	0.9	0	0							0	0				
6058	City	1.4	0.9	0	0							0	0				
6061	Transit Oriented	1.5	0.9	0	0							0	0				
6062	City	1.4	0.9	0	0							0	1				
6063	City	1.4	0.9	0	0							0	1				
6064	City	1.4	1.2	0	0							0	1				
6100	City	1.4	0.9	0	0							0	0				
6300	City	1.4	1.4	0	0							0	0				
7045	Non-Prioirty Development	1.25	0.9	0	0							0	1	1. MD 175, Annapolis Road (MD249 - MD170)	1		
7061	Non-Prioirty Development	1.25	1.2	0	0							0	2				
7449	Corridor Revitalization	1.5	0.9	12	1	7302.04	1.00	0.00	0.00	1.00	1.00	0	0			1	Need a crosswalk and sidewalks from Cameryn Pl to New Freetown Road. The light was installed but to be viable, it needs full sidewalks and pedestrian options both on Mountain Road AND all up/ down new Freetown from Mtn to Solley
7504	Non-Prioirty Development	1.25	0.9	0	0							0	0			1	Some staircase, ramp, or path would be so appreciated to connect Wheels and the bus stop right next to it to the Odenton shopping center itself. Right now, you have to walk through a 1 lane road in trees under a power line, when a staircase to descend the elevation would be so
7510	Non-Prioirty Development	1.25	0.9	0	0							0	0				
7793	Corridor Revitalization	1.5	0.9	0	0							0	0				
8430	Non-Prioirty Development	1.25	1.2	0	0							0	0	yes	1		
8436	Non-Prioirty Development	1.25	0.9	0	0							0	0	yes	1		
8729	Non-Prioirty Development	1.25	1.4	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	0	0				
8868	Non-Prioirty Development	1.25	1.2	0	0							0	0				
9001	City	1.4	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priioirity Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
9002	Transit Oriented	1.5	0.9	0	0							0	0				
9002	City	1.4	0.9	0	0							0	0				
9003	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
9004	Non-Prioirty Development	1.25	0.9	0	0							0	0				
9005	City	1.4	1.2	0	0							0	0				
9006	City	1.4	0.9	0	0							0	0				
9007	City	1.4	0.9	0	0							0	0				
9008	City	1.4	0.9	0	0			0.00	0.00	0.00		0	0				
9009	City	1.4	0.9	0	0			0.00	0.00	0.00		0	0				
9010	City	1.4	0.9	0	0			0.00	0.00	0.00		0	0				
9011	City	1.4	0.9	0	0			0.00	0.00	0.00		0	0				
9012	City	1.4	0.9	0	0			0.00	0.00	0.00		0	0				
9013	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
9014	City	1.4	1.2	0	0							0	0				
10799	Non-Prioirty Development	1.25	1.2	0	0							0	0				
10921	Non-Prioirty Development	1.25	1.2	0	0							0	0	yes	1		
10922	Village Center	1.5	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
11173	Non-Prioirty Development	1.25	1.2	0	0							0	0				
11178	Non-Prioirty Development	1.25	1.2	0	0							0	0				
11694	City	1.4	1.4	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0	yes	1		
11695	City	1.4	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
11696	Non-Prioirty Development	1.25	0.9	0	0							0	0				
11697	Non-Prioirty Development	1.25	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
11698	City	1.4	0.9	0	0							0	0	yes	1		
11699	City	1.4	0.9	0	0							0	0	yes	1		
11700	City	1.4	0.9	0	0							1	1	yes	1		
11701	Non-Prioirty Development	1.25	0.9	0	0							3	3	yes	1		
11702	City	1.4	1.2	0	0							3	3	yes	1		
11703	City	1.4	1.2	0	0							0	0	yes	1		
11726	Non-Prioirty Development	1.25	1.2	0	0							3	3	yes	1		
11728	Non-Prioirty Development	1.25	0.9	0	0							1	1				
11729	City	1.4	0.9	0	0							0	0				
11730	City	1.4	0.9	0	0							0	0	yes	1		
11731	City	1.4	0.9	0	0							0	0	yes	1		
11732	Non-Prioirty Development	1.25	0.9	0	0							0	0				
11733	Non-Prioirty Development	1.25	1.2	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0	yes	1		
11734	Non-Prioirty Development	1.25	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
11735	Non-Prioirty Development	1.25	0.9	0	0							0	1	yes	1		
12123	Non-Prioirty Development	1.25	1.2	0	0							2	0				
12251	Non-Prioirty Development	1.25	0.9	0	0							1	0				
12252	Corridor Revitalization	1.5	1.2	0	0							0	0				
12253	Corridor Revitalization	1.5	0.9	0	0							0	0				
12254	Non-Prioirty Development	1.25	0.9	0	0							0	0				
12255	Non-Prioirty Development	1.25	0.9	0	0							0	0				

				EQUITY FACTORS									Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
12256	Non-Prioirty Development	1.25	1.2	0	0							1	0				
12257	Non-Prioirty Development	1.25	0.9	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	1	0				
12258	Non-Prioirty Development	1.25	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
12259	Village Center	1.5	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
12266	Village Center	1.5	0.9	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0	yes	1		
12268	Low Density Residential	1	0.9	0	0							0	0				
12279	Non-Prioirty Development	1.25	0.9	0	0							0	0				
12281	Corridor Revitalization	1.5	1.2	18	1	7302.03 & 7304.02	1.00	1.00	1.00	1.00	1.00	0	0				
12444	Non-Prioirty Development	1.25	0.9	0	0							0	0				
12445	Non-Prioirty Development	1.25	1.2	0	0							0	0				
12450	Non-Prioirty Development	1.25	1.2	0	0							0	0				
12463	Non-Prioirty Development	1.25	1.2	0	0							1	0	MD 3 (Crain HWY) MD 97 to MD 100 - PSAP - Pedestrian and bicyclists safety improvements	1		
12464	Non-Prioirty Development	1.25	0.9	0	0							1	0	MD 3 (Crain HWY) MD 97 to MD 100 - PSAP - Pedestrian and bicyclists safety improvements	1		
12467	Non-Prioirty Development	1.25	1.4	0	0							1	0	MD 3 (Crain HWY) MD 97 to MD 100 - PSAP - Pedestrian and bicyclists safety improvements	1		
12468	Non-Prioirty Development	1.25	1.2	0	0							0	0				
12490	Non-Prioirty Development	1.25	1.2	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
12610	Non-Prioirty Development	1.25	0.9	0	0							0	0				
12611	Non-Prioirty Development	1.25	0.9	0	0							0	0				
12690	Non-Prioirty Development	1.25	1.4	0	0							0	0				
12695	Non-Prioirty Development	1.25	0.9	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	1	0	MD 3 (Crain HWY) MD 97 to MD 100 - PSAP - Pedestrian and bicyclists safety improvements	1		
12696	Non-Prioirty Development	1.25	0.9	12	1	7305.06	1.00	0.00	1.00	0.00	1.00	0	0	MD 3 (Crain HWY) MD 97 to MD 100 - PSAP - Pedestrian and bicyclists safety improvements	1		
12730	Non-Prioirty Development	1.25	0.9	0	0							0	0				
13337	Non-Prioirty Development	1.25	1.4	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0				
13672	Village Center	1.5	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				

				EQUITY FACTORS									Associated Projects		Public Comments	
Stop Number	Priority Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Census Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
14038	Corridor Revitalization	1.5	1.2	18	1	7302.03 & 7304.02	1.00	1.00	1.00	1.00	1.00	0	0				
14039	Corridor Revitalization	1.5	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
14043	Non-Priority Development	1.25	1.2	0	0							0	0				
14151	Transit Oriented	1.5	0.9	0	0							0	0	Jennifer Road SUP	1		
14196	City	1.4	1.2	3	1	7061.01	0.00	0.00	0.00	0.00	0.00	0	0	yes	1		
20123	Non-Priority Development	1.25	0.9	0	0							0	0				
20124	Low Density Residential	1	0.9	0	0							0	0				
20125	Mixed Use	1.5	0.9	0	0							0	0				
20126	Mixed Use	1.5	0.9	0	0							0	0				
20127	Low Density Residential	1	0.9	0	0							0	0				
20128	Low Density Residential	1	0.9	0	0							1	0				
20179	Transit Oriented	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	1	0				
20180	Corridor Revitalization	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	1	0				
20181	Non-Priority Development	1.25	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	0	0				
20182	Transit Oriented	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	0	0				
20183	Corridor Revitalization	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	0	0				
20184	Corridor Revitalization	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	1	0				
20185	Corridor Revitalization	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	1	0				
20186	Corridor Revitalization	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	0	0			1	Shelters, shade, and benches needed for bus stops along Fort Meade Rd.
20187	Corridor Revitalization	1.5	1.4	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	0	0			1	Need more pedestrian crossing time at signal
20190	Corridor Revitalization	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	0	0				
20191	Corridor Revitalization	1.5	1.2	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	1	0				
20198	Non-Priority Development	1.25	0.9	0	0							0	0				
20199	Non-Priority Development	1.25	0.9	0	0							0	0				
20200	Village Center	1.5	0.9	0	0							0	0				
20201	Village Center	1.5	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priioirity Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
20202	Non-Prioirty Development	1.25	0.9	0	0							0	0				
20203	Non-Prioirty Development	1.25	0.9	0	0							0	0				
20204	Non-Prioirty Development	1.25	0.9	0	0							0	0				
20205	Non-Prioirty Development	1.25	0.9	0	0							0	0				
20231	Corridor Revitalization	1.5	0.9	0	0							0	0				
20233	Non-Prioirty Development	1.25	0.9	0	0							0	0				
20234	Non-Prioirty Development	1.25	0.9	0	0							0	0				
20235	Non-Prioirty Development	1.25	0.9	0	0							0	0				
20238	Corridor Revitalization	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	1	0				
20240	Non-Prioirty Development	1.25	0.9	0	0							0	0				
20241	Corridor Revitalization	1.5	0.9	9	1	7515.00	1.00	1.00	0.00	0.00	0.00	0	0				
168634	Corridor Revitalization	1.5	0.9	0	0							0	0				
168635	Transit Oriented	1.5	0.9	0	0							0	0				
ETYAO3	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EU0FT6	Non-Prioirty Development	1.25	0.9	3	0		1.00	0.00	0.00	0.00	0.00	0	0				
EU384X	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EU5SR0	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EU6864	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EU9NNJ	Transit Oriented	1.5	0.9	0	0							0	0				
EUA31C	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EUBDGJ	Transit Oriented	1.5	0.9	0	0							0	0	Riva Shared Use path	1		
EUDXX5	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EUDXXK	Non-Prioirty Development	1.25	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	VuInuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
EUDY11	Transit Oriented	1.5	0.9	0	0							0	0	Riva Shared Use path	1		
EUESVU	Transit Oriented	1.5	0.9	0	0							0	0	Riva Shared Use path	1		
EUFG0H	Transit Oriented	1.5	0.9	0	0							0	1	1. Riva Rd Shared Use Path 2. Riva Road Parallel Road	1		
EUGIKN	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EUHDHS	Transit Oriented	1.5	0.9	0	0							0	0				
EUJY3Q	Transit Oriented	1.5	0.9	0	0							0	0				
EUL8CS	Transit Oriented	1.5	0.9	0	0							0	0	yes	1		
EUNL64	Transit Oriented	1.5	0.9	0	0							0	0	1. Riva Rd Shared Use Path 2. Riva Road Parallel Road	1		
EUONUG	Transit Oriented	1.5	0.9	0	0							0	0				
EUPILR	Transit Oriented	1.5	0.9	0	0							0	0	1. Riva Rd Shared Use Path 2. Riva Road Parallel Road	1		
EUPY11	Non-Prioirty Development	1.25	0.9	0	0							0	0	1. Riva Rd Shared Use Path 2. Riva Road Parallel Road	1		
EUQDEG	Non-Prioirty Development	1.25	0.9	3	0		1.00	0.00	0.00	0.00	0.00	0	0				
EUQDM0	Transit Oriented	1.5	0.9	0	0							0	0				
EUY3BG	City	1.4	0.9	0	0							0	0				
EUYB1D	Transit Oriented	1.5	0.9	0	0				0.00	0.00		0	0				
EUZ5VH	Transit Oriented	1.5	0.9	0	0							0	0				
EUZDLD	Transit Oriented	1.5	0.9	0	0				0.00	0.00		0	0				
EV25XU	Transit Oriented	1.5	0.9	0	0							0	0				
EV3FTM	Non-Prioirty Development	1.25	1.4	0	0							0	0	yes	1		
EV42YJ	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EV55V1	Transit Oriented	1.5	1.4	0	0							0	0	yes	1		
EV7Q2P	Non-Prioirty Development	1.25	0.9	0	0							0	0	yes	1		
EV85TY	City	1.4	0.9	0	0							0	0				
EV8DJM	City	1.4	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Priority Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Census Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
EV8KXO	Non-Priority Development	1.25	0.9	0	0							0	0	yes	1		
EV9VOZ	Transit Oriented	1.5	0.9	0	0							0	0				
EVF0SG	Transit Oriented	1.5	0.9	0	0							0	0				
EVGB27	Non-Priority Development	1.25	0.9	3	0		1.00	0.00	0.00	0.00	0.00	0	0				
EVGY7D	Non-Priority Development	1.25	0.9	0	0							0	0				
EVINWT	Non-Priority Development	1.25	0.9	0	0							0	0				
EVKDLU	Non-Priority Development	1.25	0.9	0	0							0	0				
EVL0QZ	Non-Priority Development	1.25	0.9	0	0							0	0				
EVNL9P	Non-Priority Development	1.25	0.9	0	0							0	0				
EVO8F9	Non-Priority Development	1.25	0.9	0	0							0	0				
EVWSR8	Low Density Residential	1	0.9	0	0							0	0	yes	1		
EVZDCK	Low Density Residential	1	0.9	0	0							0	0				
EYXAPY	Non-Priority Development	1.25	0.9	0	0							0	0				
EYXQ5H	Non-Priority Development	1.25	0.9	0	0							0	0				
EZ6IIV	Non-Priority Development	1.25	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0				
EZ6Q8L	Non-Priority Development	1.25	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0				
EZGL6I	Non-Priority Development	1.25	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0				
EZH8BS	Non-Priority Development	1.25	0.9	0	0							0	0				
EZHVMY	Non-Priority Development	1.25	0.9	0	0							0	0				
EZI3CO	Non-Priority Development	1.25	0.9	0	0							0	0				
EZM5TR	Non-Priority Development	1.25	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0				
EZMSZ4	Non-Priority Development	1.25	0.9	0	0							0	0				
EZMT4Z	Non-Priority Development	1.25	0.9	0	0							0	0				
EZN8KJ	Non-Priority Development	1.25	0.9	0	0							0	0				
EZOITK	Non-Priority D	1.25	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
EZST4K	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EZST68	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EZT8K4	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EZUISM	Non-Prioirty Development	1.25	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0			1	Requests a bench
EZUQIC	Non-Prioirty Development	1.25	0.9	0	0		0.00	0.00	0.00	0.00	0.00	0	0			1	Requests a raised crosswalk
EZUQLX	Non-Prioirty Development	1.25	0.9	0	0							0	0			0	Connecting Pine Meadows Drive, Fluttering Leaf Trail, and Pine Drift Drive back to Piney Orchard Parkway with a walking path would greatly help walkability and increase access to the nearby bus stop. Right now, residents have to walk all the way out of their community and then back around. COMMENT IS NOT RELATED
EZX3GD	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EZX3GL	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EZZ009	Non-Prioirty Development	1.25	0.9	0	0							0	0				
EZZ0V1	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F03IX0	Non-Prioirty Development	1.25	0.9	0	0							0	0			1	Add median refuge
F050X8	Non-Prioirty Development	1.25	0.9	0	0							0	2			1	Add median refuge
F0B8O2	Low Density Residential	1	0.9	0	0							0	3				
F0IY9T	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F0K8L3	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F0LB5E	Non-Prioirty Development	1.25	0.9	0	0							0	0	MD 175 (Annapolis Rd) Sappington Station Rd to MD 170 (Telegraph Rd) - Pedestrian improvements	1		
F0LYAS	Non-Prioirty Development	1.25	0.9	0	0							0	0	MD 175 (Annapolis Rd) Sappington Station Rd to MD 170 (Telegraph Rd) - Pedestrian improvements	1		
F0N8ND	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F0O3H0	Non-Prioirty Development	1.25	0.9	0	0							0	0	MD 175 (Annapolis Rd) Sappington Station Rd to MD 170 (Telegraph Rd) - Pedestrian improvements	1		
F0OB8L	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F0OIWS	Non-Prioirty Development	1.25	0.9	0	0							0	0	MD 175 (Annapolis Rd) Sappington Station Rd to MD 170 (Telegraph Rd) - Pedestrian improvements	1		
F0OYDY	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F0QO4N	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F0UQRG	Transit Oriented	1.5	1.2	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
F0V670	Transit Oriented	1.5	0.9	0	0							0	0				
F103PF	Non-Prioirty Development	1.25	1.2	0	0							0	0				
F128VI	Non-Prioirty Development	1.25	1.2	0	0							0	0			1	It is hard to access the Odenton Metro Station
F13YK1	Transit Oriented	1.5	0.9	0	0							0	0	MD 175, Annapolis Road (MD 295 - MD 170)	1		
F14DZU	Transit Oriented	1.5	0.9	0	0							0	0	MD 175, Annapolis Road (MD 295 - MD 170)	1		
F16YMK	Transit Oriented	1.5	0.9	0	0							0	2	1. MD 175, Annapolis Road (MD 295 - MD 170) 2. Odenton Grid Streets (01)	1		
F1M6KK	Non-Prioirty Development	1.25	0.9	0	0							0	0	1. MD 175, Annapolis Road (MD249 - MD170) 2. MDOT SHA Projects: Md175 (Annapolis Rd) Mapes Rd to MD 32 (Savage Rd)	1		
F1MEAF	Non-Prioirty Development	1.25	0.9	0	0							0	0	1. MD 175, Annapolis Road (MD249 - MD170) 2. MDOT SHA Projects: Md175 (Annapolis Rd) Mapes Rd to MD 32	1		
F1TOMT	Non-Prioirty Development	1.25	0.9	0	0							0	0	1. MD 175, Annapolis Road (MD249 - MD170) 2. MDOT SHA Projects: Md175 (Annapolis Rd) Mapes Rd to MD 32	1		
F1UBS8	Non-Prioirty Development	1.25	0.9	0	0							0	0	MDOT SHA Projects: MD 175 (Annapolis Rd) Mapes Rd to MD 32 (Savage Rd)	1		
F23JKZ	Non-Prioirty Development	1.25	1.2	0	0							0	0				
F23Z0B	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F259A2	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F25WFA	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F2AEFE	Non-Prioirty Development	1.25	0.9	0	0							0	1	MDOT SHA Projects: MD 175 (Annapolis Rd) Mapes Rd to MD 32 (Savage Rd)	1		
F2AM54	Non-Prioirty Development	1.25	0.9	0	0							0	1				
F2MM7K	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F2MM7O	Non-Prioirty Development	1.25	1.2	0	0							0	0				
F2N9HF	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F2N9HK	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F2P6W9	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F2PEHS	Non-Prioirty Development	1.25	1.2	6	1	7401.05	1.00	0.00	0.00	0.00	0.00	0	0				
F2PM7L	Non-Prioirty Development	1.25	0.9	6	1	7401.05	1.00	0.00	0.00	0.00	0.00	0	0				
F2PU1E	Non-Prioirty Development	1.25	0.9	0	0							0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
F2TOTK	Non-Prioirty Development	1.25	1.2	6	1	7401.05	1.00	0.00	0.00	0.00	0.00	0	0				
F2TOTO	Non-Prioirty Development	1.25	0.9	6	1	7401.05	1.00	0.00	0.00	0.00	0.00	0	0				
F2U4FK	Non-Prioirty Development	1.25	0.9	0	0							0	0	MD 175, Annapolis Road (MD 295 - MD 170)	1		
F2YEL7	Non-Prioirty Development	1.25	1.2	6	1	7401.05	1.00	0.00	0.00	0.00	0.00	0	0				
F2YEL9	Non-Prioirty Development	1.25	0.9	6	1	7401.05	1.00	0.00	0.00	0.00	0.00	0	0				
F31U1P	Non-Prioirty Development	1.25	0.9	6	1	7401.05	1.00	0.00	0.00	0.00	0.00	0	0				
F32OWN	Non-Prioirty Development	1.25	0.9	6	1	7401.05	1.00	0.00	0.00	0.00	0.00	0	0				
F38WMX	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F3BWOE	Non-Prioirty Development	1.25	1.4	0	0							0	0				
F3CYD9	Non-Prioirty Development	1.25	1.2	0	0							0	0				
F3E8NX	Non-Prioirty Development	1.25	1.4	0	0							0	0				
F3FZIL	Non-Prioirty Development	1.25	0.9	0	0							0	1	MD 175, Annapolis Road (MD 295 - MD 170)	1	1	Very unsafe bus stop at Annapolis Rd. & Disney Rd. There is no curb or protection from traffic.
F3JUEX	Non-Prioirty Development	1.25	0.9	0	0							0	0	MD 175, Annapolis Road (MD 295 - MD 170)	1		
F3NX0R	Non-Prioirty Development	1.25	1.2	0	0							0	0				
F3P7BC	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F3RQOY	Corridor Revitalization	1.5	0.9	6	1	7302.04	0	0.00	0.00	1.00	0.00	0	0				
F3RYEG	Corridor Revitalization	1.5	0.9	6	1	7302.04	0	0.00	0.00	1.00	0.00	0	0				
F3UYFB	Low Density Residential	1	1.2	9	1	7302.04	0	0.00	0.00	1.00	1.00	0	0				
F3V654	Low Density Residential	1	1.2	9	1	7302.04	0	0.00	0.00	1.00	1.00	0	0			1	Need sidewalk on Freetown/New Freetown all the way to Solley
F3W125	Corridor Revitalization	1.5	1.4	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F3WO7G	Corridor Revitalization	1.5	1.4	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F3Y7DC	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F40J3U	Non-Prioirty Development	1.25	0.9	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F40YJC	Low Density Residential	1	0.9	3	1	7302.04	0	0.00	0.00	0.00		0	0				

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Prioirity Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
F41LL3	Non-Prioirty D	1.25	1.2	3	1	7302.04	0	0.00	0.00	0.00		0	0				
F42GNN	Corridor Revitalization	1.5	1.2	18	1	7302.03 & 7304.02	1.00	1.00	1.00	1.00	1.00	0	0				
F42ODN	Corridor Revitalization	1.5	1.2	18	1	7302.03 & 7304.02	1.00	1.00	1.00	1.00	1.00	0	0				
F47UKB	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F4816L	Non-Prioirty Development	1.25	1.4	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F4816O	Non-Prioirty Development	1.25	0.9	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F48HPM	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F4EGOH	Non-Prioirty Development	1.25	0.9	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F4EOE7	Non-Prioirty Development	1.25	0.9	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F4LR1H	Non-Prioirty Development	1.25	0.9	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F4MLWM	Non-Prioirty Development	1.25	1.2	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0	Marley Neck Blvd Design	1		
F4OCNG	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F4OKDA	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F4S7IW	Non-Prioirty Development	1.25	1.2	0	0							0	0	SHPN-Ridge_Bear Paw- Thms Rvr	1		
F4T94B	Non-Prioirty Development	1.25	0.9	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F4UZYG	Non-Prioirty Development	1.25	0.9	9	1	7304.02	0.00	0.00	1.00	0.00	1.00	0	0				
F4VEA8	Non-Prioirty Development	1.25	1.2	12	1	7302.03	1.00	1.00	0.00	1.00	0.00	0	0				
F4VM50	Village Center	1.5	1.2	6	1	7304.02	0.00	0.00	0.00	0.00	1.00	0	0				
F50517	Non-Prioirty Development	1.25	1.4	0	0							0	0	1. Arundel Mills LDC Roads Rehabilitation 2. Arundel Mills Bus Shelter Enh	1		
F59BXU	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F59KDM	Non-Prioirty Development	1.25	1.2	0	0							0	0	SHPN-MD 176 SUP	1		

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioritry Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
F59KF1	Non-Prioirty Development	1.25	0.9	0	0							0	0	SHPN-MD 176 SUP	1		
F59ZTD	Non-Prioirty Development	1.25	0.9	0	0							0	0	SHPN-MD 176 SUP	1		
F59ZUK	Non-Prioirty Development	1.25	0.9	0	0							0	0	SHPN-MD 176 SUP	1		
F5ATYL	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F5AUQY	Non-Prioirty Development	1.25	0.9	0	0							0	0	SHPN-MD 176 SUP	1		
F5CCRO	Non-Prioirty Development	1.25	1.2	0	0							0	0	SHPN-MD 176 SUP	1		
F5CRFH	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F5FJRI	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F5H9XL	Non-Prioirty Development	1.25	0.9	0	0							0	0	MD 176 (Dorsey Rd) Bicycle and pedestrian improvements and ADA Upgrades	1		
F5ICI1	Non-Prioirty Development	1.25	0.9	0	0							0	0	MD 176 (Dorsey Rd) Bicycle and pedestrian improvements and ADA Upgrades	1		
F5IK6I	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F5JF18	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F5K9K9	Village Center	1.5	0.9	3	0			0.00	0.00	1.00	0.00	0.00	3.00				
F5K9KC	Village Center	1.5	0.9	3	0			0.00	0.00	1.00	0.00	0.00	3.00				
F5MUC8	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F5N229	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F5ORM7	Non-Prioirty Development	1.25	1.4	0	0							0	2				
F5Q1X3	Non-Prioirty Development	1.25	0.9	0	0							0	2				
F5R4I0	Non-Prioirty Development	1.25	0.9	0	0							0	2				
F5T1Y8	Non-Prioirty Development	1.25	1.2	0	0							0	3			1	There is only one crosswalk on 648 between the Cromwell LR station and Crain Highway (at Oak Ln). The lanes on 648 are too wide and people go too fast.

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Priority Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Census Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
F5T9O3	Non-Priority Development	1.25	0.9	0	0							0	3			1	There is only one crosswalk on 648 between the Cromwell LR station and Crain Highway (at Oak Ln). The lanes on 648 are too wide and people go too fast.
F60D2C	Non-Priority Development	1.25	1.2	0	0			0.00	0.00	0.00		0	0				
F60SHR	Non-Priority Development	1.25	1.2	0	0							0	0				
F62WXO	Transit Oriented	1.5	1.4	0	0							1	3			1	The crosswalks to get to the Cromwell Light rail station are really bad. Also why is this road so wide?? Please make this crossing better!
F652SU	Non-Priority Development	1.25	0.9	0	0			0.00	0.00	0.00		0	0				
F65I8E	Non-Priority Development	1.25	0.9	0	0			0.00	0.00	0.00		0	0				
F6B2SY	Non-Priority Development	1.25	1.2	0	0							0	0				
F6BP6F	Corridor Revitalization	1.5	1.2	0	0							0	0				
F6E21Q	Corridor Revitalization	1.5	1.2	0	0							0	0				
F6E233	Non-Priority Development	1.25	0.9	0	0							0	0				
F6H9S6	Corridor Revitalization	1.5	1.2	0	0							0	0				
F6JMNK	Corridor Revitalization	1.5	0.9	0	0			0.00	0.00	0.00		0	0				
F6N23R	Corridor Revitalization	1.5	1.4	0	0							0	0				
F6R4WF	Transit Oriented	1.5	0.9	0	0							0	0				
F6SUFH	Corridor Revitalization	1.5	0.9	0	0							0	0				
F6VMQI	Corridor Revitalization	1.5	0.9	0	0							0	0				
F764V8	Low Density Residential	1	0.9	0	0							0	0				
F78HWY	Non-Priority Development	1.25	0.9	0	0							0	0				
F79ZS7	Low Density Residential	1	0.9	0	0							0	0				
F7DUMD	Low Density Re	1	0.9	0	0							0	0				
F7EPGK	Non-Priority Development	1.25	1.4	0	0							1	0	Ped SHA- MD2 Ordnance/ Walton	1		
F7K2D2	Non-Priority Development	1.25	1.4	0	0							1	0	Ped SHA- MD2 Ordnance/ Walton	1		
F7KX83	Non-Priority Development	1.25	1.4	0	0							0	0	Ped SHA- MD2 Ordnance/ Walton	1		

				EQUITY FACTORS										Associated Projects		Public Comments	
Stop Number	Prioirity Land Use or Zoning	Priority Land Use Weight	Ridership Weight	EQUITY SCORE	Disadvantaged Community	Cenus Block Number (if Disadvantaged)	Transportation Disadvantaged?	Population Less than 100% Poverty level ≥ 15?	Carless Population ≥15%?	Elderly/ Disabled Population ≥20%	Vulnuerabilty Index ≥ 4?	SSPF Ped Score	SSPF Bike Score	Associated Projects	In a study? (1=yes, blank = no)	Public Comments? 1=yes, blank = no	Comment
F7MMT8	Non-Prioirty Development	1.25	0.9	0	0							0	0				
F7WA6G	Non-Prioirty Development	1.25	1.2	0	0							0	0	Ped SHA- MD2 Ordnance/ Walton	1		
F8052I	Non-Prioirty Development	1.25	0.9	0	0							1	0	Ped SHA- MD2 Ordnance/ Walton	1		
F8DN6R	Village Center	1.5	1.2	0	0							1	0	1. Governor Ritchie HWY- Safety and Resurfacing Improvements From IS 695 to Hammonds Lane 2. Ped SHA - MD 2 Ordnance/ Walton	1		
F8G7S6	Village Center	1.5	1.2	0	0							1	0	1. Governor Ritchie HWY- Safety and Resurfacing Improvements From IS 695 to Hammonds Lane 2. Ped SHA - MD 2 Ordnance/ Walton	1		
F8NPU7	Village Center	1.5	1.2	0	0							1	0	1. Governor Ritchie HWY- Safety and Resurfacing Improvements From IS 695 to Hammonds Lane 2. Ped SHA - MD 2 Ordnance/ Walton	1		
F8P7UP	Village Center	1.5	1.2	0	0							1	0	Hammonds Lane Traffic Calming	1	1	No shelters for bus stops on the west side of Ritchie Highway. Makes trips to the grocery store more difficult.
F8T2QL	Village Center	1.5	1.4	0	0							1	0	Church St Corridor Study	1	1	Bench/ shelter needed for this bus stop at Ritchie Highway Shopping Center and other along Ritchie Highway.
F8T2QN	Village Center	1.5	1.4	0	0							1	0	Church St Corridor Study	1	1	Bench/ shelter needed for this bus stop at Ritchie Highway Shopping Center and other along Ritchie Highway.
F8VFM3	Non-Prioirty Development	1.25	0.9	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	3			1	16th Ave. and Ritchie Hwy. crosswalks are not safe
F8Z2SD	Village Center	1.5	1.2	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	3				
F8ZI7U	Village Center	1.5	1.2	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	0				
F95PZB	Village Center	1.5	1.4	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	3			1	Crosswalk at Ritchie Hwy. and 11th Ave. is busy and in need of improvements.
F970A1	Village Center	1.5	1.4	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	3			1	Crosswalk at Ritchie Hwy. and 11th Ave. is busy and in need of improvements.
F99SL1	Non-Prioirty Development	1.25	0.9	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	0				
F9E2WM	Village Center	1.5	1.2	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	3				
F9GNHU	Non-Prioirty Development	1.25	1.2	0	0							1	2			1	Retaining wall at Ritchie and Orchard obstructs sightlines.
F9HQ2S	Non-Prioirty Development	1.25	0.9	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	3				
F9KIDT	Village Center	1.5	1.2	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	2				
F9NAOR	Village Center	1.5	1.2	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	2				
F9NXU0	Village Center	1.5	1.2	9	1	7501.01	1.00	0.00	0.00	0.00	1.00	1	2				

APPENDIX C

BUS STOP ELEMENT PRIORITIZATION SCORES

- Routes (Sidewalks)
- Stops
-Crossings

NORTH COUNTY	Routes (Sidewalks)			Priority 1 / Possible Priority 1 / Priority 2 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
AA, MTA	F3WO7G	14	23.1	Sun Valley Shopping Center NB
MTA	2867	21	18.0	RITCHIE HWY & MARLEY NECK RD ns nb
AA	F4MLWM	16	16.5	MD 648 & Marley Neck
AA, MTA	F8G7S6	12	16.2	MD 2 & Cresswell Rd
AA	F3V654	13	15.6	Freetown & Leonard
AA	F4VEA8	14	15.0	Marley Middle School NB
AA	F4EOE7	14	12.4	MD 648 & Marley Meadow NB
AA	F4LR1H	14	12.4	MD 648 & Sumac
MTA	2787	19	11.3	CRAIN HWY & CRAIN TOWERS BLD sb
AA, MTA	F42GNN	25	10.8	MD 2 & Americana Cir NB
MTA	12252	2	19.8	1120 CRAIN HWY sb
AA, MTA	F8NPU7	6	16.2	MD 2 & Walton Ave (NB)
AA	F4UZYG	11	16.0	(Ritchie Hwy Guildford Rd)
MTA	2768	2	15.8	RITCHIE HWY & CHESAPEAKE SHOPPING CENTER fs sb
AA, MTA	F8T2QL	8	14.7	MD 2 & Church St NB
MTA	3304	2	14.0	NURSERY RD & Baltimore Annapolis BLVD fs wb
MTA, AA	F5R4I0	6	14.0	MD 648 & Oak Ln NB
AA, MTA	F6BP6F	3	12.6	Crain Hwy & 8th Ave (SB)
AA, COA	F5IK6I	3	12.4	MD 176 & WB&A EB
AA	F5MUC8	3	12.4	MD 176 & Stewart
MTA	2886	4	12.3	CRAIN HWY & MAIN AVE nb
MTA	12467	7	12.3	CRAIN HWY & CRAINMOUNT DR fs sb
MTA	3342	2	12.0	NURSERY RD & BARKWOOD CT eb
MTA	11173	2	12.0	NURSERY RD & RAYNOR AVE opp wb
MTA	2862	3	11.7	Ritchie HWY & Elvaton Dr NB
AA	F59BXU	2	11.3	MD 648 & Chester
AA	F5ATYL	4	11.3	MD 648 & Harding
AA	F5FJRI	2	11.3	MD 648 & Kuethe
AA	F5H9XL	5	11.3	MD 176 & McCormick EB
AA	F5N229	3	11.3	MD 176 & Aviation
AA, MTA	F6E233	3	11.3	8th Ave & Penrod Ct EB
MTA	2807	2	11.2	(Jumpers Hole at AMF Southdale Lanes)
MTA	2776	3	10.8	8TH AVE & MAY WAGNER LN sb
AA	F6R4WF	2	10.8	Ferndale Light Rail Station NB
AA,	F41LL3	4	10.5	Heritage at Freetown
AA, MTA	F62WXO	11	10.5	Glen Burnie Light Rail Station
MTA	2808	3	10.1	RITCHIE HWY & WATERFORD RD sb
MTA	12253	3	10.0	8th Ave & Penrod Ct WB
MTA	3345	17	9.0	Annapolis Rd & NURSERY RD fs nb
AA, MTA	F95PZB	21	8.4	MD 2 & 11th Ave NB
AA, MTA	F9HQ2S	19	7.0	MD 2 & 5th Ave
AA, MTA	F3W125	14	6.3	Sun Valley Shopping Center SB
MTA	12696	17	5.6	CRAIN HWY & HIDDEN BROOK DR wb
MTA	14038	21	5.4	RITCHIE HWY & MOUNTAIN RD nb ns
AA, MTA	F8Z2SD	19	5.4	MD 2 & 15th Ave (SB)
AA, MTA	F9E2WM	19	5.4	MD 2 & 7th Ave (SB)
AA, MTA	F9KIDT	17	5.4	MD 2 & Alley 66
AA, MTA	F9NAOR	17	5.4	MD 2 & 2nd Ave
MTA	2971	14	4.5	(Hospital Dr Elvaton Rd) (EB)
AA	F4EGOH	14	4.5	MD 648 & Marley Meadow SB
AA, MTA	F9NXU0	17	3.6	MD 2 & Edison St
AA, MTA	F7EPGK	12	3.5	MD 2 & Ordnance Rd (NB)
MTA	12695	19	3.4	CRAIN HWY & HIDDEN BROOK DR eb
AA	F40J3U	14	3.4	MD 648 & Castle Harbour
AA, MTA	F8VFM3	22	3.0	MD 2 & Seward Ave
AA, MTA	F99SL1	17	3.0	MD 2 & Townsend Ave
AA	142	2	9.5	(Baltimore Annapolis Blvd Ferndale Rd) SB
AA	F3RQOY	9	9.5	MD 177 & Cameryn
MTA	2772	2	9.0	CRAIN HWY & CRAIN CT sb
MTA	2773	2	9.0	CRAIN HWY & 11TH AVE sb
MTA	3306	2	9.0	NURSERY RD & BARKWOOD CT wb
MTA	14039	9	9.0	MD 2 & Phelps Ave

Possible Priority 1 locations are current Prioirty 2 sites where importance score is exceptionally high but Urgency score is below Priority 1 threshold.

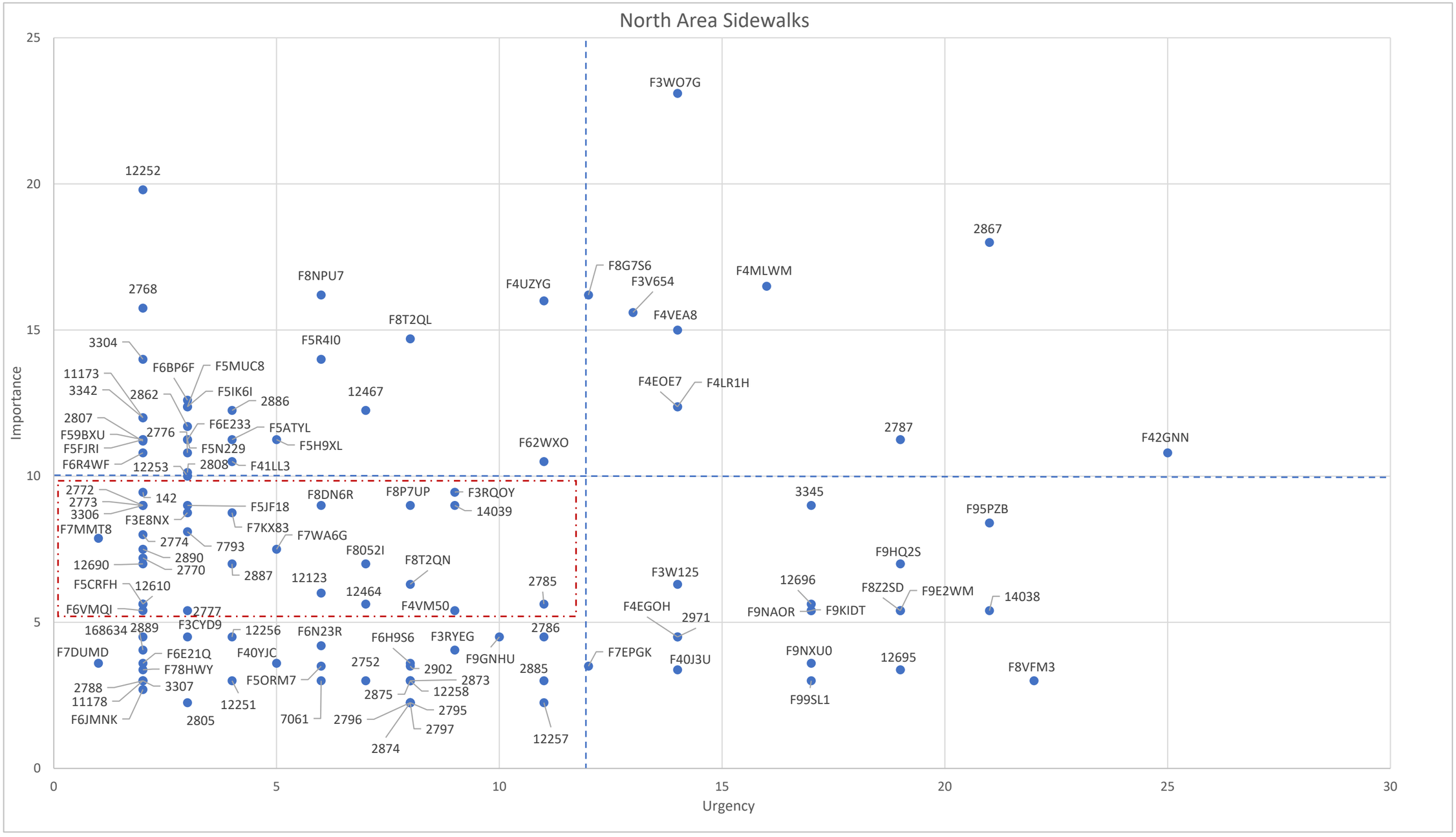
NORTH COUNTY	Routes (Sidewalks)			Priority 1 / Possible Priority 1 / Priority 3a / Priority 2 / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
AA	F5JF18	3	9.0	MD 176 & WB&A WB
AA, MTA	F8DN6R	6	9.0	MD 2 & Cedar Hill Ln (NB)
AA, MTA	F8P7UP	8	9.0	MD 2 & Hammonds Ln
MTA, AA	F3E8NX	3	8.8	MD 2 & Jumpers Hole Rd NB
AA, MTA	F7KX83	4	8.8	MVA (MD 2)
MTA	7793	3	8.1	(8th Ave May Wagner Ln) (NB)
MTA	2774	2	8.0	CRAIN HWY & JACKSON AVE sb
AA	F7MMT8	1	7.9	Ordnance Rd Correctional Center
MTA	2890	2	7.5	CRAIN HWY & POST 40 ROAD nb
AA, MTA	F7WA6G	5	7.5	MD 2 & Warfield Rd
MTA	2770	2	7.2	RITCHIE HWY & WELLHAM AVE sb
MTA	2887	4	7.0	CRAIN HWY & WILSON BLVD nb
MTA	12690	2	7.0	GEORGE CLAUSS BLVD & WAL MART wb
AA, COA	F8052I	7	7.0	MD 2 & Arundel Corporation Rd (NB)
AA, MTA	F8T2QN	8	6.3	MD 2 & Church St SB
MTA	12123	6	6.0	CRAIN HWY & WILSON BLVD sb
MTA	2785	11	5.6	CRAIN HWY & 1400 BLK CRAIN H
MTA	12464	7	5.6	CRAIN HWY & NOLPARK CT fs nb
MTA	12610	2	5.6	QUARTERFIELD RD & JONATHAN AVE wb
AA	F5CRFH	2	5.6	MD 648 & Glen
MTA	2777	3	5.4	8TH AVE & Baltimore Annapolis BLVD sb
AA, MTA	F6VMQI	2	5.4	CRAIN HWY & FURNACE BRANCH RD sb
AA, MTA	F4VM50	9	5.4	Harundale Plaza SB
MTA	2786	11	4.5	CRAIN HWY & OAK MANOR DR (SB)
MTA	2889	2	4.5	CRAIN HWY & 2ND AVE nb
MTA	12256	4	4.5	CRAIN HWY & MAIN AVE sb
MTA, AA	F3CYD9	3	4.5	MD 2 & Jumpers Hole Rd SB
AA, MTA	F9GNHU	10	4.5	MD 2 & Orchard Ave
AA, MTA	F6N23R	6	4.2	Crain Hwy & E Furnace Branch Rd (NB)
AA	168634	2	4.1	(Dorsey Rd Holy Cross Rd (Monsenior Slade School))
AA	F3RYEG	9	4.1	MD 177 & Freetown
AA	F40YJC	5	3.6	MD 648 & Cedarcliff
AA	F7DUMD	1	3.6	Ordnance Rd & 3rd St
AA, MTA	F6E21Q	2	3.6	Crain Hwy & 9th Ave
AA, MTA	F6H9S6	8	3.6	CRAIN HWY & JACKSON AVE nb fs
MTA	2902	8	3.5	RITCHIE HWY & GLEN BURNIE MALL nb
MTA, AA	F5ORM7	6	3.5	MD 648 & MD 3 NB
AA, MTA	F78HWY	2	3.4	MD 648 & 1st Ave
MTA, COA	2752	7	3.0	RITCHIE HWY & ARUNDEL CORPORATION RD opp fs sb
MTA	2788	2	3.0	HOSPITAL DR & BW MEDICAL ENT eb
MTA	2873	8	3.0	OAKWOOD RD & MARY LN sb
MTA	2875	8	3.0	OAKWOOD RD & OAK MANOR DR sb
MTA	2885	11	3.0	CRAIN HWY & AQUAHART RD nb
MTA	3307	2	3.0	NURSERY RD & HAMMONDS FERRY RD (WB)
AA, MTA	7061	6	3.0	(Baltimore Annapolis Blvd Crain Hwy S)
MTA	11178	2	3.0	NURSERY RD & RAYNOR AVE fs eb
MTA	12251	4	3.0	1400CRAIN HWY sb
MTA	12258	8	3.0	OAKWOOD RD & RT 100 nb
AA, MTA	F6JMNK	2	2.7	Crain Hwy and 11th Ave
MTA	2795	8	2.3	OAKWOOD RD & MAYFLOWER CIR nb
MTA	2796	8	2.3	OAKWOOD RD & MARY LN nb
MTA	2797	8	2.3	795 AQUAHART RD eb
MTA	2805	3	2.3	RITCHIE HWY & KELLINGTON DR sb
MTA	2874	8	2.3	OAKWOOD RD & MAYFLOWER CIR sb
MTA	12257	11	2.3	CRAIN HWY & THELMA AVE sb

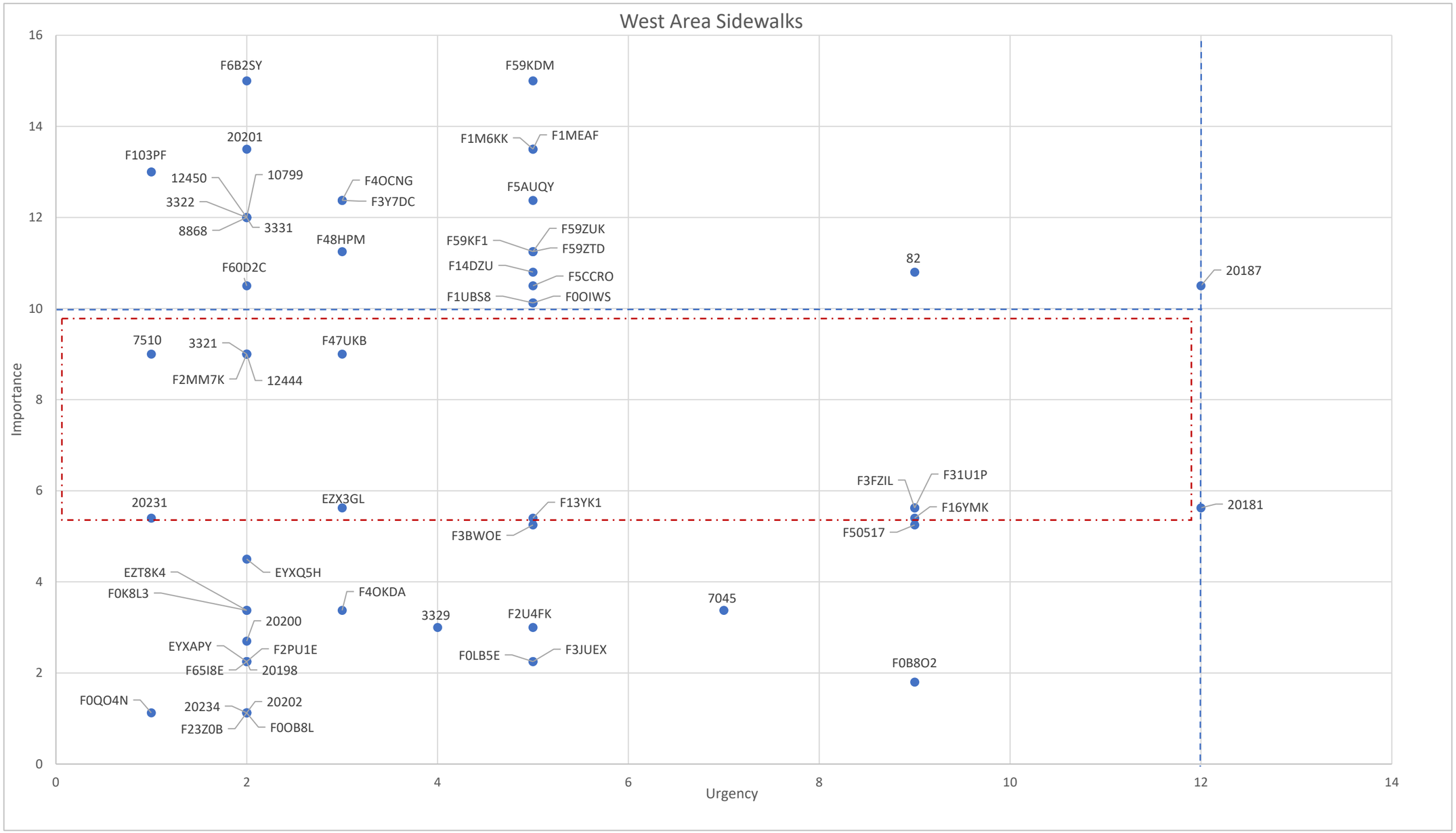
WEST COUNTY	Routes (Sidewalks)			Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
RTA	20187	12	10.5	Fort Meade Rd / Russett Green East
AA	F59KDM	5	15	MD 176 & Candlewood EB
AA	F6B2SY	2	15	Magellan Circle
RTA	20201	2	13.5	National Business Pkwy / Merritt Dr (Southbound)
AA	F1M6KK	5	13.5	MD 175 & Berger St NB
AA	F1MEAF	5	13.5	MD 175 & Berger St SB
AA, COA	F103PF	1	13	Odenton MARC Station (East Platform)
AA	F3Y7DC	3	12.375	Ridge & Stone Castle
AA	F4OCNG	3	12.375	Ridge & Stoney Run NB
AA	F5AUQY	5	12.375	MD 176 & Ridge EB
MTA	3322	2	12	Candlewood Rd & Ashton Rd (Nb)
MTA	3331	2	12	Candlewood Rd & Ashton Rd Sb
MTA	8868	2	12	Charwood & New Ridge Mid Wb
MTA	10799	2	12	Charwood Rd & New Ridge Rd Fs Eb
MTA	12450	2	12	Candlewood Rd & Mercedes Dr Sb
AA	F48HPM	3	11.25	Ridge Rd & Bastille SB
AA	F59KF1	5	11.25	MD 176 & Leeds EB
AA, MTA	F59ZTD	5	11.25	MD 176 & Candlewood WB
AA	F59ZUK	5	11.25	MD 176 & Ashton
AA	82	9	10.8	(Annapolis Rd Town Center Blvd)
AA	F14DZU	5	10.8	MD 175 & Winmeyer Ave
AA	F5CCRO	5	10.5	MD 176 & Ridge WB
AA	F60D2C	2	10.5	7030 Dorsey Rd
AA	F0OIWS	5	10.125	Odenton Shopping Center EB
AA	F1UBS8	5	10.125	MD 175 & Llewellyn Ave
RTA	20181	12	5.625	Fort Meade Rd / Ethel Dr
MTA	3321	2	9	CANDLEWOOD RD & DORSEY RD fs nb
AA	7510	1	9	(Odenton Rd Odenton Elementary School)
MTA	12444	2	9	CANDLEWOOD RD & MERCEDES DR
AA	F2MM7K	2	9	Jacobs Rd & Stillmeadow Dr WB
AA	F47UKB	3	9	Ridge & Bastille NB
AA	EZX3GL	3	5.625	(Piney Orchard Pkwy Orchard Knoll Way)
AA	F31U1P	9	5.625	Pioneer Plaza Shopping Center
AA	F3FZIL	9	5.625	MD 175 & 26th
RTA	20231	1	5.4	Walmart at Russett Green East - Laurel
AA	F13YK1	5	5.4	MD 175 & Winmeyer Dr
AA	F16YMK	9	5.4	MD 175 & Town Center Blvd EB
AA	F3BWOE	5	5.25	Meade Village Rd & Meade Village Cir
RTA, AA, MTA	F50517	9	5.25	Arundel Mills Mall
AA	EYXQ5H	2	4.5	Waugh Chapel Rd & Maytime Dr NB
AA	7045	7	3.375	(Annapolis Rd Rockenbach Rd)
AA	EZT8K4	2	3.375	Casuarina Way & Stream Valley Dr WB
AA	F0K8L3	2	3.375	Odenton Rd & Holiday St
AA	F4OKDA	3	3.375	Ridge & Stoney Run SB
MTA	3329	4	3	RIDGE RD& MELLON RD nb
AA	F2U4FK	5	3	MD 175 & 20th NB
RTA	20200	2	2.7	National Business Pkwy / Merritt Dr (Northbound)
RTA	20198	2	2.25	National Business Pkwy / Hercules Rd (Northbound)
AA	EYXAPY	2	2.25	Waugh Chapel Rd & Maytime Dr SB
AA	F0LB5E	5	2.25	Odenton Health Campus EB
AA	F2PU1E	2	2.25	Youth Services (Reece Rd) WB
AA	F3JUEX	5	2.25	Severn Square NB
AA	F65I8E	2	2.25	7010 Dorsey

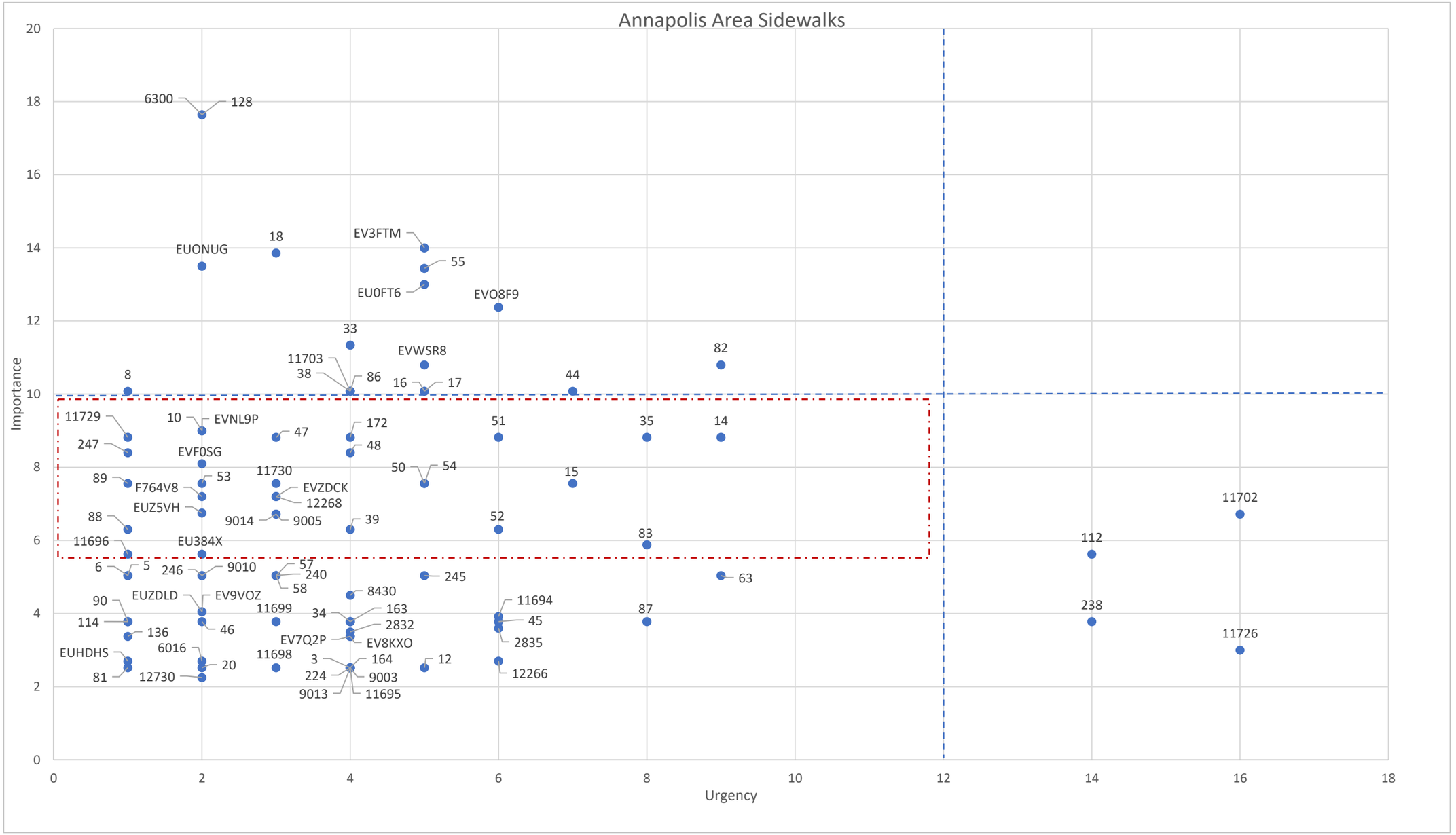
Greater Annapolis	Routes (Sidewalks)			Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
COA, MTA	128	2	17.6	West St and Old Solomons Island Rd
COA	6300	2	17.6	West St at Somervillie Rd WB
AA, MTA	EV3FTM	5	14.0	Roscoe Rowe Blvd & Taylor Ave
COA	18	3	13.9	Admiral Dr at Radio Park
AA	EUONUG	2	13.5	MVA (Harry s Truman Pkwy)
COA	55	5	13.4	Forest Dr. at Spa Rd. (7 Eleven)
AA, COA	EU0FT6	5	13.0	Solomons Island Rd & Wilelinor Dr
AA	EVO8F9	6	12.4	Bestgate Rd & N Bestgate Rd (WB)
COA	33	4	11.3	Chesapeake Ave. at 6th St. (EB)
AA	82	9	10.8	(Annapolis Rd Town Center Blvd)
AA, MTA	EVWSR8	5	10.8	MD 450 & Brice Rd
COA	8	1	10.1	Admiral at Admiral Oaks (NB)
COA	38	4	10.1	Compromise St. at St. Marys St.
COA	44	7	10.1	Forest Dr. at Ace Hardware
COA	86	4	10.1	Americana Dr. at Norman Dr.
COA	16	5	10.1	(Bay Ridge Ave The Pathways School) (SB)
COA	17	5	10.1	Bayridge Ave. at Timber Creek IB. (NB)
COA, MTA	11703	4	10.1	WEST ST & HUDSON ST wb
COA, MTA	11702	16	6.7	WEST ST & PAROLE ST opp wb
COA	112	14	5.6	West St at Admiral Dr
COA, MTA	238	14	3.8	West St Westbridge Dr
MTA	11726	16	3.0	WEST ST & PAROLE ST eb
COA	10	2	9.0	Bayridge Ave. at Bens Dr. (SB)
AA	EVNL9P	2	9.0	Bestgate Rd & Tidewater Colony Dr
COA	14	9	8.8	Bayridge Rd. at Cypress Rd SB
COA	35	8	8.8	Chesapeake Ave at Eastport Shopping Center
COA	47	3	8.8	Forest Dr. and Crows Nest Ct.
COA	51	6	8.8	Forest Dr. and Old Solomons Island Rd.
COA	172	4	8.8	Chesapeake Ave. at State St.
COA, MTA	11729	1	8.8	WEST ST & CHERRY GROVE AVE (opp LIBRARY) eb
COA	48	4	8.4	Forest Dr. at Fairfax Rd.
COA	247	1	8.4	Copeland at Boys and Girls Club
COA	EVF0SG	2	8.1	Annapolis Place (Bestgate Rd) (EB)
COA	15	7	7.6	Bayridge Ave Bethany Ct. (SB)
COA	50	5	7.6	Forest Dr. at Gemini Dr. (NB)
COA	53	2	7.6	Forest Dr. at Bausum Dr.
COA	54	5	7.6	Forest Dr. at Rosecrest Dr. NB
COA	89	1	7.6	(President St Van Buren St)
COA, MTA	11730	3	7.6	WEST ST & RUSSELL ST eb
MTA	12268	3	7.2	RT 450 & BRICE RD eb
MTA, AA	EVZDCK	3	7.2	Church of Latter Day Saints (MD 450)
AA	F764V8	2	7.2	Furnace Branch Rd & 4th St
AA, COA	EUZ5VH	2	6.8	MD 450 & Oak Ct
COA	9005	3	6.7	Forest Dr. at Tyler Ave. NW
0	9014	3	6.7	Forest Dr and Spa Rd.
COA	39	4	6.3	Compromise St. at St. Marys St. WB
COA	52	6	6.3	(Forest Dr Old Solomons Island Rd) (SE)
COA	88	1	6.3	President St. at Monroe St.
COA	83	8	5.9	Monroe St. at Bayridge Ave.
COA, MTA	11696	1	5.6	WEST ST & MADISON PL wb
AA	EU384X	2	5.6	The James Apts (Admiral Cochrane Dr)
COA	5	1	5.0	(Admiral Dr Poplar Ave) (SB)
COA	6	1	5.0	Admiral Dr. at Poplar Ave. (NB)
COA	57	3	5.0	Forest Dr. at Spa Rd.
COA	58	3	5.0	Forest Dr. and Quiet Waters Pl.
COA	63	9	5.0	Forest Dr. at Youngs Farm Rd. (NB)
COA	240	3	5.0	Forest Dr. At Thom Dr.
COA	245	5	5.0	Forest Dr Rosecrest Dr SB
COA	246	2	5.0	Chinquapin Round Rd. at ADOT
COA	9010	2	5.0	Hilltop Ln at Forest Dr
MTA	8430	4	4.5	MD 450 & King George St EB
AA, COA	EUZDLD	2	4.1	MD 450 & Lubrano Dr

Possible Priority 1 locations are current Prioirty 2 sites where importance score is exceptionally high but Urgency score is below Priority 1 threshold.

Greater Annapolis	Routes (Sidewalks)			Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
COA, AA	EV9VOZ	2	4.1	Housley Rd & Stone Point Dr (WB)
COA, MTA	11694	6	3.9	WEST ST & CALVERT ST fs wb
COA	34	4	3.8	Chesapeake Ave. at 6th St. (WB)
COA	45	6	3.8	(Forest Dr Center St) (EB)
COA	46	2	3.8	Forest Dr. at Center St. (WB)
COA	87	8	3.8	(Northwest St Church Cir)
COA	90	1	3.8	President St. at Madison St.
COA	114	1	3.8	West St. at Brewer Ave. (EB)
COA	163	4	3.8	Duke of Gloucester St. at Conduit St.
COA, MTA	11699	3	3.8	West St at Library (West St and Cherry Grove Ave)
MTA	2835	6	3.6	Calvert St & Bladen St fs WB
MTA	2832	4	3.5	WEST ST & CHURCH CIR
COA	136	1	3.4	Newtowne at Juliana Cir.
AA, MTA	EV7Q2P	4	3.4	MD 450 & Badger Rd EB
AA, MTA	EV8KXO	4	3.4	MD 450 & Badger Rd WB
COA, AA	6016	2	2.7	(Housely Rd and Generals Hwy)
MTA	12266	6	2.7	CALVERT ST & BLADEN AVE wb
AA	EUHDHS	1	2.7	Board of Education
COA	3	4	2.5	6th St. (SB)
COA	12	5	2.5	(Bay Ridge Ave Janice Dr) (NB)
COA	20	2	2.5	(Bay Ridge Ave Victor Pkwy) (SB)
COA	81	1	2.5	Madison St. at Brashears St. (EB)
COA	164	4	2.5	Bay Ridge Ave. at Parkwood Ave.
COA	224	4	2.5	(Church Cir South St)
COA	9003	4	2.5	(West St Colonial Ave) (EB)
COA	9013	4	2.5	Colonial Ave. and West St. (WB)
COA, MTA	11695	4	2.5	West St & Laafayette Ave. opp. Wb (Loews Hotel)
COA, MTA	11698	3	2.5	WEST ST & RUSSELL ST opp wb
MTA	12730	2	2.3	TAYLOR AVE & RIDGELY AVE


North Area Sidewalks
Importance
Urgency
0
5
10
15
20
25
30
F3WO7G
12252
2867
F8NPU7
F8G7S6
F4UZYG
F3V654
F4MLWM
2768
F4VEA8
F8T2QL
F5R4I0
3304
F6BP6F
F5MUC8
11173
3342
2862
F5IK6I
2886
12467
F4EOE7
F4LR1H
2807
F6E233
F5ATYL
2787
F42GNN
F59BXU
2776
F5H9XL
F5FJRI
F5N229
F62WXO
F6R4WF
12253
2808
F41LL3
2772
142
F8DN6R
F8P7UP
F3RQOY
3345
2773
F5JF18
14039
F95PZB
3306
F3E8NX
F7KX83
F7MMT8
F7WA6G
2774
7793
F8052I
F9HQ2S
2890
F8T2QN
12690
2770
2887
F3W125
12696
12123
2785
F5CRFH
12610
12464
F8Z2SD
F9E2WM
14038
F4EGOH
F9NAOR
F9KIDT
F6VMQI
27Z7
F4VM50
2971
168634
2889
F3CYD9
12256
F6N23R
F6H9S6
F3RYEG
2786
F7DUMD
F6E21Q
F40YJC
F9GNHU
F7EPGK
F9NXU0
12695
F8VFM3
F78HWY
2752
2902
2885
F40J3U
2788
3307
F5ORM7
2873
F99SL1
11178
12251
2875
12258
F6JMNK
2805
7061
2796
2795
2797
2874
12257


West Area Sidewalks
Importance
Urgency
0
2
4
6
8
10
12
14
16
F6B2SY
F59KDM
20201
F1M6KK
F1MEAF
F103PF
12450
10799
F4OCNG
3322
F3Y7DC
F5AUQY
8868
3331
F48HPM
F59KF1
F59ZUK
F59ZTD
F14DZU
F5CCRO
F60D2C
82
20187
F1UBS8
F0OIWS
7510
3321
F47UKB
F2MM7K
12444
F3FZIL
F31U1P
20231
EZX3GL
F13YK1
F16YMK
20181
F3BWOE
F50517
EZT8K4
EYXQ5H
F0K8L3
F4OKDA
7045
3329
F2U4FK
20200
EYXAPY
F2PU1E
F0LB5E
F3JUEX
F65I8E
20198
F0B8O2
F0QO4N
20234
20202
F23Z0B
F0OB8L


Annapolis Area Sidewalks
Importance
Urgency
0
2
4
6
8
10
12
14
16
18
20
6300
128
18
EUONUG
EV3FTM
55
EU0FT6
EVO8F9
33
11703
38
86
EVWSR8
16
17
8
44
82
11729
10
EVNL9P
47
172
48
51
35
14
247
EVF0SG
50
54
15
89
F764V8
53
11730
EVZDCK
12268
EUZ5VH
88
9014
9005
39
52
83
11702
11696
EU384X
112
6
5
246
9010
57
240
58
245
63
90
EUZDLD
EV9VOZ
8430
11694
11699
34
163
87
238
114
136
46
2832
45
EV7Q2P
EV8KXO
2835
11726
EUHDHS
6016
11698
3
164
12
20
81
12730
224
9003
12266
9013
11695

NORTH COUNTY	Bus Stops			Priority 1 / Possible Priority 1 / Priority 3a / Priority 2 / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
AA	F4VEA8	14	24.0	Marley Middle School NB
AA, MTA	F3W125	14	23.1	Sun Valley Shopping Center SB
AA, MTA	F3WO7G	14	23.1	Sun Valley Shopping Center NB
AA, MTA	F95PZB	21	18.9	MD 2 & 11th Ave NB
MTA	2789	18	17.5	HOSPITAL DR & CRAIN HWY fs eb
AA, MTA	F8G7S6	12	16.2	MD 2 & Cresswell Rd
AA	F4EOE7	14	15.8	MD 648 & Marley Meadow NB
AA	F4LR1H	14	15.8	MD 648 & Sumac
MTA	2803	14	15.0	MARLEY STATION and B&A sb (actually NB/EB)
MTA	12490	14	15.0	Marley Station and B&A Blvd fs wb
AA	F4MLWM	16	15.0	MD 648 & Marley Neck
MTA	2867	21	14.4	RITCHIE HWY & MARLEY NECK RD ns nb
AA, MTA	F970A1	21	12.6	MD 2 & 11th Ave SB
MTA	12252	2	25.2	1120 CRAIN HWY sb
MTA	3304	2	22.8	NURSERY RD & Baltimore Annapolis BLVD fs wb
AA	F0UQRG	2	19.8	Piney Orchard Pkwy & Odenton Rd EB
AA, MTA	F4VM50	9	19.8	Harundale Plaza SB
MTA	2875	8	19.5	OAKWOOD RD & OAK MANOR DR sb
MTA	12258	8	19.5	OAKWOOD RD & RT 100 nb
MTA	12253	3	18.9	8th Ave & Penrod Ct WB
MTA	2807	2	18.2	(Jumpers Hole at AMF Southdale Lanes)
MTA	2885	11	16.5	CRAIN HWY & AQUAHART RD nb
MTA	3342	2	16.5	NURSERY RD & BARKWOOD CT eb
MTA	11173	2	16.5	NURSERY RD & RAYNOR AVE opp wb
AA, MTA	F8DN6R	6	16.2	MD 2 & Cedar Hill Ln (NB)
AA	F5FJRI	2	15.8	MD 648 & Kuethe
AA	F5ICI1	5	15.8	MD 176 & McCormick WB
AA	F5JF18	3	15.8	MD 176 & WB&A WB
AA	F5MUC8	3	15.8	MD 176 & Stewart
AA	F5N229	3	15.8	MD 176 & Aviation
AA, MTA	F6E233	3	15.8	8th Ave & Penrod Ct EB
MTA	12259	8	14.4	AQUAHART RD & GREENWAY RD ns eb
MTA	2794	11	13.5	7823 OAKWOOD ROAD nb
MTA	11178	2	13.5	NURSERY RD & RAYNOR AVE fs eb
AA,	F41LL3	4	13.5	Heritage at Freetown
MTA	2862	3	12.6	Ritchie HWY & Elvaton Dr NB
MTA	2774	2	12.4	CRAIN HWY & JACKSON AVE sb
MTA	2795	8	12.4	OAKWOOD RD & MAYFLOWER CIR nb
MTA	2876	4	12.4	200 Hospital Dr wb
MTA	3306	2	12.4	NURSERY RD & BARKWOOD CT wb
AA	F59BXU	2	12.4	MD 648 & Chester
AA	F5ATYL	4	12.4	MD 648 & Harding
AA	168634	2	12.2	(Dorsey Rd Holy Cross Rd (Monsenior Slade School))
MTA	2873	8	12.0	OAKWOOD RD & MARY LN sb
AA, MTA	F4816O	14	11.3	MD 648 & Faywood SB
AA	7449	17	10.8	Mountain Rd Long Hill Rd
MTA	14038	21	10.8	RITCHIE HWY & MOUNTAIN RD nb ns
AA, MTA	F9E2WM	19	10.8	MD 2 & 7th Ave (SB)
MTA, AA	F4816L	14	10.5	MD 648 & Faywood NB
AA	F40J3U	14	10.1	MD 648 & Castle Harbour
AA, MTA	F9HQ2S	19	10.1	MD 2 & 5th Ave
MTA	2971	14	9.0	(Hospital Dr Elvaton Rd) (EB)
MTA	12281	20	9.0	MARLEY STATION & RITCHIE HWY
AA	F4EGOH	14	9.0	MD 648 & Marley Meadow SB
AA	F4T94B	14	9.0	Marley Middle School SB
AA, MTA	F8VFM3	22	9.0	MD 2 & Seward Ave
AA, MTA	F8ZI7U	13	9.0	Arundel Village Plaza Shopping Center (MD 2) (NB)
AA, MTA	F9KIDT	17	9.0	MD 2 & Alley 66
AA, MTA	F9NAOR	17	9.0	MD 2 & 2nd Ave
AA, MTA	F7EPGK	12	8.8	MD 2 & Ordnance Rd (NB)
AA, MTA	F99SL1	17	6.8	MD 2 & Townsend Ave
AA	F3V654	13	6.0	Freetown & Leonard

Possible Priority 1 locations are current Prioirty 2 sites where importance score is exceptionally high but Urgency score is below Priority 1 threshold.

NORTH COUNTY	Bus Stops			Priority 1 / Possible Priority 1 / Priority 3a / Priority 2 / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
MTA	2790	14	5.6	HOSPITAL DR & MT RIDGE DR eb
MTA	2879	14	5.6	HOSPITAL DR & MT RIDGE DR wb
MTA	2802	21	5.4	RITCHIE HWY & MARLEY STATION MALL sb
AA, MTA	F42GNN	25	5.4	MD 2 & Americana Cir NB
AA, MTA	F42ODN	21	5.4	MD 2 & Americana Cir SB
MTA	2878	14	5.3	HOSPITAL DR & ELVATON RD opp wb
AA, MTA	F8Z2SD	19	3.6	MD 2 & 15th Ave (SB)
AA, MTA	F9NXU0	17	3.6	MD 2 & Edison St
MTA	2787	19	3.4	CRAIN HWY & CRAIN TOWERS BLD sb
MTA	12695	19	3.4	CRAIN HWY & HIDDEN BROOK DR eb
MTA	12696	17	3.4	CRAIN HWY & HIDDEN BROOK DR wb
MTA	3345	17	3.0	Annapolis Rd & NURSERY RD fs nb
MTA	2776	3	10.8	8TH AVE & MAY WAGNER LN sb
MTA	2777	3	10.8	8TH AVE & Baltimore Annapolis BLVD sb
MTA	7793	3	10.8	(8th Ave May Wagner Ln) (NB)
MTA	2901	4	10.5	RITCHIE HWY & HOLSUM WAY
MTA	2796	8	10.1	OAKWOOD RD & MARY LN nb
AA	F5H9XL	5	10.1	MD 176 & McCormick EB
MTA, AA	F5T9O3	10	10.1	MD 648 & Maple Ln SB
AA, MTA	F78HWY	2	10.1	MD 648 & 1st Ave
AA, COA	F8052I	7	10.1	MD 2 & Arundel Corporation Rd (NB)
MTA	2874	8	9.0	OAKWOOD RD & MAYFLOWER CIR sb
MTA	3307	2	9.0	NURSERY RD & HAMMONDS FERRY RD (WB)
MTA	12123	6	9.0	CRAIN HWY & WILSON BLVD sb
MTA	12256	4	9.0	CRAIN HWY & MAIN AVE sb
AA	F4UZYG	11	9.0	(Ritchie Hwy Guildford Rd)
AA, MTA	F7WA6G	5	9.0	MD 2 & Warfield Rd
MTA	2767	6	8.8	RITCHIE HWY & ORDNANCE RD fs sb
MTA	2887	4	8.8	CRAIN HWY & WILSON BLVD nb
MTA	12690	2	8.8	GEORGE CLAUSS BLVD & WAL MART wb
MTA, AA	F5ORM7	6	8.8	MD 648 & MD 3 NB
AA	F3RYEG	9	8.1	MD 177 & Freetown
MTA, COA	2752	7	7.5	RITCHIE HWY & ARUNDEL CORPORATION RD opp fs sb
MTA	12463	7	7.5	CRAIN HWY & GREEN BRANCH LA mid nb
AA, MTA	F9GNHU	10	7.5	MD 2 & Orchard Ave
AA	F79ZS7	2	7.2	Furnace Branch Rd W & Burwood Ave
AA	F7DUMD	1	7.2	Ordnance Rd & 3rd St
MTA	2797	8	6.8	795 AQUAHART RD eb
MTA	2869	9	6.8	RITCHIE HWY & NORMAN RD nb
MTA	12279	2	6.8	7704 QUARTERFIELD RD
MTA	12610	2	6.8	QUARTERFIELD RD & JONATHAN AVE wb
AA	F3RQOY	9	6.8	MD 177 & Cameryn
AA, COA	F5IK6I	3	6.8	MD 176 & WB&A EB
AA, MTA	F6JMNK	2	6.8	Crain Hwy and 11th Ave
AA, MTA	F8T2QL	8	6.3	MD 2 & Church St NB
AA, MTA	F8T2QN	8	6.3	MD 2 & Church St SB
AA	F3UYFB	11	6.0	Freetown & Caldwell
MTA	12254	3	5.6	8TH AVE & GRAYBURN DR sb
MTA	2770	2	5.4	RITCHIE HWY & WELLHAM AVE sb
MTA	2772	2	5.4	CRAIN HWY & CRAIN CT sb
AA, MTA	F8NPU7	6	5.4	MD 2 & Walton Ave (NB)
MTA	2768	2	5.3	RITCHIE HWY & CHESAPEAKE SHOPPING CENTER fs sb
MTA	2886	4	5.3	CRAIN HWY & MAIN AVE nb
MTA	2902	8	5.3	RITCHIE HWY & GLEN BURNIE MALL nb
MTA	12467	7	5.3	CRAIN HWY & CRAINMOUNT DR fs sb
MTA, AA	F3E8NX	3	5.3	MD 2 & Jumpers Hole Rd NB
MTA	2782	2	4.5	CRAIN HWY & CENTRAL AVE sb
MTA	2783	4	4.5	CRAIN HWY & 3RD AVE sb
AA, MTA	7061	6	4.5	(Baltimore Annapolis Blvd Crain Hwy S)
MTA	12468	2	4.5	QUARTERFIELD RD & PAMELA RD
AA	F40YJC	5	4.5	MD 648 & Cedarcliff
MTA, AA	F5T1Y8	10	4.5	MD 648 & Maple Ln NB

NORTH COUNTY	Bus Stops			Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
AA	142	2	4.1	(Baltimore Annapolis Blvd Ferndale Rd) SB
MTA	10922	8	4.1	795 AQUAHART RD opp wb
AA	F5K9K9	11	4.1	MD 2 & Barbara Moeller Way NB
AA	F5K9KC	11	4.1	MD 2 & Barbara Moeller Way SB
AA	F6R4WF	2	4.1	Ferndale Light Rail Station NB
AA, MTA	F6VMQI	2	4.1	CRAIN HWY & FURNACE BRANCH RD sb
MTA	14039	9	3.6	MD 2 & Phelps Ave
MTA	2785	11	3.4	CRAIN HWY & 1400 BLK CRAIN H
MTA	2786	11	3.4	CRAIN HWY & OAK MANOR DR (SB)
MTA	2801	9	3.4	RITCHIE HWY & NORFOLK RD sb
MTA	2805	3	3.4	RITCHIE HWY & KELLINGTON DR sb
MTA	2808	3	3.4	RITCHIE HWY & WATERFORD RD sb
MTA	2882	11	3.4	CRAIN HWY & OAK MANOR DR nb
MTA	2883	11	3.4	CRAIN HWY & MADISON PARK DR nb
MTA	2888	4	3.4	CRAIN HWY & 4TH AVE nb
MTA	2889	2	3.4	CRAIN HWY & 2ND AVE nb
MTA	12251	4	3.4	1400CRAIN HWY sb
MTA	12255	2	3.4	CRAIN HWY & 2ND AVE sb
MTA	12257	11	3.4	CRAIN HWY & THELMA AVE sb
MTA	12464	7	3.4	CRAIN HWY & NOLPARK CT fs nb
AA	F5CRFH	2	3.4	MD 648 & Glen
MTA, AA	F5R4I0	6	3.4	MD 648 & Oak Ln NB
AA	F7MMT8	1	3.4	Ordnance Rd Correctional Center

WEST COUNTY	Bus Stops			Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
RTA	20191	14	14.4	Fort Meade Rd / Maryland City Plaza WB
RTA	20187	12	12.6	Fort Meade Rd / Russett Green East
MTA	3329	4	16.5	RIDGE RD& MELLON RD nb
MTA	8868	2	16.5	CHARWOOD & NEW RIDGE mid wb
MTA	10799	2	16.5	CHARWOOD RD & NEW RIDGE RD fs eb
AA	F2PEHS	7	16.5	Pioneer Dr & Richfield Dr NB
AA	7045	7	15.75	(Annapolis Rd Rockenbach Rd)
AA	F2MM7K	2	15.75	Jacobs Rd & Stillmeadow Dr WB
AA	F48HPM	3	15.75	Ridge Rd & Bastille SB
AA	F59ZUK	5	15.75	MD 176 & Ashton
AA	F5CCRO	5	15	MD 176 & Ridge WB
AA	82	9	14.85	(Annapolis Rd Town Center Blvd)
RTA	20231	1	14.85	Walmart at Russett Green East - Laurel
AA	F4OKDA	3	13.5	Ridge & Stoney Run SB
AA	F59KDM	5	13.5	MD 176 & Candlewood EB
MTA	3324	4	12.375	RIDGE RD & MELLON RD (SB)
AA	7510	1	12.375	(Odenton Rd Odenton Elementary School)
AA	EZST68	3	12.375	Piney Orchard Pkwy & Village Center Dr
AA	EZT8K4	2	12.375	Casuarina Way & Stream Valley Dr WB
AA	F1MEAF	5	12.375	MD 175 & Berger St SB
AA	F1UBS8	5	12.375	MD 175 & Llewellyn Ave
AA	F2P6W9	2	12.375	Youth Services (Reece Rd) EB
AA	F59KF1	5	12.375	MD 176 & Leeds EB
AA, MTA	F59ZTD	5	12.375	MD 176 & Candlewood WB
AA	F14DZU	5	12.15	MD 175 & Winmeyer Ave
AA	F16YMK	9	12.15	MD 175 & Town Center Blvd EB
MTA	3322	2	12	CANDLEWOOD RD & ASHTON RD (NB)
MTA	3331	2	12	CANDLEWOOD RD & ASHTON RD sb
MTA	12445	2	12	7476 NEW RIDGE RD (SB)
MTA	12450	2	12	CANDLEWOOD RD & MERCEDES DR sb
AA	F2TOTK	7	12	Pioneer Dr & Arwell Ct NB
AA	F2YEL7	11	12	Pioneer Dr & Deerfield Dr NB
AA	F3NX0R	3	12	Severn Library
AA	F4S7IW	5	12	Ridge & Thames River NB
AA	F60D2C	2	12	7030 Dorsey Rd
AA	F6B2SY	2	12	Magellan Circle
RTA	20182	12	10.8	Fort Meade Rd / Laurel Race Track Rd EB
RTA	20185	14	10.8	Fort Meade Rd / Old Annapolis Rd
RTA	20190	12	10.8	Fort Meade Rd / Maryland City Plaza EB
RTA	20184	14	6.75	Fort Meade Rd / Laureldale Dr
RTA	20179	14	4.05	Fort Meade Rd / Brock Bridge Rd EB
RTA	20180	14	4.05	Fort Meade Rd / Brock Bridge Rd WB
RTA	20183	12	4.05	Fort Meade Rd Laurel Race Track Rd WB
RTA	20186	14	4.05	Fort Meade Rd / Red Clay Rd
RTA	20238	14	4.05	Fort Meade Rd / Whiskey Bottom Rd
RTA	20241	12	4.05	Fort Meade Rd / Corridor Marketplace Shopping Center
RTA	20181	12	3.375	Fort Meade Rd / Ethel Dr
RTA	20200	2	10.8	National Business Pkwy / Merritt Dr (Northbound)
RTA	20201	2	10.8	National Business Pkwy / Merritt Dr (Southbound)
AA	F0V670	2	10.8	Piney Orchard Pkwy & Odenton Rd WB
AA	F13YK1	5	10.8	MD 175 & Winmeyer Dr
AA	F23JKZ	2	10.5	Charter Oaks Blvd & MD 175 EB
AA	EYXQ5H	2	10.125	Waugh Chapel Rd & Maytime Dr NB
AA	F2PU1E	2	10.125	Youth Services (Reece Rd) WB
MTA	3321	2	9	CANDLEWOOD RD & DORSEY RD fs nb
MTA	12444	2	9	CANDLEWOOD RD & MERCEDES DR
AA	EZ6IIV	2	9	Waugh Chapel Rd & Summer Hill Dr SB
AA	EZ6Q8L	2	9	Waugh Chapel Rd & Summer Hill Dr NB
AA	EZGL6I	2	9	Waugh Chapel Rd & Sage Dr
AA	EZH8BS	2	9	Waugh Chapel Rd & Dairy Farm Rd
AA	EZHVMY	2	9	Strawberry Lake Way & Stream Valley Dr EB
AA	EZI3CO	2	9	Strawberry Lake Way & Stream Valley Dr WB

WEST COUNTY	Bus Stops			Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
AA	EZM5TR	2	9	Waugh Chapel Rd & Chapelgate Dr EB
AA	EZMSZ4	2	9	Waugh Chapel Rd & Chapelgate Dr WB
AA	EZMT4Z	2	9	Strawberry Lake Way & Iris Ridge Rd
AA	EZN8KJ	2	9	Strawberry Lake Way & Chestnut Terrace Ct
AA	EZST4K	2	9	Casuarina Way & Stream Valley Dr EB
AA	EZUISM	4	9	Waugh Chapel Rd & WB&A Trail SB
AA	EZUQIC	4	9	Waugh Chapel Rd & WB&A Trail NB
AA	EZUQLX	5	9	Piney Orchard Pkwy & Roaming Ridge Way
AA	EZX3GD	3	9	Piney Orchard Pkwy & Stream Valley Dr
AA	EZX3GL	3	9	(Piney Orchard Pkwy Orchard Knoll Way)
AA	EZZ009	2	9	Casuarina Way & Warm Spring Way SB
AA	EZZ0V1	2	9	Casuarina Way & Warm Spring Way NB
AA	F03IX0	3	9	Piney Orchard Pkwy & Waugh Chapel SB
AA	F050X8	11	9	Piney Orchard Pkwy & Waugh Chapel NB
AA	F0IY9T	2	9	Odenton Rd & Greenwood St
AA	F0LB5E	5	9	Odenton Health Campus EB
AA	F0LYAS	5	9	Odenton Health Campus WB
AA	F0N8ND	2	9	Odenton Rd & King Malcolm Ave
AA	F0O3H0	5	9	Odenton Shopping Center WB
AA	F0OYDY	2	9	Odenton Rd & Oakton Rd (WB)
AA, COA	F103PF	1	9	Odenton MARC Station (East Platform)
AA	F259A2	2	9	Charter Oaks Blvd & Commodore Ct
AA	F2AEFE	6	9	Town Center Ave & Charter Oaks Blvd SB
AA	F2N9HF	2	9	Reece & Patton
AA	F2N9HK	2	9	Reece & Fox
AA	F2TOTO	7	9	Pioneer Dr & Arwell Ct SB
AA	F2YEL9	7	9	Pioneer Dr & Deerfield Dr SB
AA	F31U1P	9	9	Pioneer Plaza Shopping Center
AA	F38WMX	1	9	Meade Village Rd & Fairbrook Ct
AA	F3FZIL	9	9	MD 175 & 26th
AA	F3P7BC	3	9	Ridge & Christiana
AA	F3Y7DC	3	9	Ridge & Stone Castle
AA	F47UKB	3	9	Ridge & Bastille NB
AA	F4OCNG	3	9	Ridge & Stoney Run NB
AA	F5AUQY	5	9	MD 176 & Ridge EB
AA	F652SU	2	9	Oceaneering (7001 Dorsey Rd)
AA	F1TOMT	5	7.875	MD 175 & Blue Water Blvd
AA	F2MM7O	2	7.5	Jacobs Rd & Stillmeadow Dr EB
AA	F60SHR	2	7.5	Amazon (7021 Dorsey Rd)
RTA	20124	2	7.2	Arundel Mills Blvd / Flaxpool Ct
AA	F0B8O2	9	7.2	Piney Orchard Pkwy & Old Waugh Chapel NB
RTA, AA	20125	2	6.75	Arundel Mills Blvd / Milestone Pkwy (Northbound)
RTA	20126	2	6.75	Arundel Mills Blvd / Milestone Pkwy (Southbound)
RTA	20198	2	6.75	National Business Pkwy / Hercules Rd (Northbound)
RTA	20202	2	6.75	National Business Pkwy / Sentinel Way (Northbound)
RTA	20234	2	6.75	National Business Pkwy / Sentinel Way (Southbound)
AA	EYXAPY	2	6.75	Waugh Chapel Rd & Maytime Dr SB
AA	F0K8L3	2	6.75	Odenton Rd & Holiday St
AA	F0OB8L	2	6.75	Odenton Rd & Stoney Hill Ct
AA	7504	4	5.625	(Odenton Rd Bruce Ave)
RTA	20123	2	5.625	Arundel Mills Blvd / Arundel Mills Cir
RTA	20199	2	5.625	National Business Pkwy / Hercules Rd (Southbound)
RTA	20204	2	5.625	National Business Pkwy / Technology Dr (Northbound)
RTA	20205	2	5.625	National Business Pkwy / Technology Dr (Southbound)
RTA	20233	2	5.625	National Business Pkwy / 430 (Northbound)
RTA	20235	2	5.625	National Business Pkwy / 140 (Northbound)
RTA	20240	2	5.625	National Business Pkwy / 430 (Southbound)
AA	EZOITK	2	5.625	Stream Valley Dr & Linden Grove Pl
AA	F0OIWS	5	5.625	Odenton Shopping Center EB
AA	F0QO4N	1	5.625	Odenton Elementary School EB
AA	F1M6KK	5	5.625	MD 175 & Berger St NB
AA	F23Z0B	2	5.625	Charter Oaks Blvd & MD 175 WB

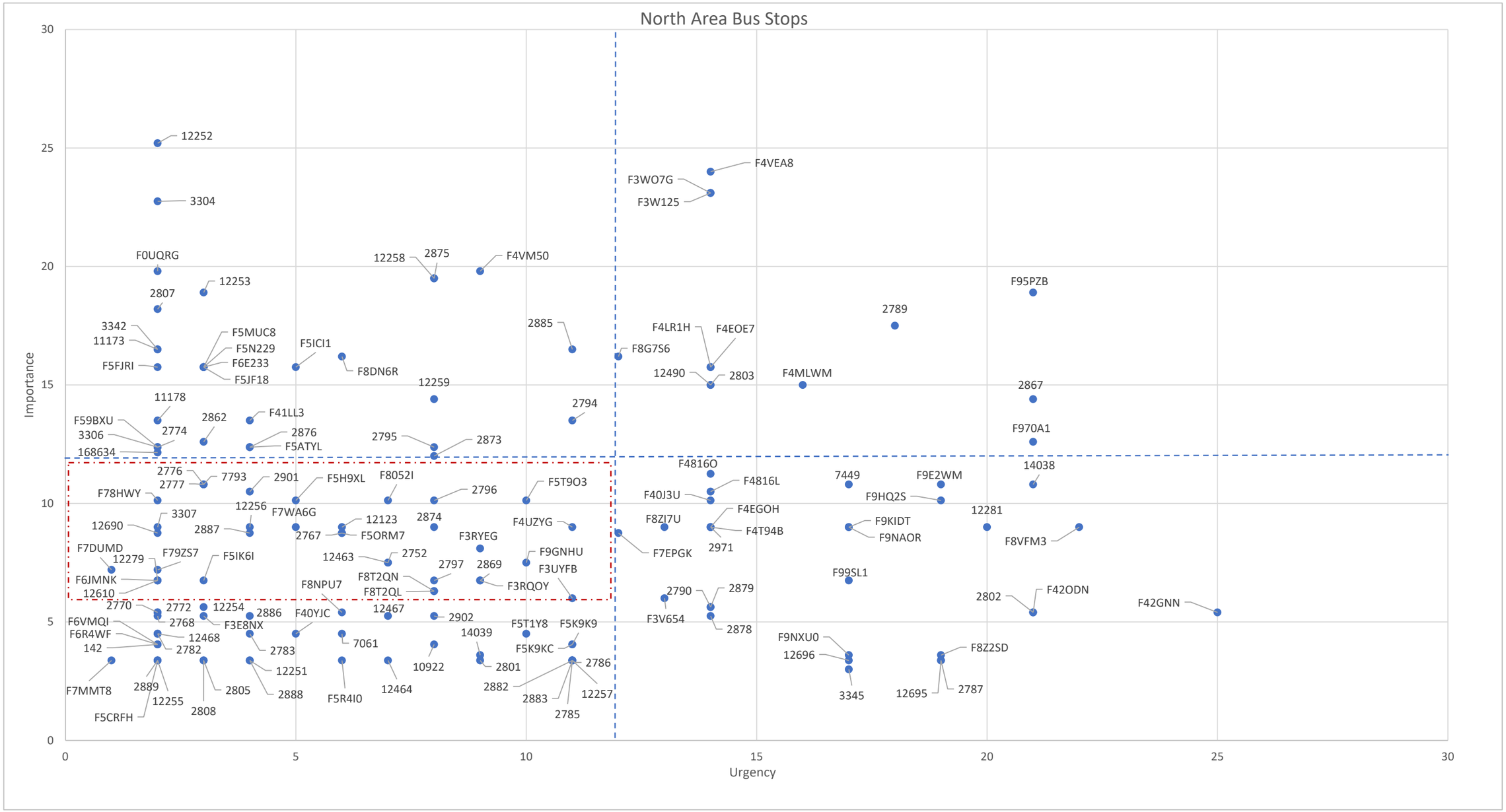
WEST COUNTY	Bus Stops			Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
AA	F25WFA	2	5.625	Charter Oaks Blvd & Commodore Dr
AA	F2AM54	4	5.625	Town Center Ave & Charter Oaks Blvd NB
AA	F2U4FK	5	5.625	MD 175 & 20th NB
AA	F65I8E	2	5.625	7010 Dorsey
AA	F3BWOE	5	5.25	Meade Village Rd & Meade Village Cir
RTA	20127	2	4.5	Arundel Mills Blvd / Rotherham Dr
RTA	20128	4	4.5	Arundel Mills Blvd / Somerton Ct
AA	F2PM7L	7	3.375	Pioneer Dr & Richfield Dr SB
AA	F32OWN	9	3.375	Van Bokkelen Elementary School
AA	F3JUEX	5	3.375	Severn Square NB

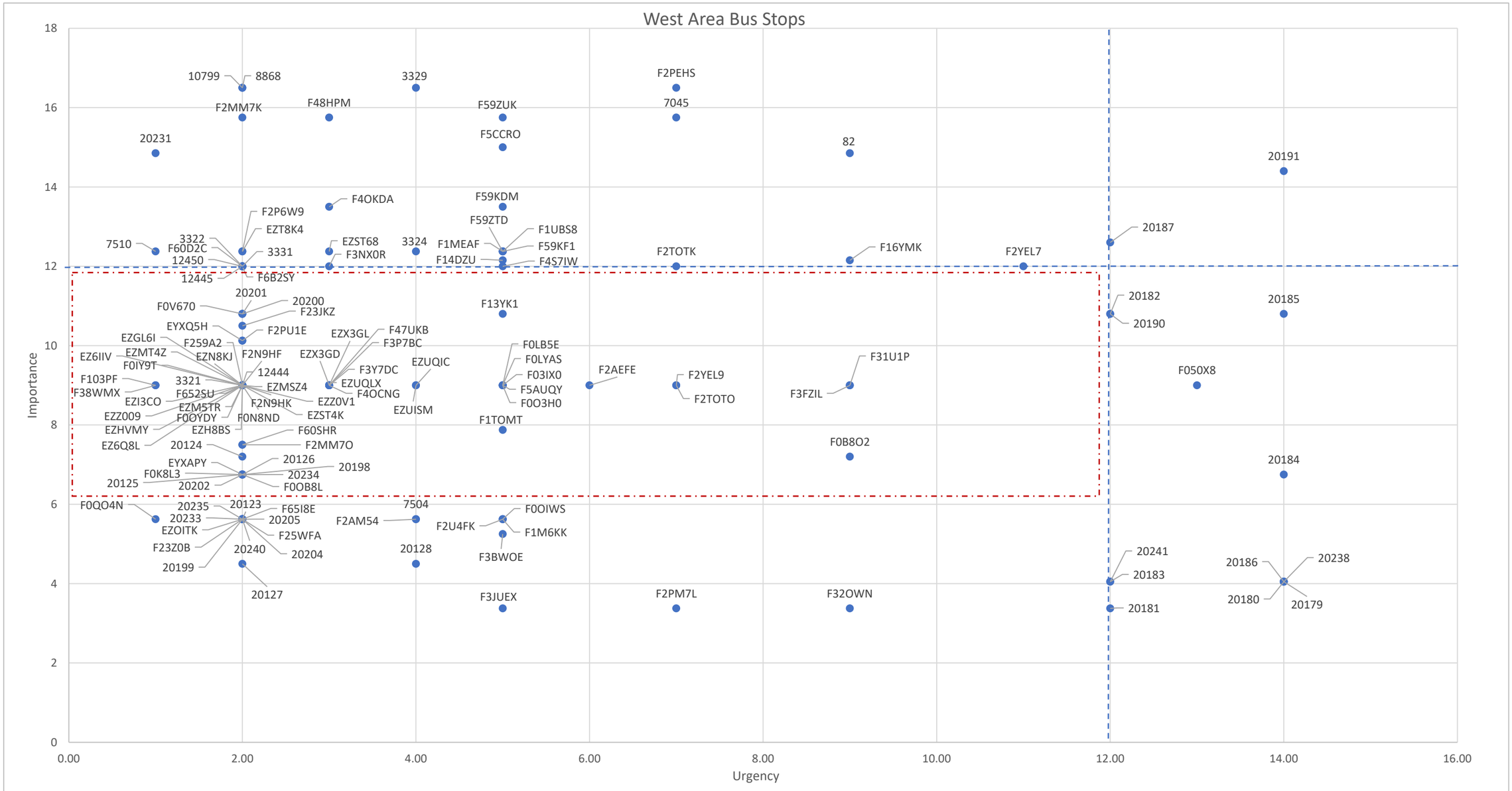
Greater Annapolis		Bus Stops		Priority 1 / Possible Priority 1 / Priority 3a / Priority 2 / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
COA	6300	2	21.6	West St at Somervillie Rd WB
COA	8	1	17.6	Admiral at Admiral Oaks (NB)
COA	34	4	17.6	Chesapeake Ave. at 6th St. (WB)
MTA	2830	5	15.8	Rowe Blvd and College Creek
MTA	2836	3	15.8	Rowe Blvd & College Ave nb
AA, MTA	EV3FTM	5	15.8	Roscoe Rowe Blvd & Taylor Ave
0	9014	3	15.1	Forest Dr and Spa Rd.
COA, MTA	11703	4	15.1	WEST ST & HUDSON ST wb
AA	82	9	14.9	(Annapolis Rd Town Center Blvd)
COA	35	8	13.9	Chesapeake Ave at Eastport Shopping Center
COA	86	4	13.9	Americana Dr. at Norman Dr.
MTA	8430	4	13.5	MD 450 & King George St EB
COA	48	4	13.4	Forest Dr. at Fairfax Rd.
MTA	12268	3	12.6	RT 450 & BRICE RD eb
MTA, AA	EVZDCK	3	12.6	Church of Latter Day Saints (MD 450)
COA	10	2	12.4	Bayridge Ave. at Bens Dr. (SB)
MTA	8436	4	12.4	RT 450 & KING GEORGE ST wb
AA	EVNL9P	2	12.4	Bestgate Rd & Tidewater Colony Dr
AA	EVO8F9	6	12.4	Bestgate Rd & N Bestgate Rd (WB)
AA, COA	EUZDLD	2	12.2	MD 450 & Lubrano Dr
MTA	10921	5	12.0	ROWE BLVD & TAYLOR AVE fs
COA, MTA	128	2	11.8	West St and Old Solomons Island Rd
COA	3	4	11.3	6th St. (SB)
COA	6	1	11.3	Admiral Dr. at Poplar Ave. (NB)
COA	12	5	11.3	(Bay Ridge Ave Janice Dr) (NB)
COA	20	2	11.3	(Bay Ridge Ave Victor Pkwy) (SB)
COA	33	4	11.3	Chesapeake Ave. at 6th St. (EB)
COA	38	4	11.3	Compromise St. at St. Marys St.
COA	46	2	11.3	Forest Dr. at Center St. (WB)
COA	89	1	11.3	(President St Van Buren St)
COA	114	1	11.3	West St. at Brewer Ave. (EB)
COA	164	4	11.3	Bay Ridge Ave. at Parkwood Ave.
COA, AA	5024	2	10.8	(Bestgate Rd Research Dr) (WB)
COA, AA	6016	2	10.8	(Housely Rd and Generals Hwy)
AA, COA	EUYB1D	2	10.8	Gateway Village Shopping Center (MD 450)
AA, COA	EUZ5VH	2	10.8	MD 450 & Oak Ct
COA	112	14	10.1	West St at Admiral Dr
COA	136	1	10.1	Newtowne at Juliana Cir.
AA, MTA	EV7Q2P	4	10.1	MD 450 & Badger Rd EB
AA, MTA	EV8KXO	4	10.1	MD 450 & Badger Rd WB
COA	1	4	10.1	6th St. at Spa Creek Bridge
COA	2	4	10.1	(6th St at Eastport Elementary) (NB)
COA	51	6	10.1	Forest Dr. and Old Solomons Island Rd.
COA	54	5	10.1	Forest Dr. at Rosecrest Dr. NB
COA	81	1	10.1	Madison St. at Brashears St. (EB)
COA	88	1	10.1	President St. at Monroe St.
COA	90	1	10.1	President St. at Madison St.
COA	245	5	10.1	Forest Dr Rosecrest Dr SB
COA	6100	2	10.1	(Medical Pkwy and Bestgate Rd) (SB)
COA	9005	3	10.1	Forest Dr. at Tyler Ave. NW
COA	9008	1	10.1	Bywater Rd
AA, MTA	EVWSR8	5	9.9	MD 450 & Brice Rd
COA	113	15	9.0	WEST ST & ADMIRAL DR wb
AA, COA	EU0FT6	5	9.0	Solomons Island Rd & Wilelinor Dr
AA, COA	EV42YJ	2	9.0	MD State Police (Taylor Ave)
AA	EVGY7D	2	9.0	Housley Rd & Gate Dr
COA	6064	4	8.4	Forest Dr. at Harker Pl. (WB)
AA	EUONUG	2	8.1	MVA (Harry s Truman Pkwy)
COA	15	7	7.6	Bayridge Ave Bethany Ct. (SB)
COA	44	7	7.6	Forest Dr. at Ace Hardware
COA	45	6	7.6	(Forest Dr Center St) (EB)
COA	47	3	7.6	Forest Dr. and Crows Nest Ct.

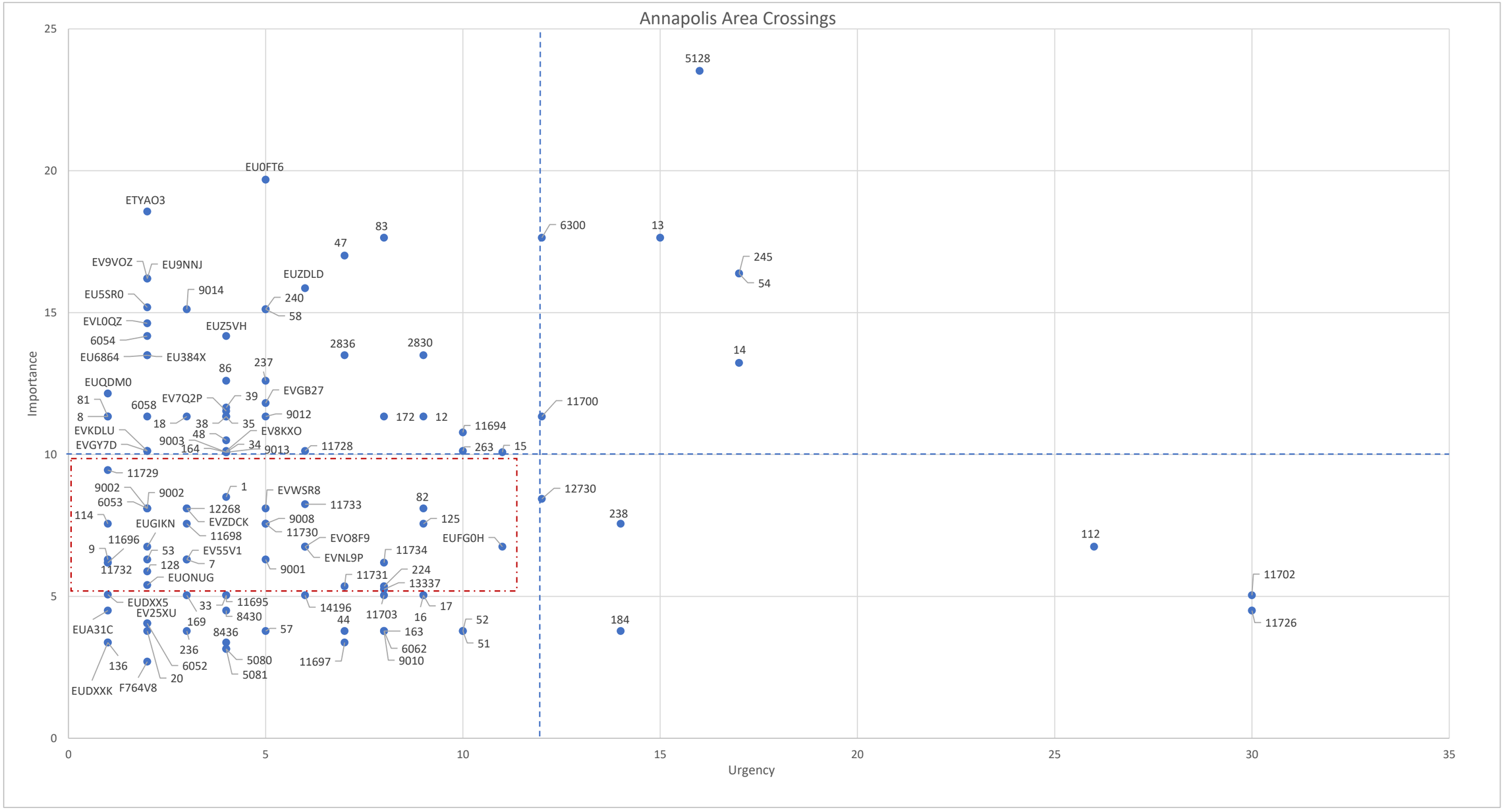
Possible Priority 1 locations are current Prioirty 2 sites where importance score is exceptionally high but Urgency score is below Priority 1 threshold.

Greater Annapolis		Bus Stops		Priority 1 / Possible Priority 1 / Priority 3a / Priority 2 / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
COA	52	6	7.6	(Forest Dr Old Solomons Island Rd) (SE)
COA	58	3	7.6	Forest Dr. and Quiet Waters Pl.
COA	163	4	7.6	Duke of Gloucester St. at Conduit St.
COA	172	4	7.6	Chesapeake Ave. at State St.
COA, MTA	11699	3	7.6	West St at Library (West St and Cherry Grove Ave)
COA, MTA	11729	1	7.6	WEST ST & CHERRY GROVE AVE (opp LIBRARY) eb
COA, MTA	11730	3	7.6	WEST ST & RUSSELL ST eb
AA, COA, MTA	19	7	7.5	Riva Rd opp. Town Ctr. Blvd
AA	F764V8	2	7.2	Furnace Branch Rd & 4th St
MTA	2834	4	6.8	SAINT JOHNS ST & COLLEGE AVE fs nb
COA	6054	2	6.8	(Housely Rd Regatta Bay Ct) (EB)
COA	6061	3	6.8	Jennifer Rd. at Annapolis Plaza
COA, MTA	11696	1	6.8	WEST ST & MADISON PL wb
MTA	11735	7	6.8	ROWE BLVD & TAYLOR AVE EB
AA, MTA	EUPILR	5	6.8	Riva Rd & Holiday Ct
COA, AA	EV9VOZ	2	6.8	Housley Rd & Stone Point Dr (WB)
COA	53	2	6.3	Forest Dr. at Bausum Dr.
COA	199	1	6.3	Skippers Ln and Vanguard Ln (Skippers)
COA	6062	4	6.3	Forest Dr. at Tower Pl.
COA	9007	1	6.3	(Skippers Ln S Cherry Grove Ave)
AA, MTA	EV8DJM	2	6.3	Edwards Pavilion
COA	83	8	5.9	Monroe St. at Bayridge Ave.
COA	5128	6	5.9	West St at Somerville EB
AA	ETYAO3	2	5.6	Admiral Cochrane Dr & Broad Reach Blvd
AA	EU384X	2	5.6	The James Apts (Admiral Cochrane Dr)
AA, COA,	EU5SR0	2	5.6	USPS (Admiral Cochrane Dr)
AA	EU6864	2	5.6	Admirals Square Apts (Admiral Cochrane Dr)
AA	EUGIKN	2	5.6	Collins Aerospace (Admiral Cochrane Dr)
AA, COA	EUQDEG	5	5.6	MD 2 and Somerville Rd
0	EVGB27	5	5.6	Navy Federal Credit Union (Bestgate Rd)
MTA	2832	4	5.3	WEST ST & CHURCH CIR
MTA	13337	4	5.3	CALVERT ST & CLAY ST wb
COA	13	7	5.0	Bayridge Rd at Cypress Rd NB
COA	16	5	5.0	(Bay Ridge Ave The Pathways School) (SB)
COA	17	5	5.0	Bayridge Ave. at Timber Creek IB. (NB)
COA	29	3	5.0	Bywater Rd at Forest Drive
COA	55	5	5.0	Forest Dr. at Spa Rd. (7 Eleven)
COA	59	3	5.0	(Forest Dr Tyler Ave) (SB)
COA	169	7	5.0	Annapolis Marketplace (Safeway)
MTA	11726	16	4.5	WEST ST & PAROLE ST eb
AA	EUESVU	5	4.1	Farmer's Market (Riva Rd)
AA	EUNL64	5	4.1	Claiborne Place Apts (Riva Rd)
COA	5	1	3.8	(Admiral Dr Poplar Ave) (SB)
COA	7	3	3.8	Admial Dr. (SB)
COA	9	1	3.8	(Admiral Dr Croll Dr)
COA	14	9	3.8	Bayridge Rd. at Cypress Rd SB
COA	18	3	3.8	Admiral Dr at Radio Park
COA	30	3	3.8	(Bywater Rd and Great Bay Ave)
COA	50	5	3.8	Forest Dr. at Gemini Dr. (NB)
COA	57	3	3.8	Forest Dr. at Spa Rd.
COA	63	9	3.8	Forest Dr. at Youngs Farm Rd. (NB)
COA	125	1	3.8	West St. at Taylor Ave.
COA, MTA	238	14	3.8	West St Westbridge Dr
COA	260	9	3.8	Forest Dr. at Youngs Farm Rd. (SB)
COA	5081	4	3.8	(Jennifer Rd Detention Center) (EB)
COA, AA	6063	4	3.8	Forest Plaza (Forest Dr. at Harker Pl.) (EB)
COA	9006	1	3.8	Cherry Grove Ave and Forest Dr (Ledo Pizza)
COA	9009	2	3.8	Hilltop Ln at Boxwood Rd.
COA, MTA	11698	3	3.8	WEST ST & RUSSELL ST opp wb
AA, COA	EUY3BG	2	3.8	Home Depot (MD 450)
COA	263	2	3.4	Bayridge Ave. at Bens Dr IB.
AA	9004	2	3.4	(Forest Dr Riva Rd)

Greater Annapolis		Bus Stops		Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
MTA	11728	6	3.4	WEST ST & LEGION AVE eb
COA, MTA	11732	1	3.4	WEST ST & MADISON PL eb
MTA	11734	4	3.4	CALVERT ST & WEST ST fs nb
MTA	12730	2	3.4	TAYLOR AVE & RIDGELY AVE
AA	EVINWT	2	3.4	Bestgate Rd & Severn Grove Rd WB
AA	EVKDLU	2	3.4	Bestgate Rd & Harbour Gates Dr EB


North Area Bus Stops
Importance
Urgency
0
5
10
15
20
25
30
12252
3304
F0UQRG
12253
2807
3342
11173
F5FJRI
F5MUC8
F5N229
F6E233
F5JF18
F5ICI1
F8DN6R
11178
F59BXU
3306
168634
2774
2862
F41LL3
2876
F5ATYL
2776
2777
7793
2901
F5H9XL
F8052I
F78HWY
12256
F7WA6G
2796
F5T9O3
3307
12690
2887
12123
2767
F5ORM7
2874
F4UZYG
F7DUMD
12279
F79ZS7
F5IK6I
F6JMNK
12610
12463
2752
F3RYEG
F9GNHU
2797
2869
F3UYFB
F8T2QN
F8T2QL
F3RQOY
F8NPU7
2770
2772
12254
2886
F40YJC
12467
2902
F6VMQI
2768
F3E8NX
F6R4WF
12468
142
2782
2783
7061
F5T1Y8
F5K9K9
14039
F5K9KC
2786
2801
10922
12251
F7MMT8
2889
12255
2805
2808
2888
F5R4I0
12464
2882
2883
12257
2785
12258
2875
F4VM50
2885
12259
2794
2795
2873
F4VEA8
F3WO7G
F3W125
F8G7S6
F4LR1H
F4EOE7
12490
2803
F4MLWM
F4816O
F4816L
F40J3U
F4EGOH
F8ZI7U
F4T94B
2971
F7EPGK
2790
2879
F3V654
2878
7449
F9E2WM
F9HQ2S
F9KIDT
F9NAOR
F99SL1
F9NXU0
12696
3345
F8Z2SD
12695
2787
12281
F8VFM3
F95PZB
2789
2867
F970A1
14038
2802
F42ODN
F42GNN


West Area Bus Stops
Importance
Urgency
0.00
2.00
4.00
6.00
8.00
10.00
12.00
14.00
16.00
0
2
4
6
8
10
12
14
16
18
10799
8868
3329
F2PEHS
F2MM7K
F48HPM
F59ZUK
7045
20231
F5CCRO
82
20191
F4OKDA
F59KDM
F2P6W9
F59ZTD
F1UBS8
EZT8K4
20187
7510
3322
EZST68
3324
F1MEAF
F59KF1
F60D2C
3331
F3NX0R
F14DZU
F4S7IW
F2TOTK
F16YMK
F2YEL7
12450
12445
F6B2SY
20201
20182
20185
F0V670
20200
F23JKZ
F13YK1
20190
EYXQ5H
F2PU1E
EZX3GL
F47UKB
EZGL6I
F259A2
F3P7BC
F0LB5E
EZ6IIV
EZMT4Z
F2N9HF
EZX3GD
F0LYAS
EZN8KJ
F0IY9T
F3Y7DC
EZUQIC
F2AEFE
F31U1P
F050X8
12444
F03IX0
F103PF
3321
EZMSZ4
EZUQLX
F2YEL9
F5AUQY
F38WMX
F652SU
F4OCNG
F3FZIL
EZI3CO
EZM5TR
F2N9HK
EZZ0V1
F0O3H0
F2TOTO
EZZ009
F0OYDY
F0N8ND
EZST4K
EZUISM
F1TOMT
EZHVMY
EZH8BS
F60SHR
F0B8O2
EZ6Q8L
20124
F2MM7O
20184
20126
EYXAPY
20198
F0K8L3
20234
20125
20202
F0OB8L
F0QQ4N
20235
20123
F65I8E
7504
F0OIWS
F2AM54
F2U4FK
20233
20205
F1M6KK
EZOITK
F25WFA
F23Z0B
20240
20204
20128
F3BWOE
20241
20186
20238
20199
20183
20127
F3JUEX
F2PM7L
F32OWN
20180
20179
20181


Annapolis Area Crossings
Importance
Urgency
0
5
10
15
20
25
30
35
5128
EU0FT6
ETYAO3
83
47
6300
13
245
54
EV9VOZ
EU9NNJ
EUZDLD
EU5SR0
9014
240
58
EVL0QZ
6054
EUZ5VH
2836
2830
EU6864
EU384X
86
237
14
EUQDM0
81
6058
EV7Q2P
39
EVGB27
8
18
38
35
9012
172
12
11694
11700
EVKDLU
9003
48
EV8KXO
EVGY7D
164
34
9013
11728
263
15
11729
9002
1
EVWSR8
82
12730
9002
6053
12268
11733
125
238
114
EUGIKN
EVZDCK
9008
11730
EVO8F9
EUFG0H
112
9
11696
53
EV55V1
11734
EVNL9P
11732
128
7
9001
224
11731
13337
EUONUG
11702
EUDXX5
33
11695
14196
17
EV25XU
8430
44
11703
16
52
184
EUA31C
169
8436
57
163
51
236
6062
11726
5080
11697
9010
136
6052
5081
EUDXXK
F764V8
20

NORTH COUNTY	Crossings			Priority 1 / Possible Priority 1 / Priority 2 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
AA, MTA	F3WO7G	22	24.2	Sun Valley Shopping Center NB
AA, MTA	F3W125	14	22.1	Sun Valley Shopping Center SB
AA, MTA	F8ZI7U	17	21.6	Arundel Village Plaza Shopping Center (MD 2) (NB)
AA, MTA	F9E2WM	29	21.6	MD 2 & 7th Ave (SB)
AA, MTA	F9GNHU	12	19.5	MD 2 & Orchard Ave
MTA	14038	21	16.2	RITCHIE HWY & MOUNTAIN RD nb ns
AA, MTA	F8Z2SD	21	16.2	MD 2 & 15th Ave (SB)
AA, MTA	F9NAOR	17	16.2	MD 2 & 2nd Ave
AA, MTA	F9NXU0	21	16.2	MD 2 & Edison St
MTA	2883	15	16.0	CRAIN HWY & MADISON PARK DR nb
MTA	2886	18	15.8	CRAIN HWY & MAIN AVE nb
AA, MTA	F8VFM3	34	15.2	MD 2 & Seward Ave
MTA	2785	15	14.6	CRAIN HWY & 1400 BLK CRAIN H
MTA	2869	13	13.5	RITCHIE HWY & NORMAN RD nb
MTA	12256	18	13.5	CRAIN HWY & MAIN AVE sb
AA, MTA	F99SL1	21	13.5	MD 2 & Townsend Ave
MTA, AA	F5T1Y8	16	12.0	MD 648 & Maple Ln NB
AA	F4EOE7	28	11.5	MD 648 & Marley Meadow NB
MTA	2801	13	10.1	RITCHIE HWY & NORFOLK RD sb
MTA	12695	19	10.1	CRAIN HWY & HIDDEN BROOK DR eb
MTA	12696	17	10.1	CRAIN HWY & HIDDEN BROOK DR wb
MTA	12690	2	18.4	GEORGE CLAUSS BLVD & WAL MART wb
AA, MTA	F6E21Q	10	16.2	Crain Hwy & 9th Ave
AA, MTA	F6H9S6	2	16.2	CRAIN HWY & JACKSON AVE nb fs
AA, MTA	F8DN6R	10	16.2	MD 2 & Cedar Hill Ln (NB)
MTA	2768	6	15.8	RITCHIE HWY & CHESAPEAKE SHOPPING CENTER fs sb
MTA	2902	4	15.8	RITCHIE HWY & GLEN BURNIE MALL nb
MTA	11173	2	15.4	NURSERY RD & RAYNOR AVE opp wb
MTA	2805	7	15.2	RITCHIE HWY & KELLINGTON DR sb
MTA	2808	3	14.6	RITCHIE HWY & WATERFORD RD sb
AA	F3RQOY	9	14.2	MD 177 & Cameryn
MTA	2776	3	13.8	8TH AVE & MAY WAGNER LN sb
MTA	3342	2	13.5	NURSERY RD & BARKWOOD CT eb
AA, MTA	F6BP6F	11	13.5	Crain Hwy & 8th Ave (SB)
AA	F5ICI1	5	12.9	MD 176 & McCormick WB
MTA	2901	8	12.6	RITCHIE HWY & HOLSUM WAY
AA, MTA	F6SUFH	10	12.2	Crain Hwy & Crain Ct fs nb
MTA	2800	8	12.0	AQUAHART RD & RITCHIE HWY fs wb
MTA	2862	3	11.5	Ritchie HWY & Elvaton Dr NB
MTA	2783	8	11.3	CRAIN HWY & 3RD AVE sb
MTA	3307	2	11.3	NURSERY RD & HAMMONDS FERRY RD (WB)
MTA	3341	2	11.3	NURSERY RD & HAMMONDS FERRY RD eb
AA	F7MMT8	1	11.3	Ordnance Rd Correctional Center
MTA	2807	2	10.5	(Jumpers Hole at AMF Southdale Lanes)
AA, MTA	F6N23R	2	10.5	Crain Hwy & E Furnace Branch Rd (NB)
MTA	2774	6	10.1	CRAIN HWY & JACKSON AVE sb
MTA	3306	2	10.1	NURSERY RD & BARKWOOD CT wb
MTA	12251	4	10.1	1400CRAIN HWY sb
MTA	12464	11	10.1	CRAIN HWY & NOLPARK CT fs nb
MTA	2794	15	9.4	7823 OAKWOOD ROAD nb
MTA	2787	39	9.0	CRAIN HWY & CRAIN TOWERS BLD sb
MTA, AA	F5T9O3	16	9.0	MD 648 & Maple Ln SB
MTA	2786	19	8.4	CRAIN HWY & OAK MANOR DR (SB)
MTA	2790	18	8.4	HOSPITAL DR & MT RIDGE DR eb
MTA	2879	18	8.4	HOSPITAL DR & MT RIDGE DR wb
MTA	2882	19	8.4	CRAIN HWY & OAK MANOR DR nb
AA	7449	25	8.1	Mountain Rd Long Hill Rd
MTA	12258	14	7.5	OAKWOOD RD & RT 100 nb
AA	F40J3U	22	7.0	MD 648 & Castle Harbour
AA	F4EGOH	28	7.0	MD 648 & Marley Meadow SB
MTA	12253	13	6.8	8th Ave & Penrod Ct WB
AA, MTA	F9HQ2S	25	6.8	MD 2 & 5th Ave

Possible Priority 1 locations are current Prioirty 2 sites where importance score is exceptionally high but Urgency score is below Priority 1 threshold.

NORTH COUNTY	Crossings			Priority 1 / Possible Priority 1 / Priority 3a / Priority 2 / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
MTA	2875	12	6.4	OAKWOOD RD & OAK MANOR DR sb
AA, MTA	F62WXO	31	6.3	Glen Burnie Light Rail Station
MTA	12254	13	5.6	8TH AVE & GRAYBURN DR sb
AA	F40YJC	13	5.6	MD 648 & Cedarcliff
AA, MTA	F6E233	13	5.6	8th Ave & Penrod Ct EB
MTA	14039	17	5.4	MD 2 & Phelps Ave
AA,	F41LL3	12	4.5	Heritage at Freetown
MTA, AA	F4816L	22	4.4	MD 648 & Faywood NB
AA, MTA	F4816O	22	2.8	MD 648 & Faywood SB
MTA	2873	8	9.4	OAKWOOD RD & MARY LN sb
MTA	11178	2	9.4	NURSERY RD & RAYNOR AVE fs eb
MTA	2772	2	9.0	CRAIN HWY & CRAIN CT sb
MTA	2773	2	9.0	CRAIN HWY & 11TH AVE sb
MTA	12252	2	9.0	1120 CRAIN HWY sb
MTA	12259	8	9.0	AQUAHART RD & GREENWAY RD ns eb
AA, MTA	F7WA6G	9	9.0	MD 2 & Warfield Rd
MTA	3304	2	8.8	NURSERY RD & Baltimore Annapolis BLVD fs wb
MTA	2876	4	8.4	200 Hospital Dr wb
MTA	2889	2	8.4	CRAIN HWY & 2ND AVE nb
MTA	7793	3	8.4	(8th Ave May Wagner Ln) (NB)
MTA	12255	2	8.4	CRAIN HWY & 2ND AVE sb
AA	F5H9XL	5	8.4	MD 176 & McCormick EB
MTA	2795	8	7.0	OAKWOOD RD & MAYFLOWER CIR nb
MTA	2796	8	7.0	OAKWOOD RD & MARY LN nb
MTA	2874	8	7.0	OAKWOOD RD & MAYFLOWER CIR sb
AA, MTA	F6JMNK	2	6.8	Crain Hwy and 11th Ave
MTA	12610	2	5.6	QUARTERFIELD RD & JONATHAN AVE wb
MTA	12611	6	5.6	QUARTERFIELD RD & 7671 QUARTERFIELD (EB)
AA	F0UQRG	2	5.4	Piney Orchard Pkwy & Odenton Rd EB
AA, MTA	F4VM50	9	5.4	Harundale Plaza SB
MTA, AA	F5ORM7	6	5.3	MD 648 & MD 3 NB
AA	F5FJRI	4	4.8	MD 648 & Kuethe
AA, MTA	7061	6	4.5	(Baltimore Annapolis Blvd Crain Hwy S)
COA	51	10	3.8	Forest Dr. and Old Solomons Island Rd.
COA	52	10	3.8	(Forest Dr Old Solomons Island Rd) (SE)
COA	57	5	3.8	Forest Dr. at Spa Rd.
COA	163	8	3.8	Duke of Gloucester St. at Conduit St.
COA	236	3	3.8	(Bay Ridge Shopping Center Edgewood Rd)
COA	6062	8	3.8	Forest Dr. at Tower Pl.
COA	9010	8	3.8	Hilltop Ln at Forest Dr
AA	F4UZYG	11	3.4	(Ritchie Hwy Guildford Rd)
AA	F59BXU	10	3.4	MD 648 & Chester
AA	F5ATYL	2	3.4	MD 648 & Harding
AA	F5CRFH	2	3.4	MD 648 & Glen
COA	136	1	3.4	Newtowne at Juliana Cir.
MTA	8436	4	3.4	RT 450 & KING GEORGE ST wb
MTA	11697	7	3.4	WEST ST & AMOS GARRETT BLVD wb
AA	EUDXXK	1	3.4	Annapolis Harbour Center (North)
COA	5080	4	3.2	(Jennifer Rd Detention Center) (WB)
COA	5081	4	3.2	(Jennifer Rd Detention Center) (EB)
MTA, AA	F5Q1X3	6	2.8	MD 648 & Oak Ln SB
MTA, AA	F5R4I0	6	2.8	MD 648 & Oak Ln NB
AA, MTA	F78HWY	2	2.8	MD 648 & 1st Ave
AA	F764V8	2	2.7	Furnace Branch Rd & 4th St

WEST COUNTY	Crossings			Priority 1 / Possible Priority 1 / Priority 3a / Priority 2 / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
RTA	20182	18	23.6	Fort Meade Rd / Laurel Race Track Rd EB
RTA	20183	18	18.2	Fort Meade Rd Laurel Race Track Rd WB
RTA	20190	12	16.2	Fort Meade Rd / Maryland City Plaza EB
AA	F59KDM	5	19.5	MD 176 & Candlewood EB
AA	F59KF1	5	18.0	MD 176 & Leeds EB
AA	F60D2C	2	15.8	7030 Dorsey Rd
RTA	20201	2	15.5	National Business Pkwy / Merritt Dr (Southbound)
AA	F2U4FK	5	15.2	MD 175 & 20th NB
MTA	3322	2	15.0	CANDLEWOOD RD & ASHTON RD (NB)
MTA	3331	2	15.0	CANDLEWOOD RD & ASHTON RD sb
MTA	8868	6	15.0	CHARWOOD & NEW RIDGE mid wb
MTA	10799	6	15.0	CHARWOOD RD & NEW RIDGE RD fs eb
MTA	12450	2	15.0	CANDLEWOOD RD & MERCEDES DR sb
RTA	20233	2	14.6	National Business Pkwy / 430 (Northbound)
RTA	20240	2	14.6	National Business Pkwy / 430 (Southbound)
AA	F1M6KK	5	14.6	MD 175 & Berger St NB
AA	F1MEAF	5	14.6	MD 175 & Berger St SB
AA	F1UBS8	5	14.6	MD 175 & Llewellyn Ave
AA	F59ZUK	5	14.6	MD 176 & Ashton
AA	F60SHR	2	13.5	Amazon (7021 Dorsey Rd)
MTA	3324	8	12.9	RIDGE RD & MELLON RD (SB)
AA	F3P7BC	3	12.9	Ridge & Christiana
AA	F4OCNG	3	12.9	Ridge & Stoney Run NB
AA, MTA	F59ZTD	5	12.9	MD 176 & Candlewood WB
MTA	12445	2	12.0	7476 NEW RIDGE RD (SB)
MTA	3321	2	11.3	CANDLEWOOD RD & DORSEY RD fs nb
MTA	3329	8	11.3	RIDGE RD& MELLON RD nb
MTA	12444	2	11.3	CANDLEWOOD RD & MERCEDES DR
AA	F3NX0R	7	11.3	Severn Library
AA	F4S7IW	5	11.3	Ridge & Thames River NB
RTA	20231	1	10.8	Walmart at Russett Green East - Laurel
RTA, AA, MTA	F50517	7	10.5	Arundel Mills Mall
AA	EZMT4Z	2	10.4	Strawberry Lake Way & Iris Ridge Rd
AA	EZN8KJ	2	10.4	Strawberry Lake Way & Chestnut Terrace Ct
AA	7504	4	10.1	(Odenton Rd Bruce Ave)
RTA	20200	2	10.1	National Business Pkwy / Merritt Dr (Northbound)
RTA	20203	2	10.1	National Business Pkwy / 140 (Southbound)
RTA	20235	2	10.1	National Business Pkwy / 140 (Northbound)
AA	EZZ009	2	10.1	Casuarina Way & Warm Spring Way SB
AA	EZZ0V1	2	10.1	Casuarina Way & Warm Spring Way NB
AA	F1TOMT	5	10.1	MD 175 & Blue Water Blvd
AA	F38WMX	1	10.1	Meade Village Rd & Fairbrook Ct
AA	F48HPM	3	10.1	Ridge Rd & Bastille SB
AA	F16YMK	15	8.1	MD 175 & Town Center Blvd EB
RTA	20181	16	6.8	Fort Meade Rd / Ethel Dr
AA	F0B8O2	15	6.1	Piney Orchard Pkwy & Old Waugh Chapel NB
AA	F13YK1	15	5.4	MD 175 & Winmeyer Dr
RTA	20241	12	4.1	Fort Meade Rd / Corridor Marketplace Shopping Center
AA, COA	F128VI	3	9.0	Odenton MARC Station (West Platform)
AA	F2MM7O	2	9.0	Jacobs Rd & Stillmeadow Dr EB
AA	F0LB5E	5	8.4	Odenton Health Campus EB
AA	F0LYAS	5	8.4	Odenton Health Campus WB
AA	F4OKDA	3	8.4	Ridge & Stoney Run SB
AA	82	9	8.1	(Annapolis Rd Town Center Blvd)
RTA	20124	2	8.1	Arundel Mills Blvd / Flaxpool Ct
AA	EZX3GD	9	7.6	Piney Orchard Pkwy & Stream Valley Dr
AA	EZX3GL	9	7.6	(Piney Orchard Pkwy Orchard Knoll Way)
AA	F3Y7DC	3	7.0	Ridge & Stone Castle
AA	F47UKB	3	7.0	Ridge & Bastille NB
AA	F2MM7K	2	6.8	Jacobs Rd & Stillmeadow Dr WB
AA	EZST68	3	6.2	Piney Orchard Pkwy & Village Center Dr
AA	EZUQLX	5	6.2	Piney Orchard Pkwy & Roaming Ridge Way

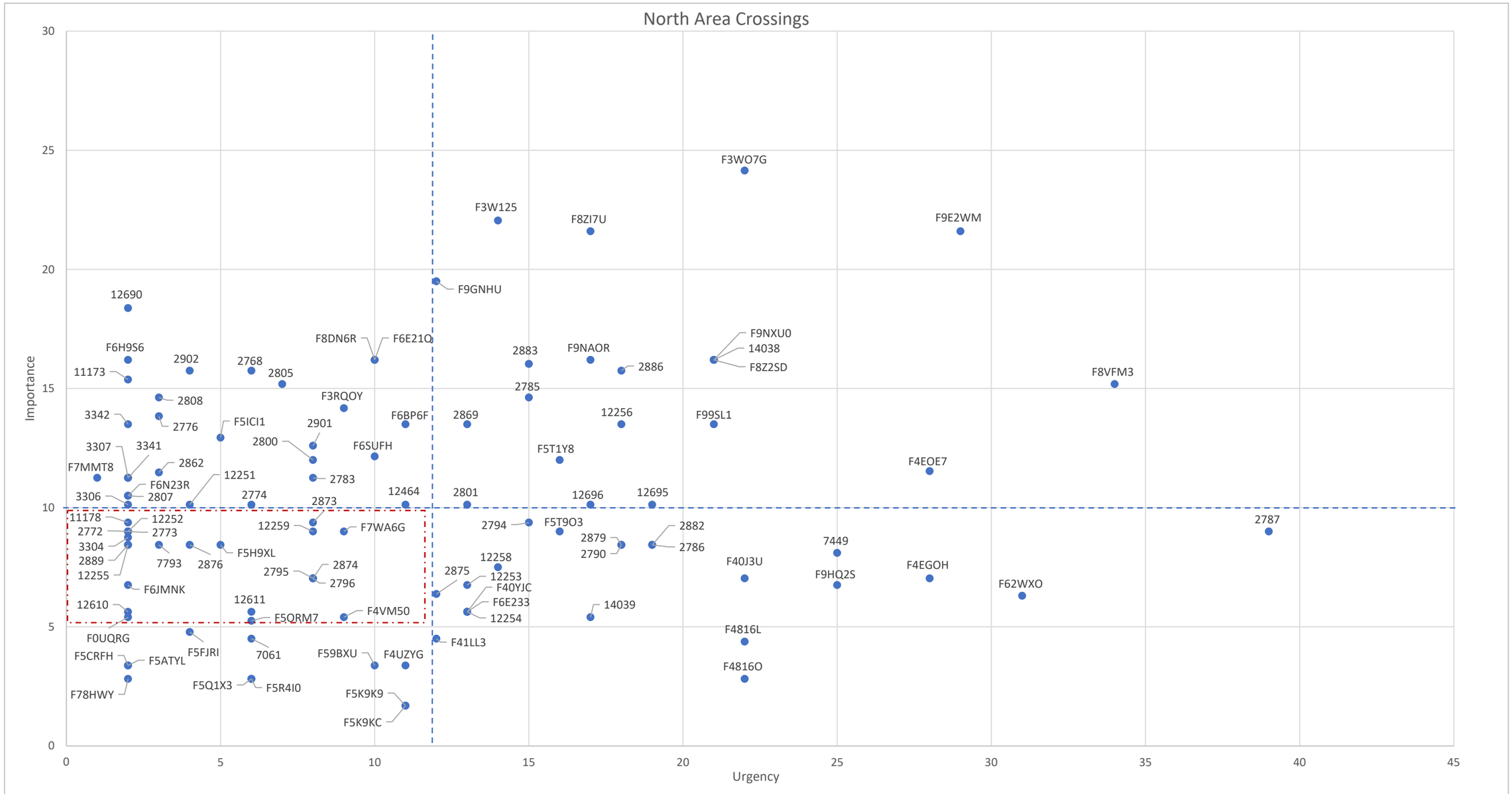
Possible Priority 1 locations are current Priority 2 sites where importance score is exceptionally high but Urgency score is below Priority 1 threshold.

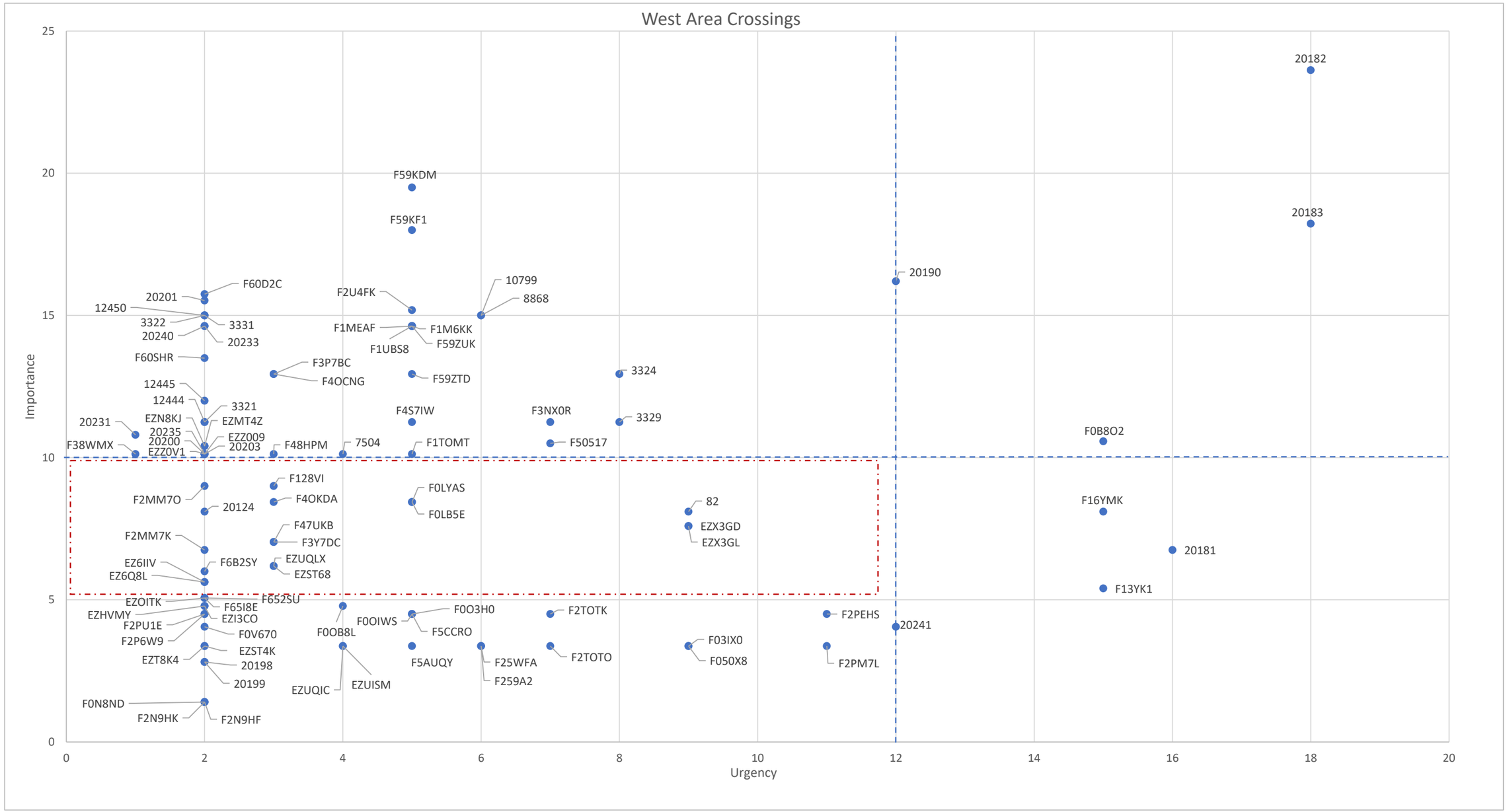
WEST COUNTY	Crossings			Priority 1 / Priority 2 / Possible Priority 1 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
AA	F6B2SY	2	6.0	Magellan Circle
AA	EZ6IIV	2	5.6	Waugh Chapel Rd & Summer Hill Dr SB
AA	EZ6Q8L	2	5.6	Waugh Chapel Rd & Summer Hill Dr NB
AA	EZOITK	2	5.1	Stream Valley Dr & Linden Grove Pl
AA	F652SU	2	5.1	Oceaneering (7001 Dorsey Rd)
AA	F65I8E	2	5.1	7010 Dorsey
AA	EZHVMY	2	4.8	Strawberry Lake Way & Stream Valley Dr EB
AA	EZI3CO	2	4.8	Strawberry Lake Way & Stream Valley Dr WB
AA	F0OB8L	4	4.8	Odenton Rd & Stoney Hill Ct
AA	F0O3H0	5	4.5	Odenton Shopping Center WB
AA	F0OIWS	5	4.5	Odenton Shopping Center EB
AA	F2P6W9	2	4.5	Youth Services (Reece Rd) EB
AA	F2PEHS	11	4.5	Pioneer Dr & Richfield Dr NB
AA	F2PU1E	2	4.5	Youth Services (Reece Rd) WB
AA	F2TOTK	7	4.5	Pioneer Dr & Arwell Ct NB
AA	F5CCRO	5	4.5	MD 176 & Ridge WB
AA	F0V670	2	4.1	Piney Orchard Pkwy & Odenton Rd WB
AA	EZST4K	2	3.4	Casuarina Way & Stream Valley Dr EB
AA	EZT8K4	2	3.4	Casuarina Way & Stream Valley Dr WB
AA	EZUISM	4	3.4	Waugh Chapel Rd & WB&A Trail SB
AA	EZUQIC	4	3.4	Waugh Chapel Rd & WB&A Trail NB
AA	F03IX0	7	3.4	Piney Orchard Pkwy & Waugh Chapel SB
AA	F050X8	7	3.4	Piney Orchard Pkwy & Waugh Chapel NB
AA	F259A2	6	3.4	Charter Oaks Blvd & Commodore Ct
AA	F25WFA	6	3.4	Charter Oaks Blvd & Commodore Dr
AA	F2PM7L	11	3.4	Pioneer Dr & Richfield Dr SB
AA	F2TOTO	7	3.4	Pioneer Dr & Arwell Ct SB
AA	F5AUQY	5	3.4	MD 176 & Ridge EB
RTA	20198	2	2.8	National Business Pkwy / Hercules Rd (Northbound)
RTA	20199	2	2.8	National Business Pkwy / Hercules Rd (Southbound)

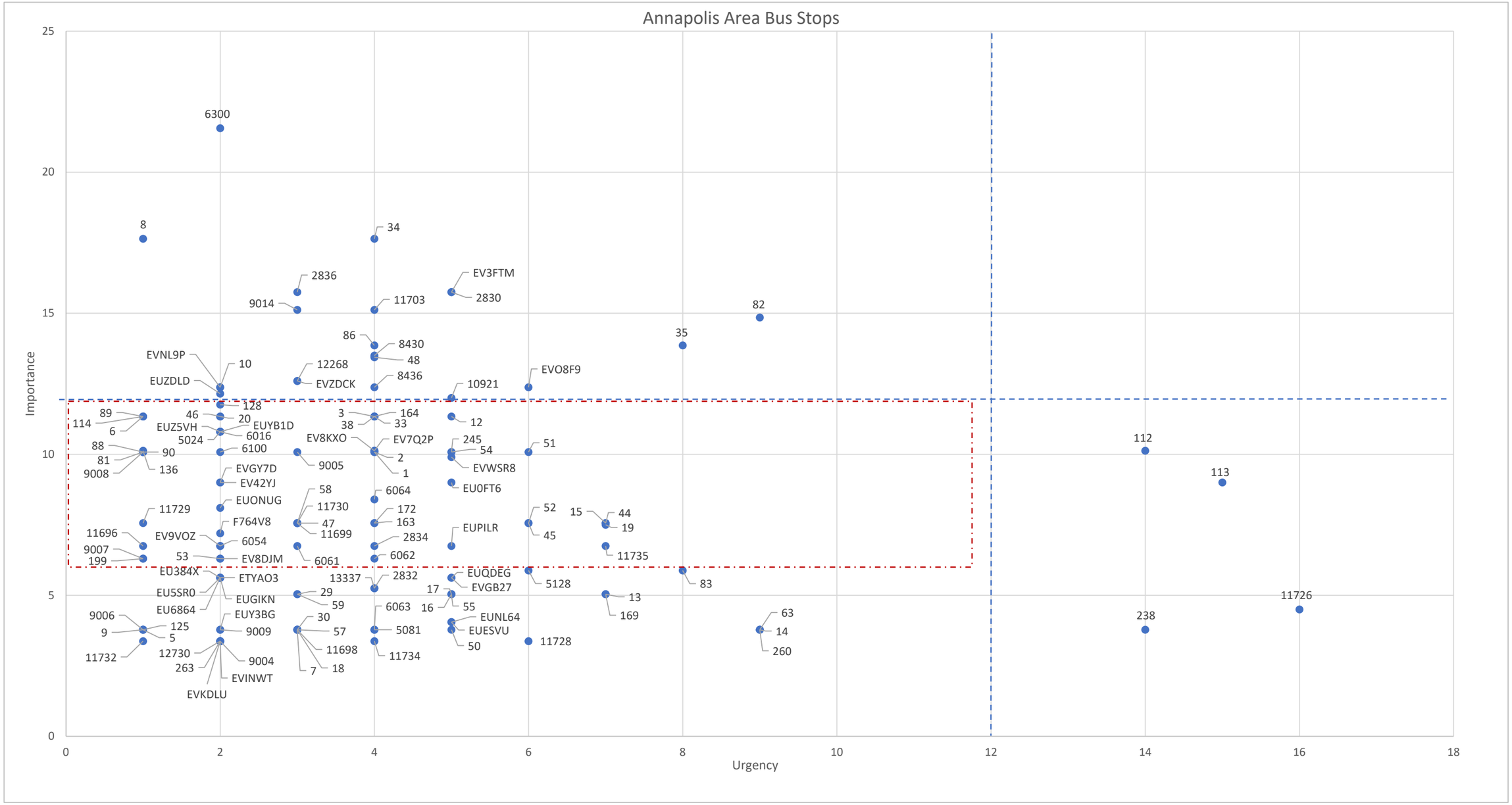
Greater Annapolis		Crossings		Priority 1 / Possible Priority 1 / Priority 2 / Priority 3a / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
COA	5128	16	23.5	West St at Somerville EB
COA	13	15	17.6	Bayridge Rd at Cypress Rd NB
COA	6300	12	17.6	West St at Somervillie Rd WB
COA	54	17	16.4	Forest Dr. at Rosecrest Dr. NB
COA	245	17	16.4	Forest Dr Rosecrest Dr SB
COA	14	17	13.2	Bayridge Rd. at Cypress Rd SB
COA, MTA	11700	12	11.3	West St & Legion Ave opp wb
AA, COA	EU0FT6	5	19.7	Solomons Island Rd & Wilelinor Dr
AA	ETYAO3	2	18.6	Admiral Cochrane Dr & Broad Reach Blvd
COA	83	8	17.6	Monroe St. at Bayridge Ave.
COA	47	7	17.0	Forest Dr. and Crows Nest Ct.
AA	EU9NNJ	2	16.2	Senesta ES Suites (Admiral Cochrane Dr)
COA, AA	EV9VOZ	2	16.2	Housley Rd & Stone Point Dr (WB)
AA, COA	EUZDLD	6	15.9	MD 450 & Lubrano Dr
AA, COA,	EU5SR0	2	15.2	USPS (Admiral Cochrane Dr)
0	9014	3	15.1	Forest Dr and Spa Rd.
COA	58	5	15.1	Forest Dr. and Quiet Waters Pl.
COA	240	5	15.1	Forest Dr. At Thom Dr.
AA	EVL0QZ	2	14.6	Bestgate Rd & Harbour Gates Dr WB
COA	6054	2	14.2	(Housely Rd Regatta Bay Ct) (EB)
AA, COA	EUZ5VH	4	14.2	MD 450 & Oak Ct
MTA	2830	9	13.5	Rowe Blvd and College Creek
MTA	2836	7	13.5	Rowe Blvd & College Ave nb
AA	EU384X	2	13.5	The James Apts (Admiral Cochrane Dr)
AA	EU6864	2	13.5	Admirals Square Apts (Admiral Cochrane Dr)
COA	86	4	12.6	Americana Dr. at Norman Dr.
COA	237	5	12.6	Robinwood Turnaround
AA	EUQDM0	1	12.2	AACO Department of Health
0	EVGB27	5	11.8	Navy Federal Credit Union (Bestgate Rd)
COA	39	4	11.7	Compromise St. at St. Marys St. WB
AA, MTA	EV7Q2P	4	11.5	MD 450 & Badger Rd EB
COA	8	1	11.3	Admiral at Admiral Oaks (NB)
COA	12	9	11.3	(Bay Ridge Ave Janice Dr) (NB)
COA	18	3	11.3	Admiral Dr at Radio Park
COA	35	4	11.3	Chesapeake Ave at Eastport Shopping Center
COA	38	4	11.3	Compromise St. at St. Marys St.
COA	81	1	11.3	Madison St. at Brashears St. (EB)
COA	172	8	11.3	Chesapeake Ave. at State St.
COA	6058	2	11.3	(Bestgate Rd Compton Dr) (EB)
COA	9012	5	11.3	Newtowne Opp Betsy
COA, MTA	11694	10	10.8	WEST ST & CALVERT ST fs wb
COA	48	4	10.5	Forest Dr. at Fairfax Rd.
COA	263	10	10.1	Bayridge Ave. at Bens Dr IB.
MTA	11728	6	10.1	WEST ST & LEGION AVE eb
AA, MTA	EV8KXO	4	10.1	MD 450 & Badger Rd WB
AA	EVGY7D	2	10.1	Housley Rd & Gate Dr
AA	EVKDLU	2	10.1	Bestgate Rd & Harbour Gates Dr EB
COA	15	11	10.1	Bayridge Ave Bethany Ct. (SB)
COA	34	4	10.1	Chesapeake Ave. at 6th St. (WB)
COA	164	4	10.1	Bay Ridge Ave. at Parkwood Ave.
COA	9003	4	10.1	(West St Colonial Ave) (EB)
COA	9013	4	10.1	Colonial Ave. and West St. (WB)
MTA	12730	12	8.4	TAYLOR AVE & RIDGELY AVE
COA, MTA	238	14	7.6	West St Westbridge Dr
COA	112	26	6.8	West St at Admiral Dr
COA, MTA	11702	30	5.0	WEST ST & PAROLE ST opp wb
MTA	11726	30	4.5	WEST ST & PAROLE ST eb
COA	184	14	3.8	Main Street / City Dock
COA, MTA	11729	1	9.5	WEST ST & CHERRY GROVE AVE (opp LIBRARY) eb
COA	1	4	8.5	6th St. at Spa Creek Bridge
COA, MTA	11733	6	8.3	(West St Lafayette Ave)
AA	82	9	8.1	(Annapolis Rd Town Center Blvd)

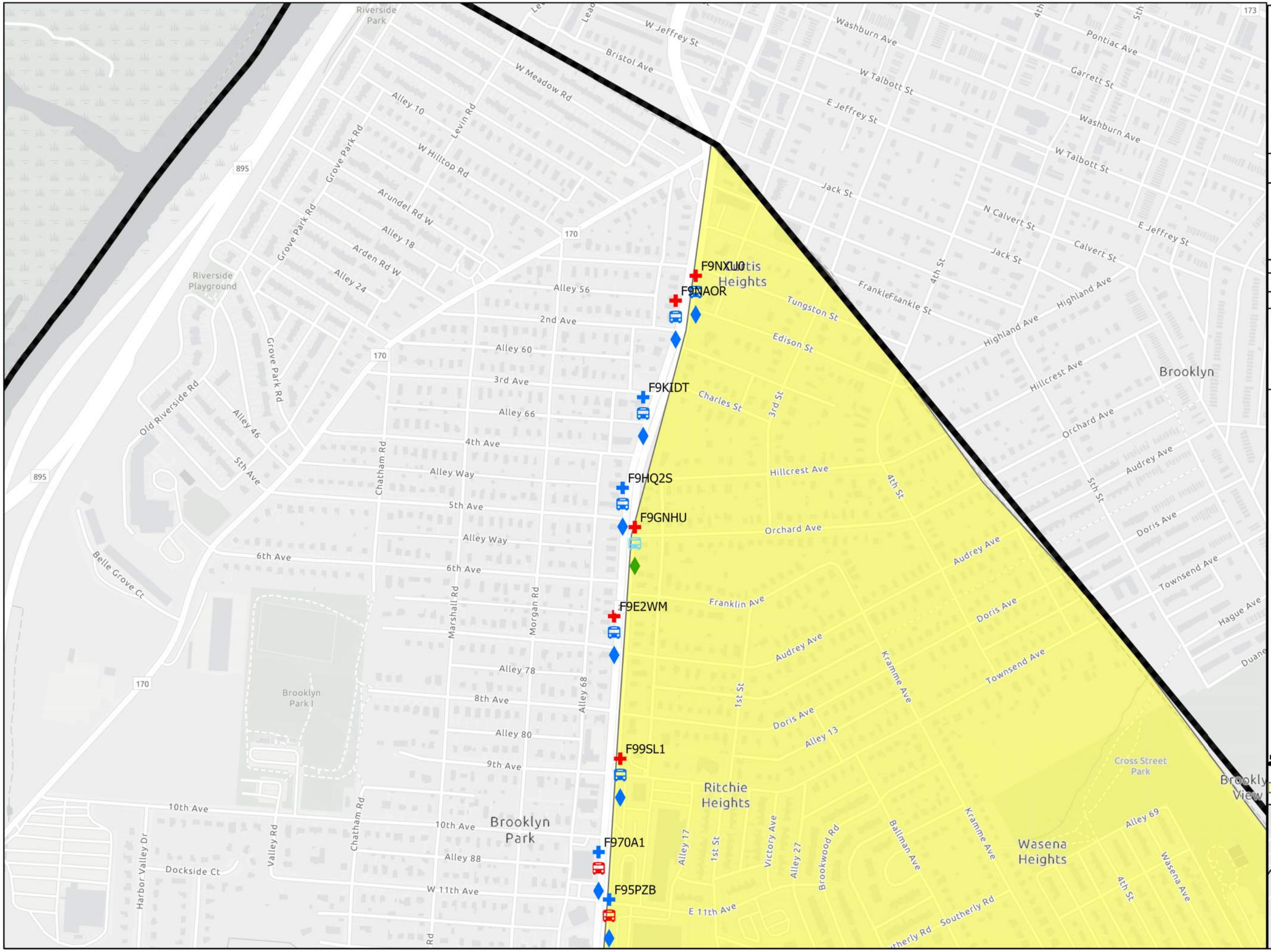
Possible Priority 1 locations are current Prioirty 2 sites where importance score is exceptionally high but Urgency score is below Priority 1 threshold.

Greater Annapolis		Crossings		Priority 1 / Possible Priority 1 / Priority 3a / Priority 2 / Priority 3b
Agency	**Stop Number**	**Urgency**	**Importance Score**	**Stop ID**
COA	6053	2	8.1	Housley Rd at Best Buy
AA	9002	2	8.1	(Admiral Cochrane Dr Harry S Truman Pkwy) (SB)
AA	9002	2	8.1	(Admiral Cochrane Dr Harry S Truman Pkwy) (SB)
MTA	12268	3	8.1	RT 450 & BRICE RD eb
AA, MTA	EVWSR8	5	8.1	MD 450 & Brice Rd
MTA, AA	EVZDCK	3	8.1	Church of Latter Day Saints (MD 450)
COA	114	1	7.6	West St. at Brewer Ave. (EB)
COA	125	9	7.6	West St. at Taylor Ave.
COA	9008	5	7.6	Bywater Rd
COA, MTA	11698	3	7.6	WEST ST & RUSSELL ST opp wb
COA, MTA	11730	5	7.6	WEST ST & RUSSELL ST eb
AA	EUFG0H	11	6.8	Courtyard Annapolis (Riva Rd)
AA	EUGIKN	2	6.8	Collins Aerospace (Admiral Cochrane Dr)
AA	EVNL9P	6	6.8	Bestgate Rd & Tidewater Colony Dr
AA	EVO8F9	6	6.8	Bestgate Rd & N Bestgate Rd (WB)
COA	7	3	6.3	Admial Dr. (SB)
COA	9	1	6.3	(Admiral Dr Croll Dr)
COA	53	2	6.3	Forest Dr. at Bausum Dr.
COA	9001	5	6.3	Tyler Ave at Forest Dr
COA, MTA, AA	EV55V1	3	6.3	Westfield Mall
COA, MTA	11696	1	6.2	WEST ST & MADISON PL wb
COA, MTA	11732	1	6.2	WEST ST & MADISON PL eb
MTA	11734	8	6.2	CALVERT ST & WEST ST fs nb
COA, MTA	128	2	5.9	West St and Old Solomons Island Rd
AA	EUONUG	2	5.4	MVA (Harry s Truman Pkwy)
COA	224	8	5.4	(Church Cir South St)
COA, MTA	11731	7	5.4	West St. at Amos Garret Blvd.
MTA	13337	8	5.3	CALVERT ST & CLAY ST wb
AA	EUDXX5	1	5.1	Annapolis Harbour Center (Movie Pavilion)
COA	33	4	5.0	Chesapeake Ave. at 6th St. (EB)
COA, MTA	11695	4	5.0	West St & Laafayette Ave. opp. Wb (Loews Hotel)
COA	16	9	5.0	(Bay Ridge Ave The Pathways School) (SB)
COA	17	9	5.0	Bayridge Ave. at Timber Creek IB. (NB)
COA	169	3	5.0	Annapolis Marketplace (Safeway)
COA, MTA	11703	8	5.0	WEST ST & HUDSON ST wb
COA, MTA	14196	6	5.0	CHURCH CIR & SCHOOL ST
MTA	8430	4	4.5	MD 450 & King George St EB
AA	EUA31C	1	4.5	Annapolis Harbour Center (South)
0	6052	2	4.1	(Housely Rd Gateway Village Dr) (NB)
AA, COA	EV25XU	2	4.1	Housley Rd & Gateway Village Dr (SB)
COA	20	2	3.8	(Bay Ridge Ave Victor Pkwy) (SB)
COA	44	7	3.8	Forest Dr. at Ace Hardware
COA	51	10	3.8	Forest Dr. and Old Solomons Island Rd.
COA	52	10	3.8	(Forest Dr Old Solomons Island Rd) (SE)
COA	57	5	3.8	Forest Dr. at Spa Rd.
COA	163	8	3.8	Duke of Gloucester St. at Conduit St.
COA	236	3	3.8	(Bay Ridge Shopping Center Edgewood Rd)
COA	6062	8	3.8	Forest Dr. at Tower Pl.
COA	9010	8	3.8	Hilltop Ln at Forest Dr
COA	136	1	3.4	Newtowne at Juliana Cir.
MTA	8436	4	3.4	RT 450 & KING GEORGE ST wb
MTA	11697	7	3.4	WEST ST & AMOS GARRETT BLVD wb
AA	EUDXXK	1	3.4	Annapolis Harbour Center (North)
COA	5080	4	3.2	(Jennifer Rd Detention Center) (WB)
COA	5081	4	3.2	(Jennifer Rd Detention Center) (EB)
AA	F764V8	2	2.7	Furnace Branch Rd & 4th St


North Area Crossings
Importance
Urgency
0
5
10
15
20
25
30
35
40
45
F3WO7G
F3W125
F8ZI7U
F9E2WM
F9GNHU
12690
F8DN6R
F6E21Q
F6H9S6
2902
2768
2805
11173
2883
F9NAOR
2886
F9NXU0
14038
F8Z2SD
F8VFM3
2785
2808
F3RQOY
3342
2776
F5ICI1
F6BP6F
2869
12256
F99SL1
2901
3307
3341
2800
F6SUFH
F5T1Y8
F4EOE7
F7MMT8
2862
12251
2783
F6N23R
3306
2807
2774
12464
2801
12696
12695
2873
11178
12252
12259
F7WA6G
2794
F5T9O3
2882
2787
2772
2773
2879
2786
7449
3304
2790
2889
7793
2876
F5H9XL
12258
F40J3U
F4EGOH
12255
2795
2874
2875
12253
F9HQ2S
F62WXO
F6JMNK
2796
F40YJC
12611
F6E233
14039
12610
E5QRM7
F4VM50
12254
F4816L
F0UQRG
F41LL3
F5FJRI
7061
F59BXU
F4UZYG
F5CRFH
F5ATYL
F4816O
F5Q1X3
F5R4I0
F78HWY
F5K9K9
F5K9KC


West Area Crossings
Importance
Urgency
0
5
10
15
20
25
0
2
4
6
8
10
12
14
16
18
20
20182
20183
F59KDM
F59KF1
20190
F60D2C
20201
12450
3322
20240
3331
20233
F2U4FK
10799
8868
F1MEAF
F1M6KK
F59ZUK
F1UBS8
F60SHR
F3P7BC
F4OCNG
F59ZTD
3324
12445
12444
3321
EZN8KJ
EZMT4Z
20231
20235
EZZ009
20200
20203
EZZ0V1
F38WMX
F48HPM
7504
F1TOMT
F4S7IW
F3NX0R
F50517
3329
F0B8O2
F128VI
F4OKDA
F2MM7O
20124
F0LYAS
F0LB5E
82
EZX3GD
EZX3GL
F16YMK
20181
F47UKB
F3Y7DC
F2MM7K
F6B2SY
EZUQLX
EZST68
EZ6IIV
EZ6Q8L
F13YK1
EZOITK
F652SU
F65I8E
EZHVMY
EZI3CO
F2PU1E
F0V670
F2P6W9
EZST4K
EZT8K4
20198
20199
F0O3H0
F0OIWS
F5CCRO
F0OB8L
F2TOTK
F2PEHS
20241
F03IX0
F050X8
F2TOTO
F2PM7L
F5AUQY
F25WFA
F259A2
EZUQIC
EZUISM
F0N8ND
F2N9HK
F2N9HF


Annapolis Area Bus Stops
Importance
Urgency
0
5
10
15
20
25
0
2
4
6
8
10
12
14
16
18
6300
8
34
2836
9014
11703
EV3FTM
2830
82
35
86
8430
48
EVNL9P
10
12268
EUZDLD
EVZDCK
8436
10921
EVO8F9
128
89
114
6
46
20
EUZ5VH
EUYB1D
5024
6016
88
90
81
136
9008
6100
EVGY7D
EV42YJ
EUONUG
11729
F764V8
11696
EV9VOZ
6054
9007
199
53
EV8DJM
ED384X
ETYAO3
EU5SR0
EUGIKN
EU6864
EUY3BG
9006
9
125
5
11732
12730
263
9009
9004
EVINWT
EVKDLU
3
164
38
33
12
EV8KXO
EV7Q2P
245
2
54
1
EVWSR8
9005
EU0FT6
58
6064
11730
172
47
163
11699
2834
6061
6062
13337
2832
29
59
6063
30
57
5081
11698
11734
7
18
EUPILR
EUQDEG
17
EVGB27
16
55
EUNL64
EUESVU
50
11728
51
52
45
5128
15
44
19
11735
13
169
83
63
14
260
112
113
238
11726



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-1

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

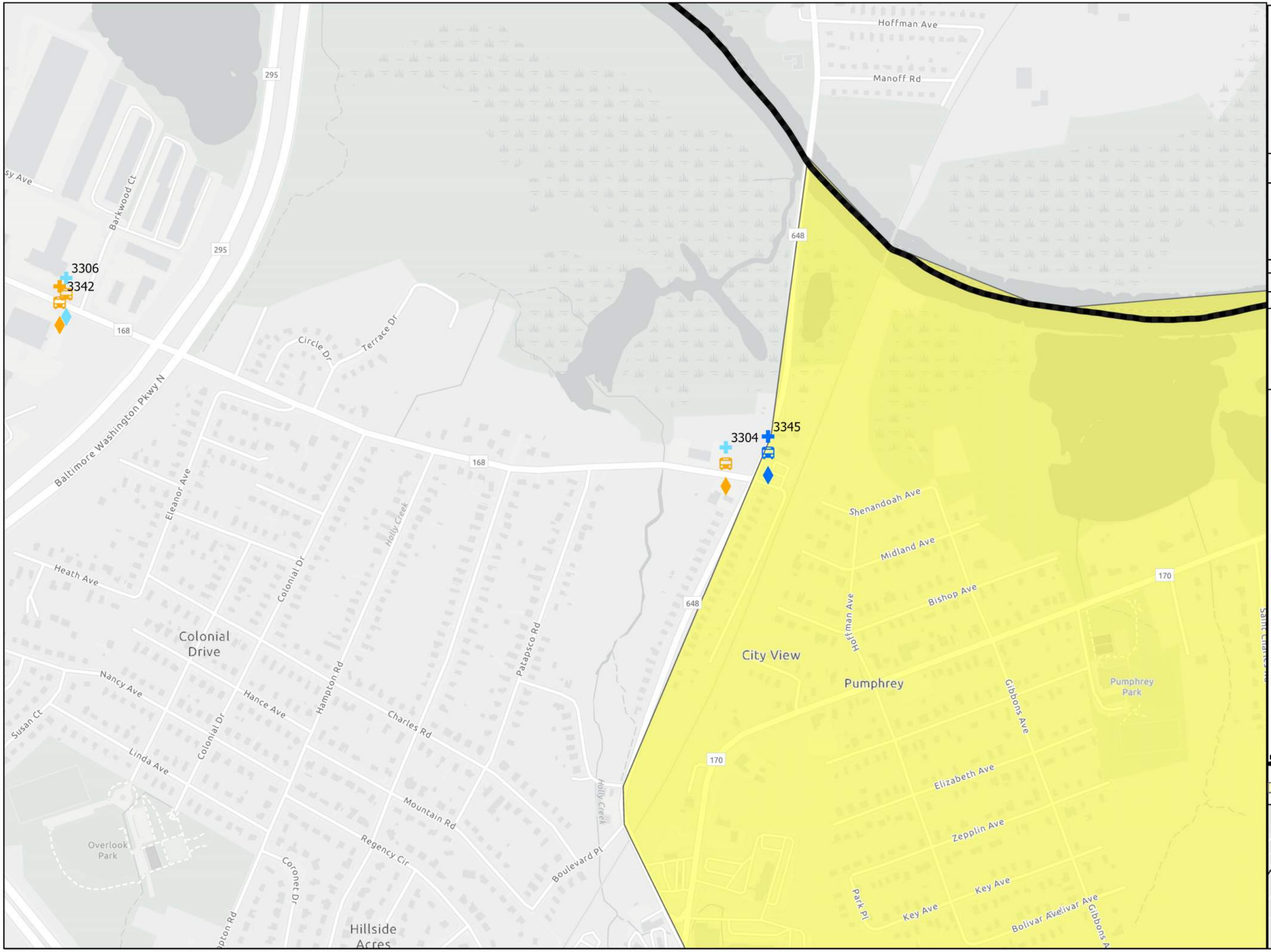
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-2

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

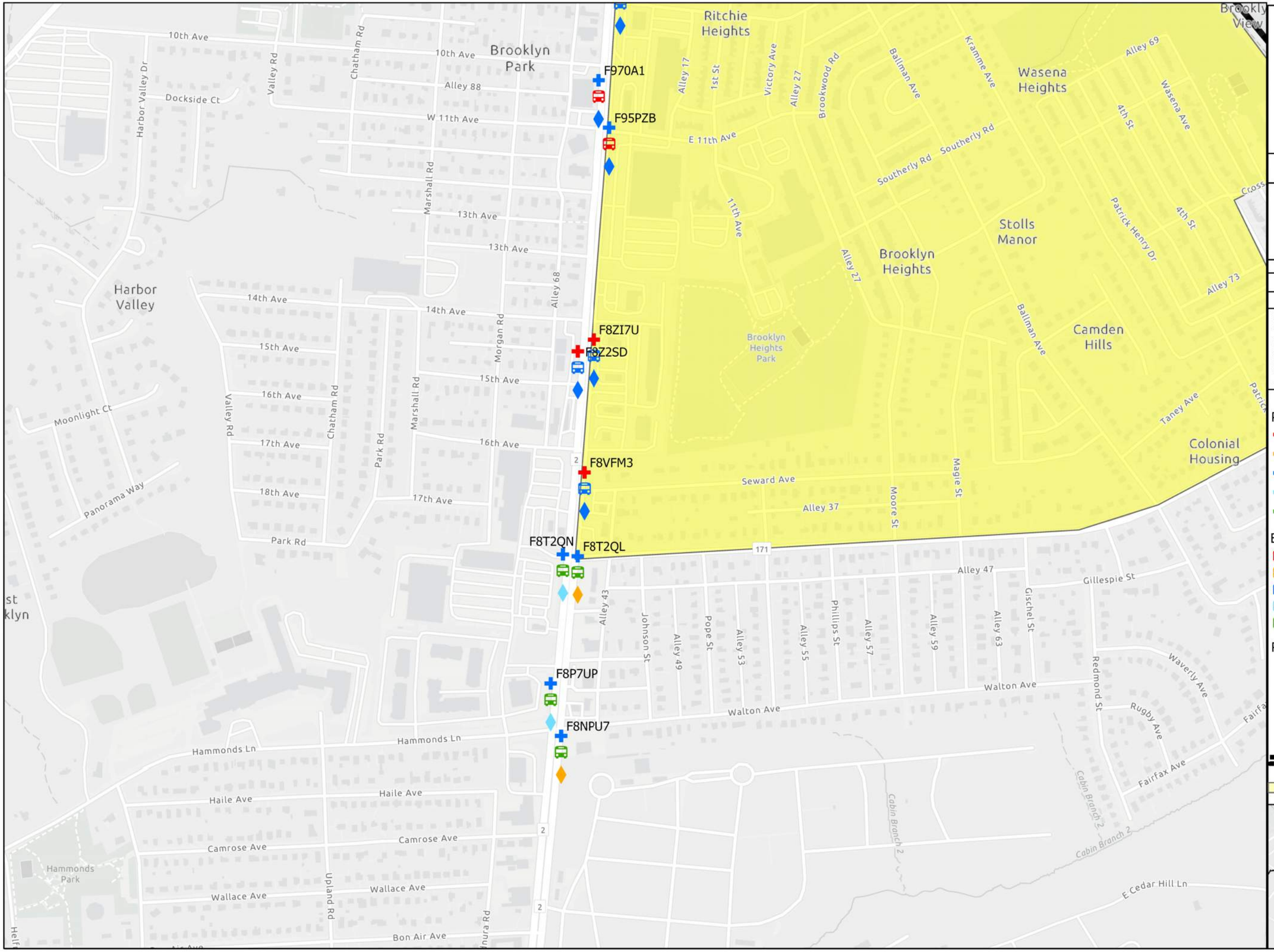
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-3

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

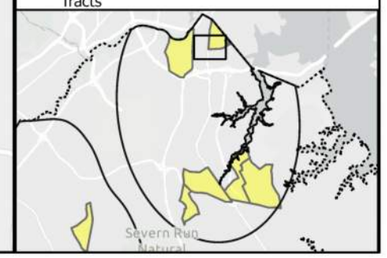
Legend

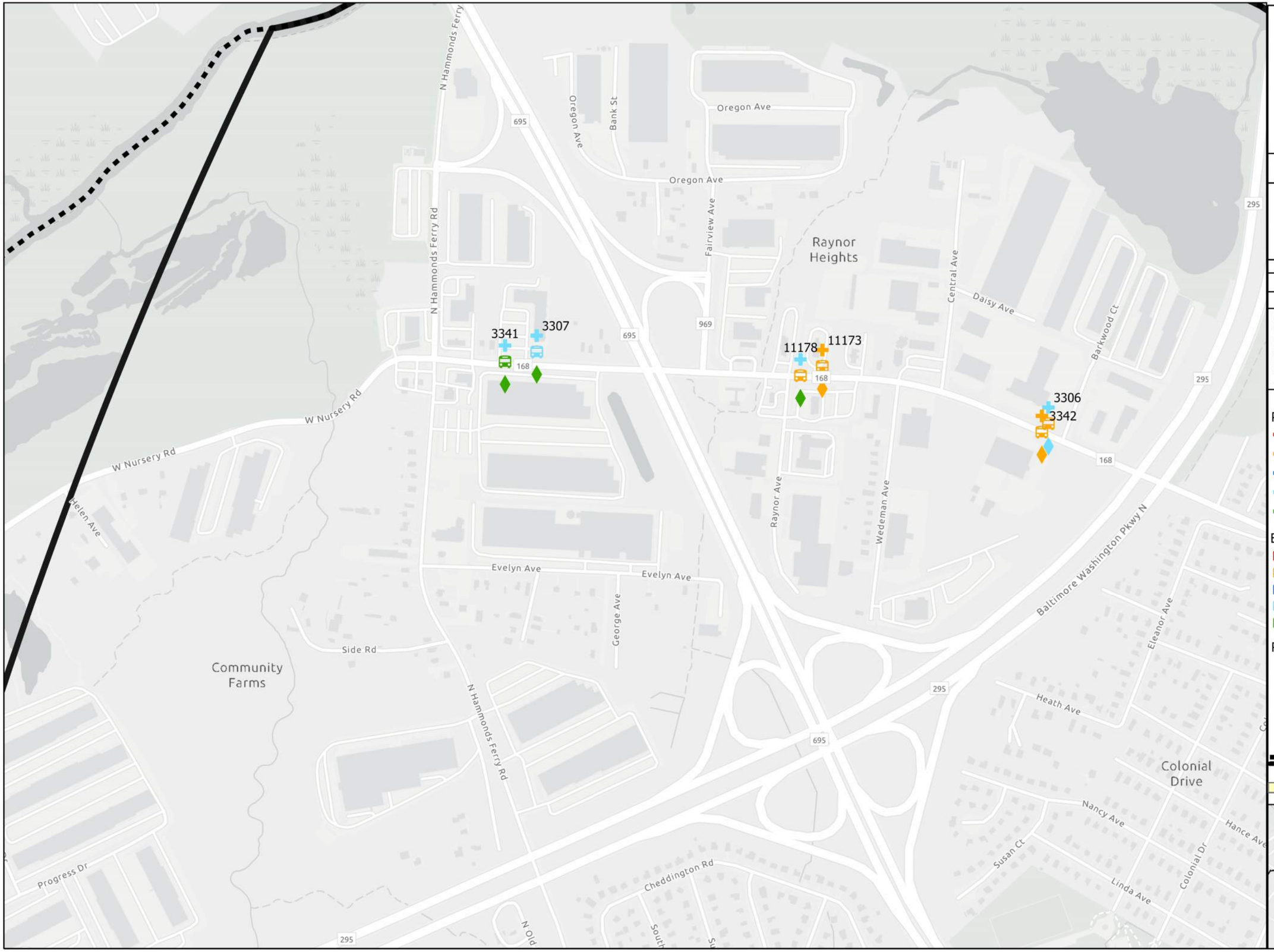
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-4

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

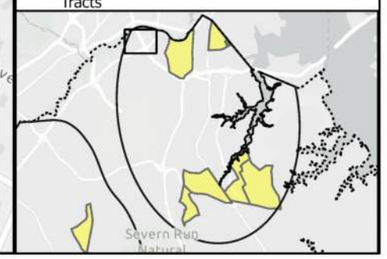
Legend

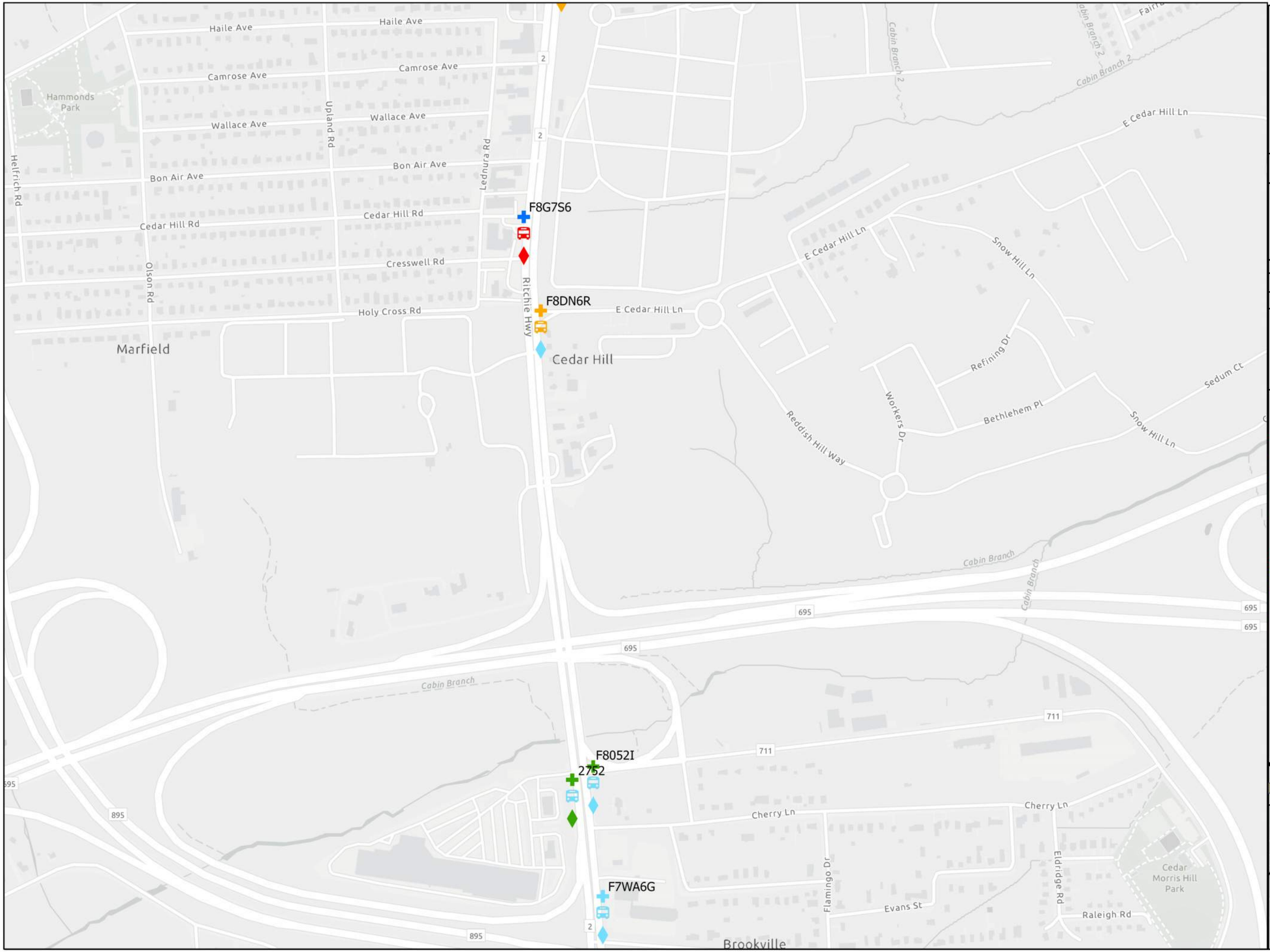
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-5

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

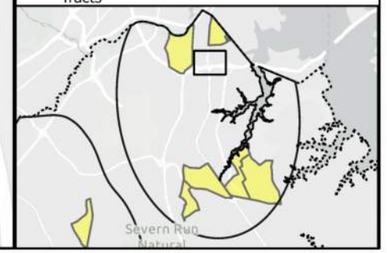
Legend

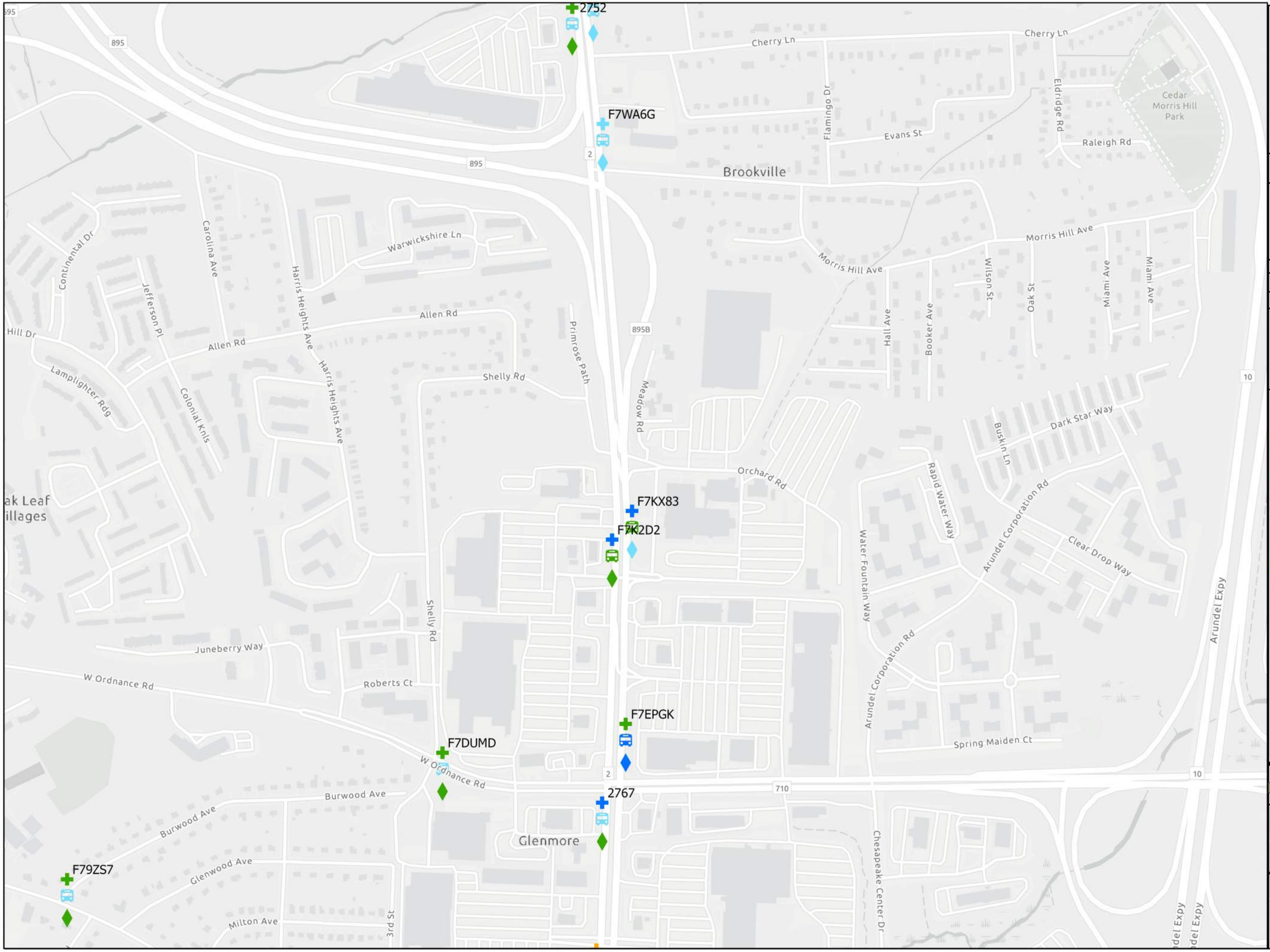
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-6

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

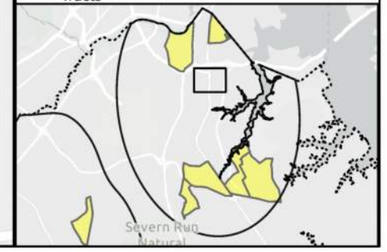
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

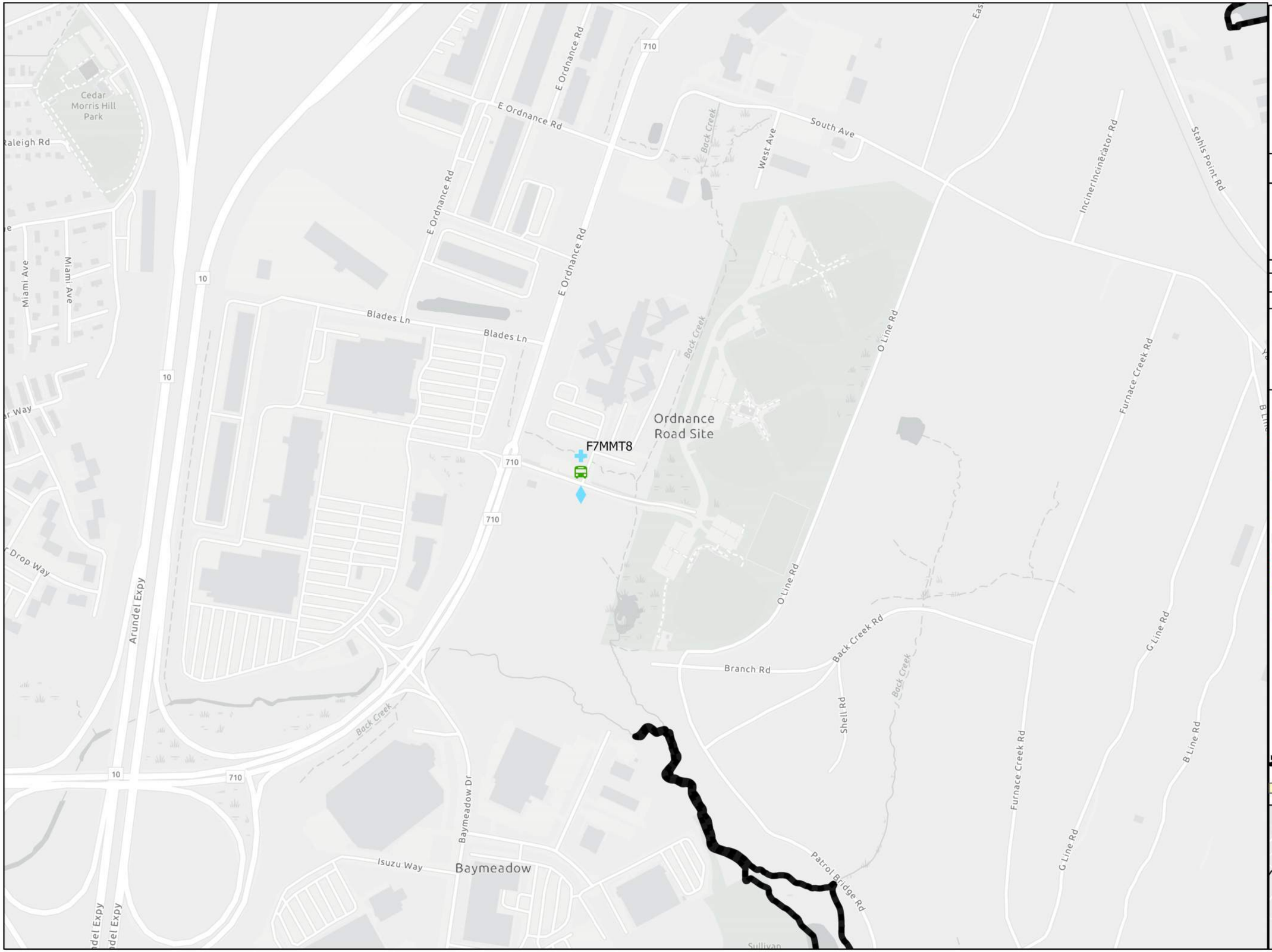
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-7

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

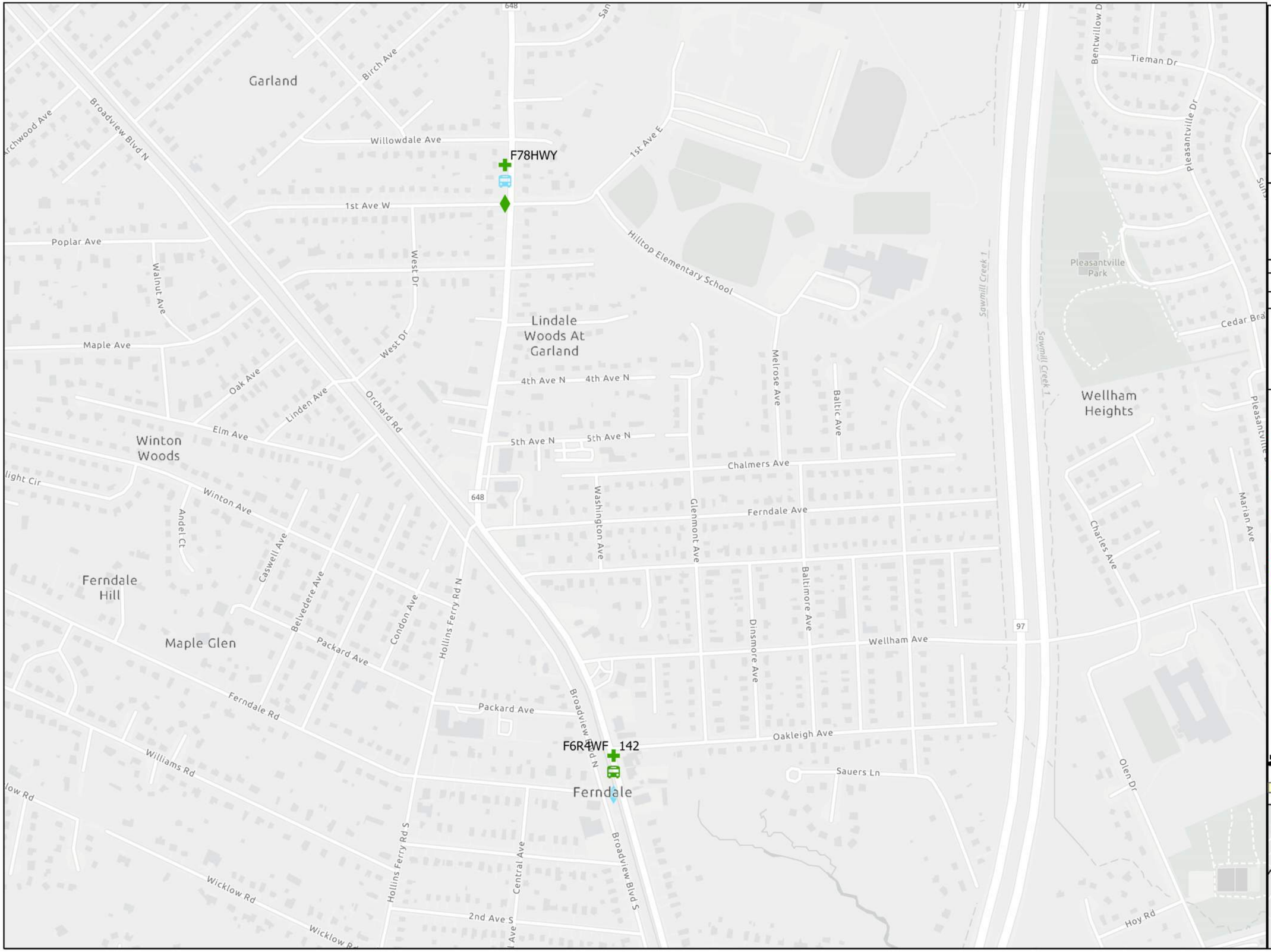
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-8

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

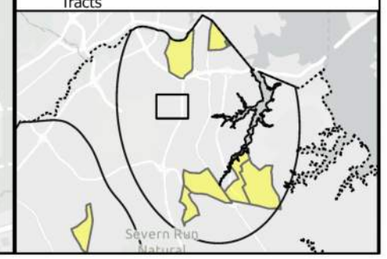
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

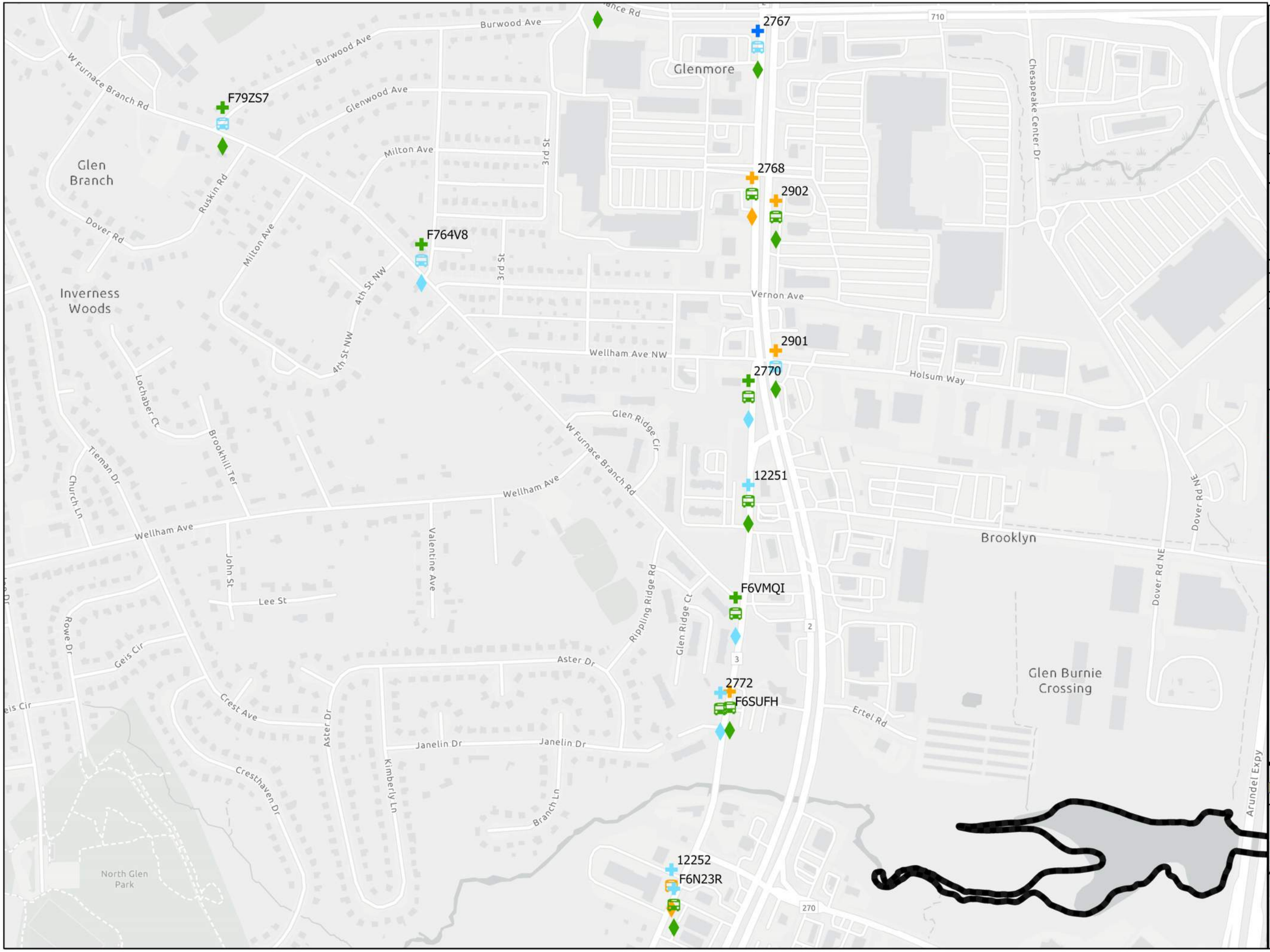
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-9

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts

A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-10

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

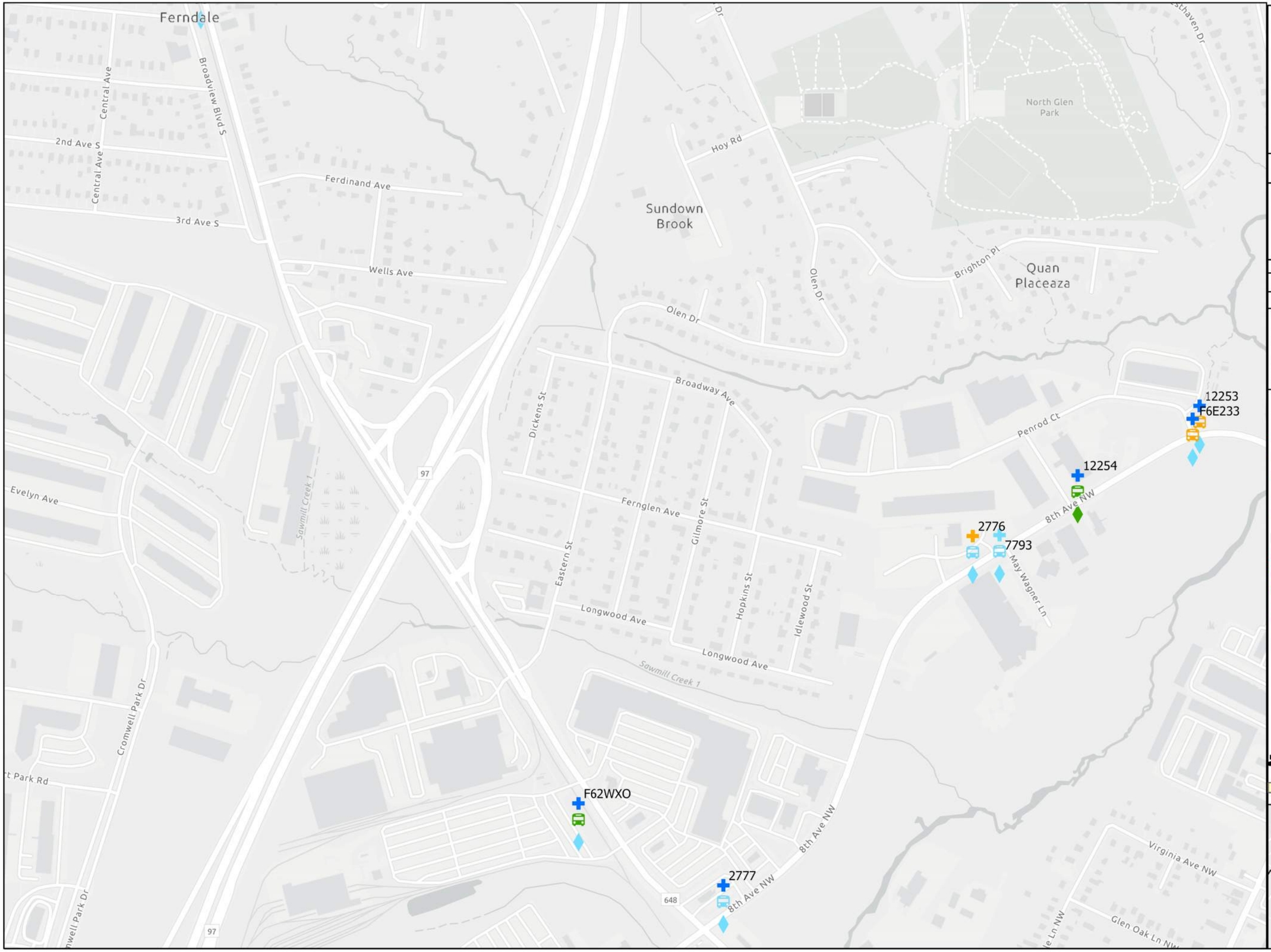
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-11

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

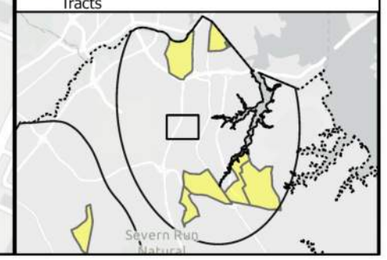
Legend

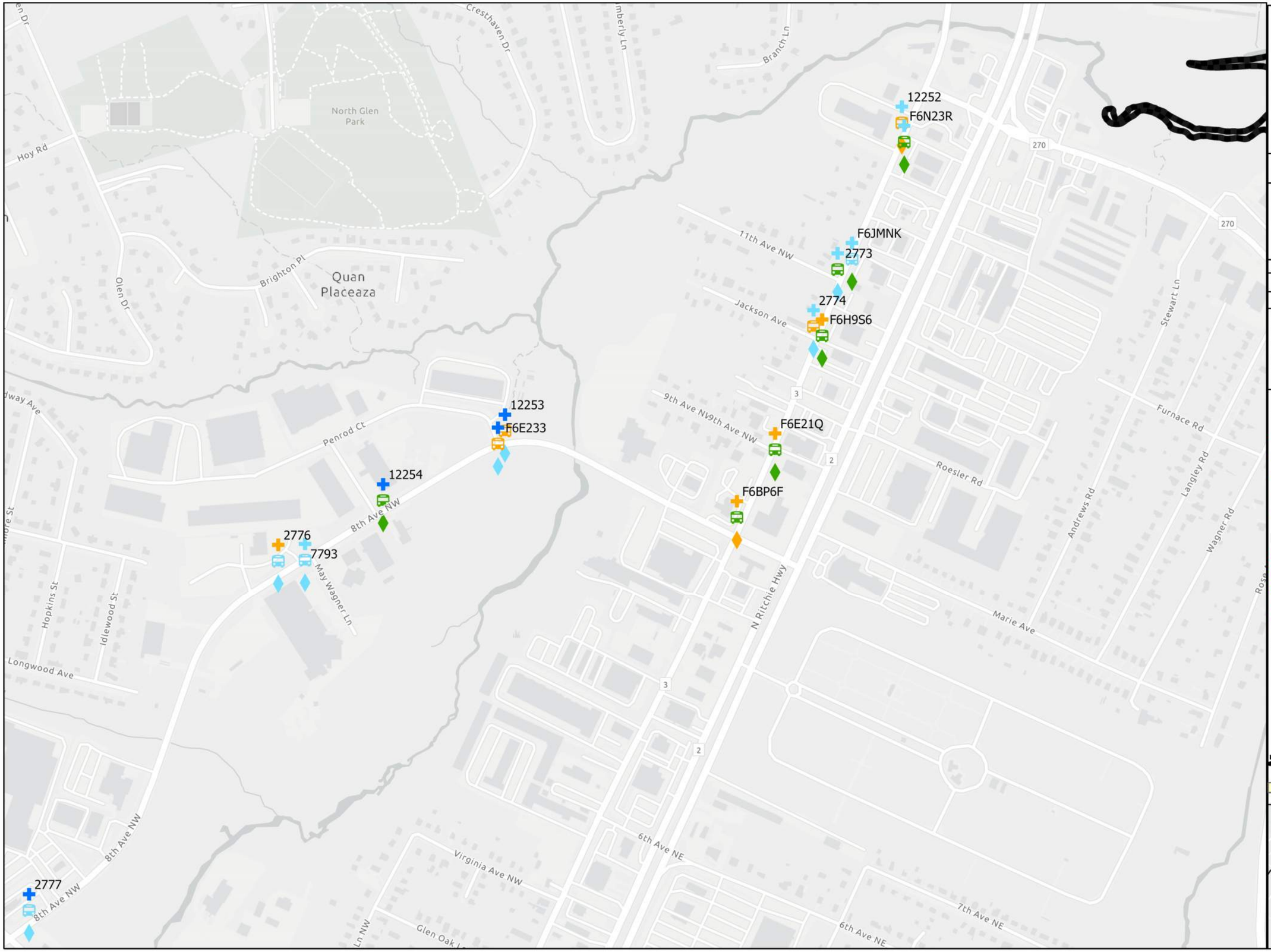
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-12

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

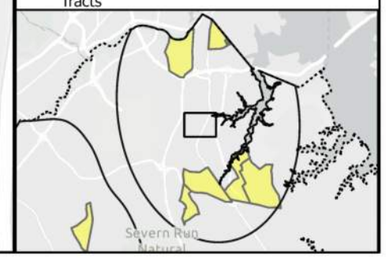
Legend

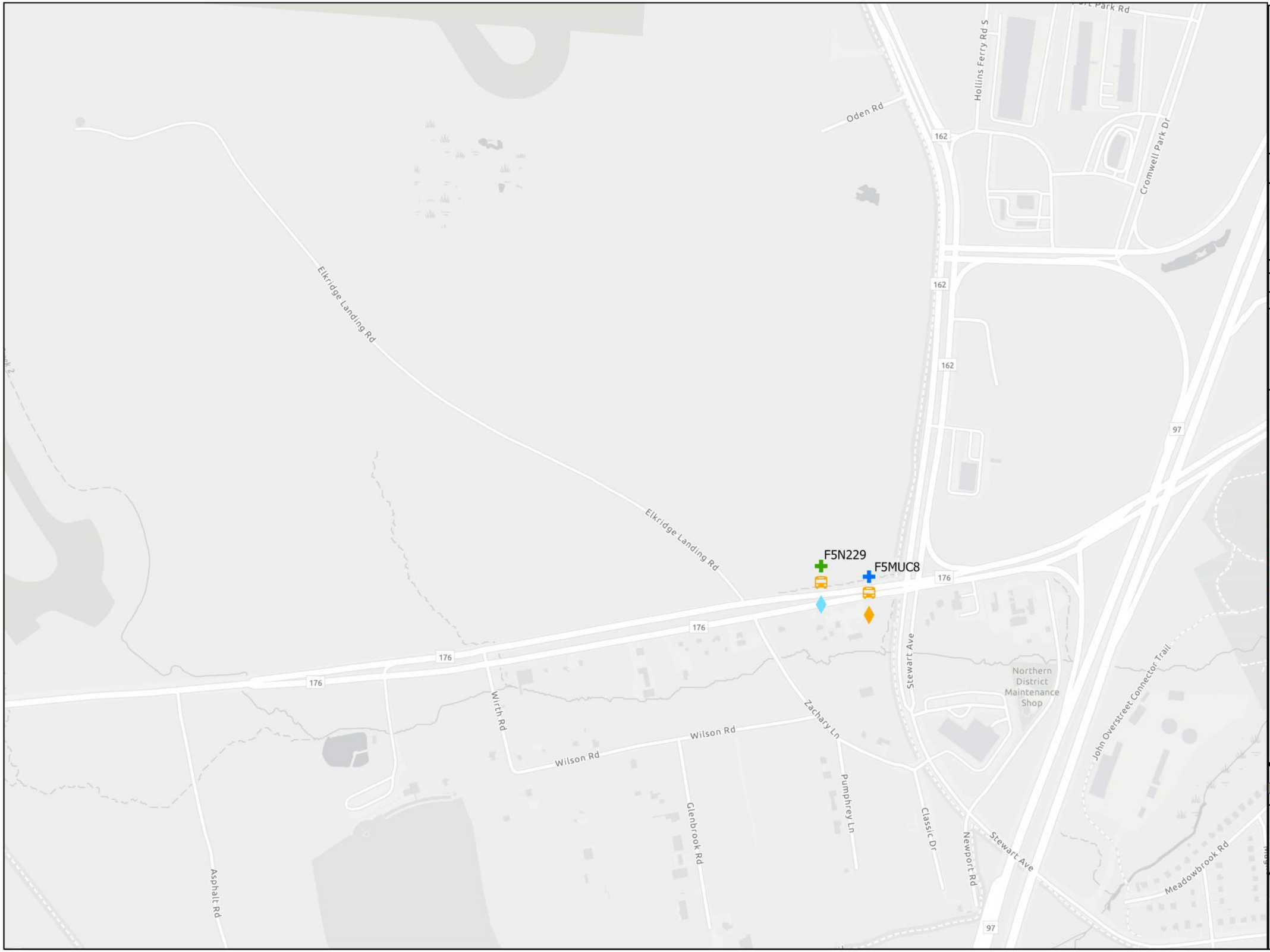
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-13

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

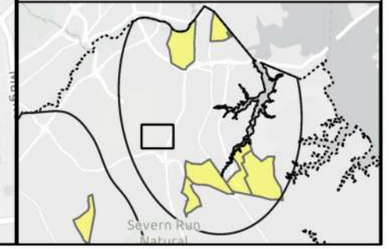
Legend

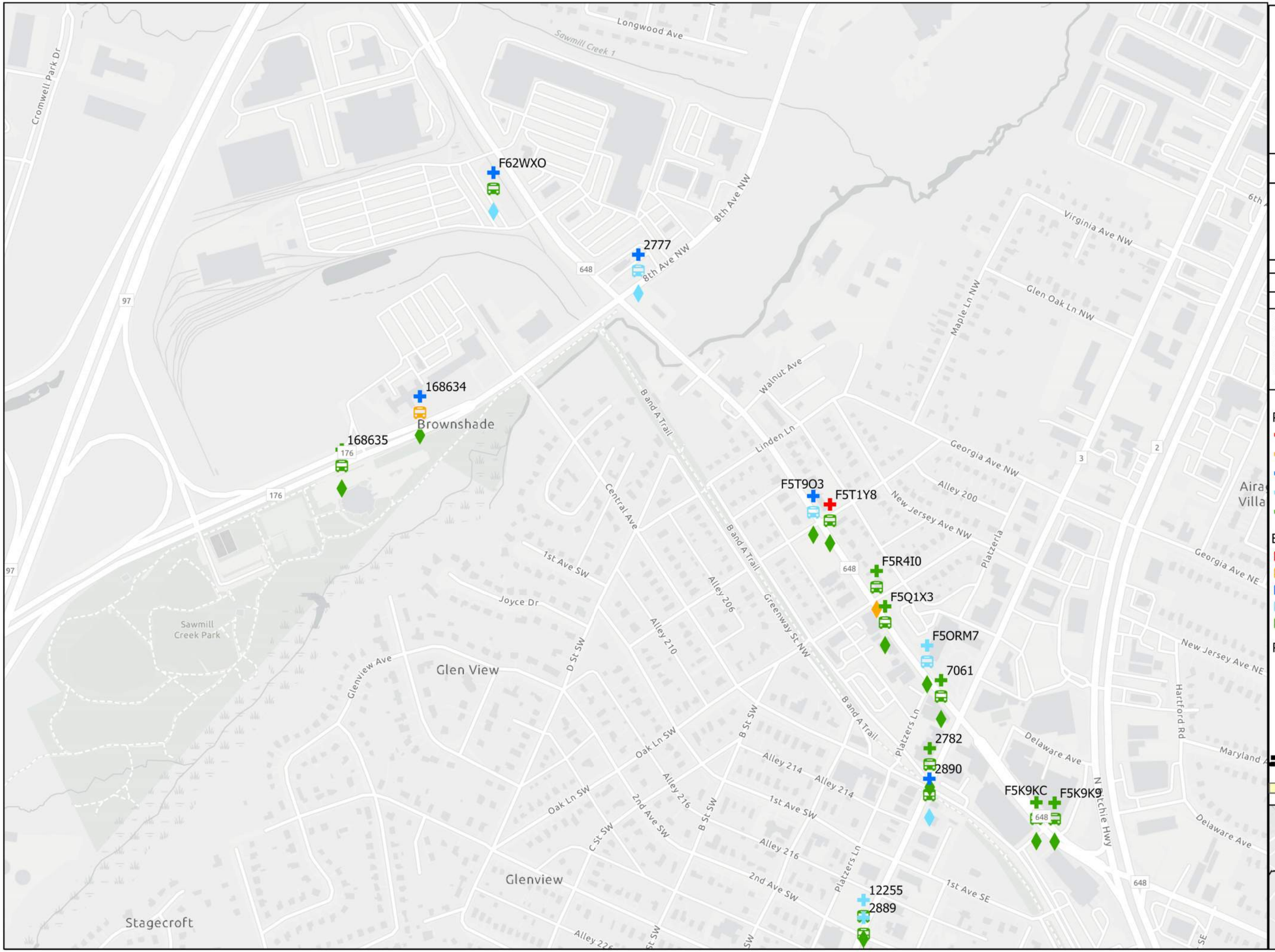
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-14

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

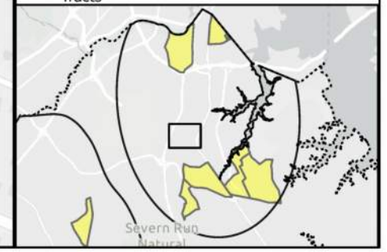
Legend

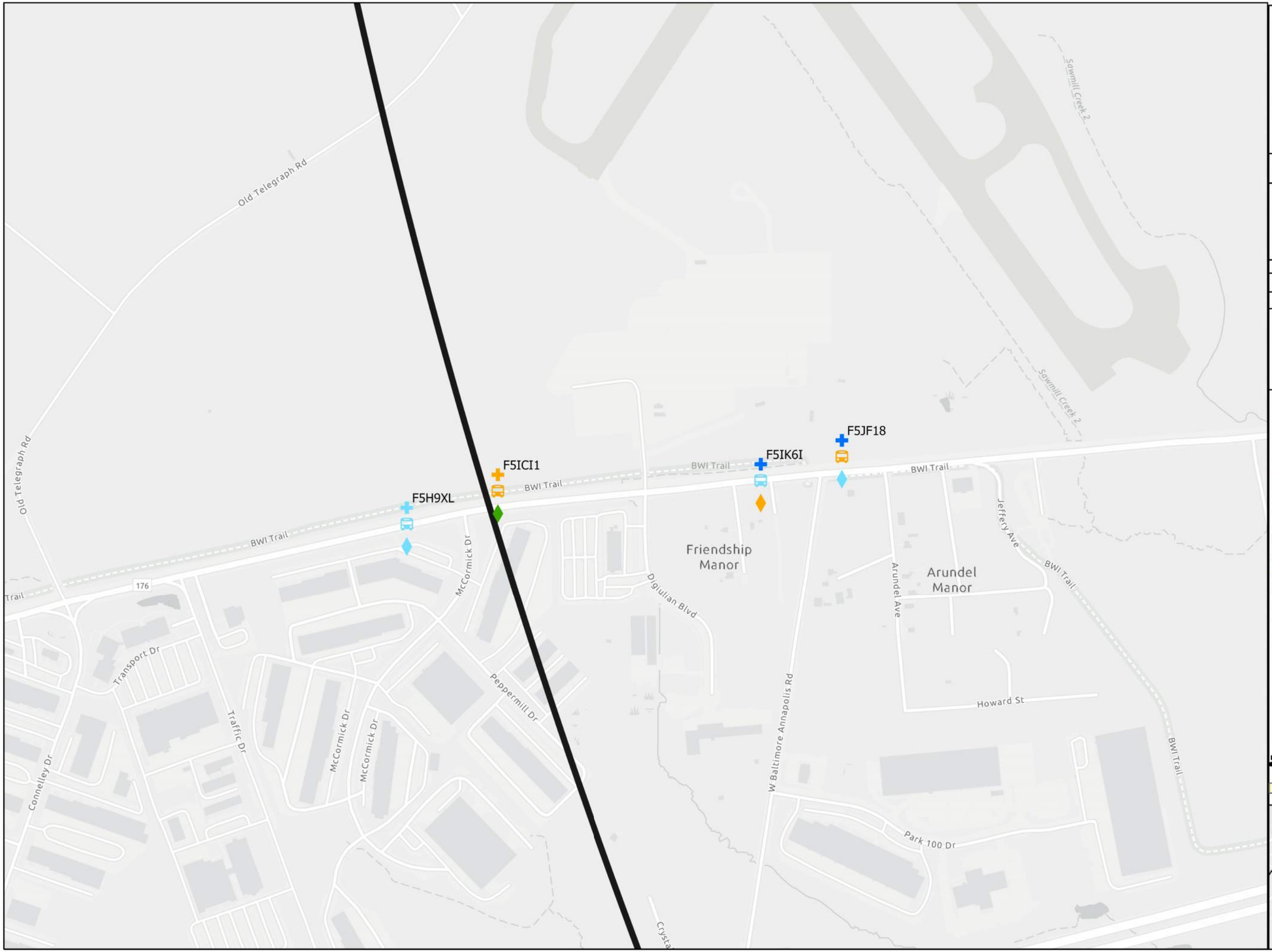
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-15

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

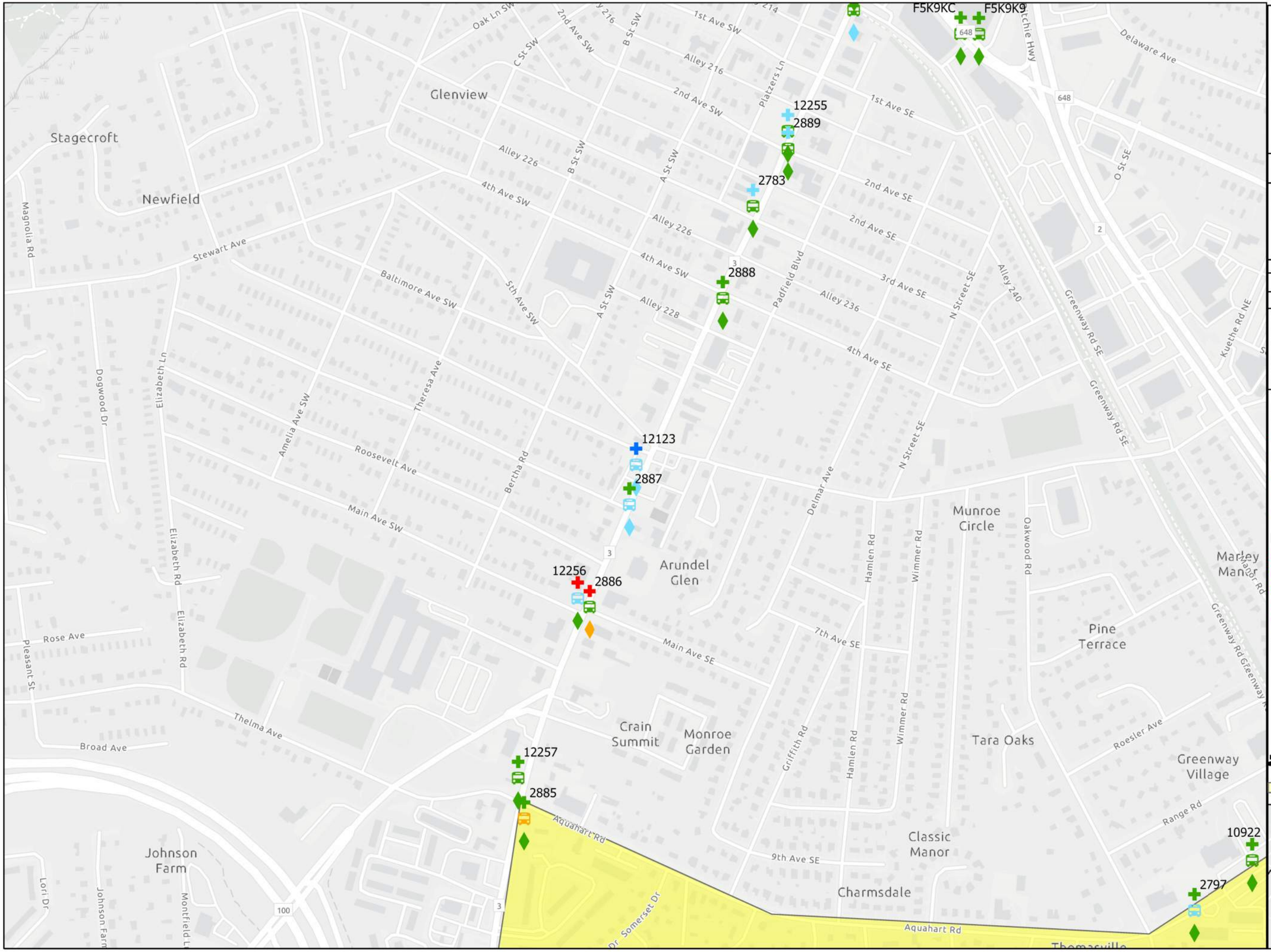
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

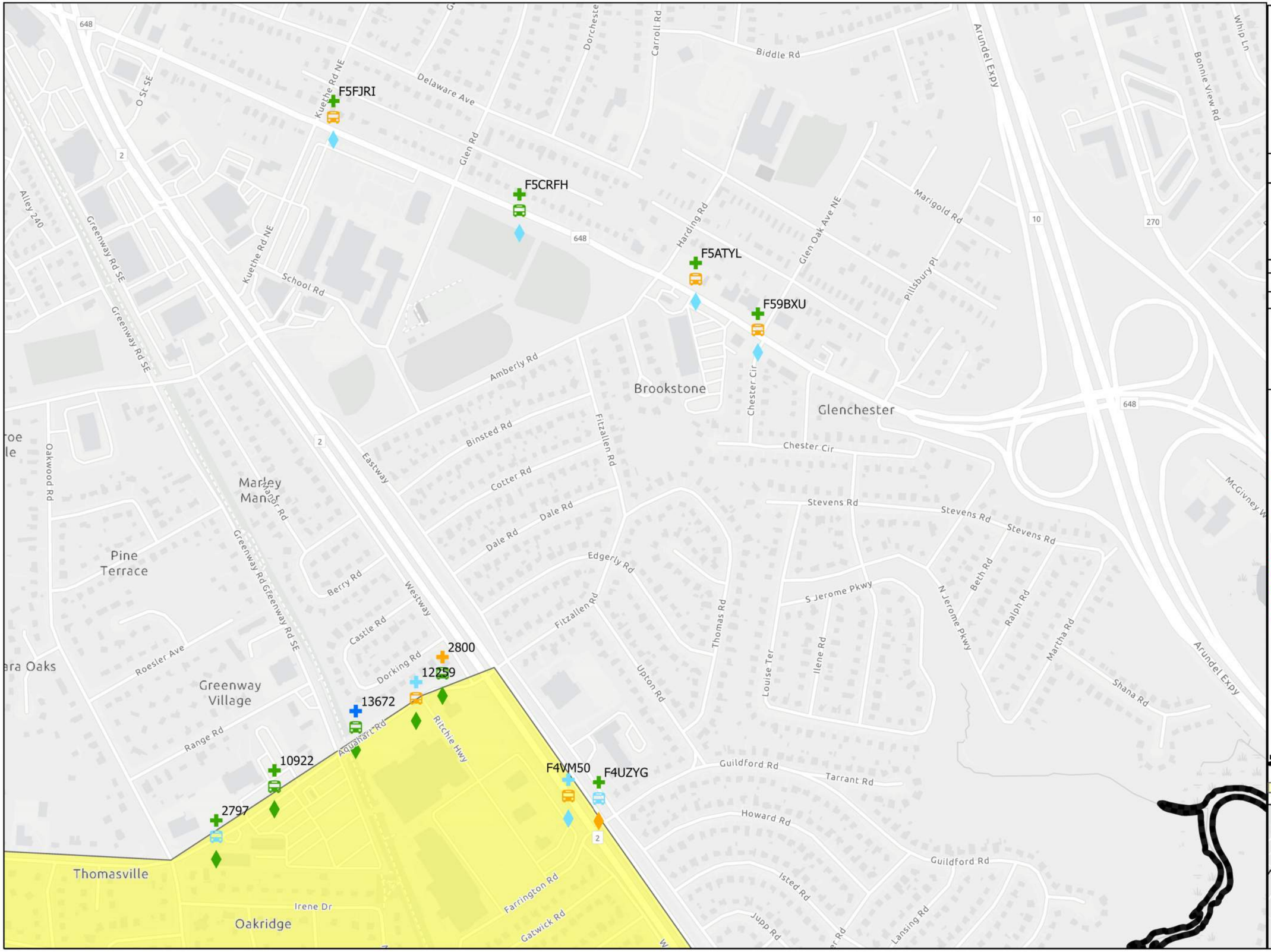
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-17

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

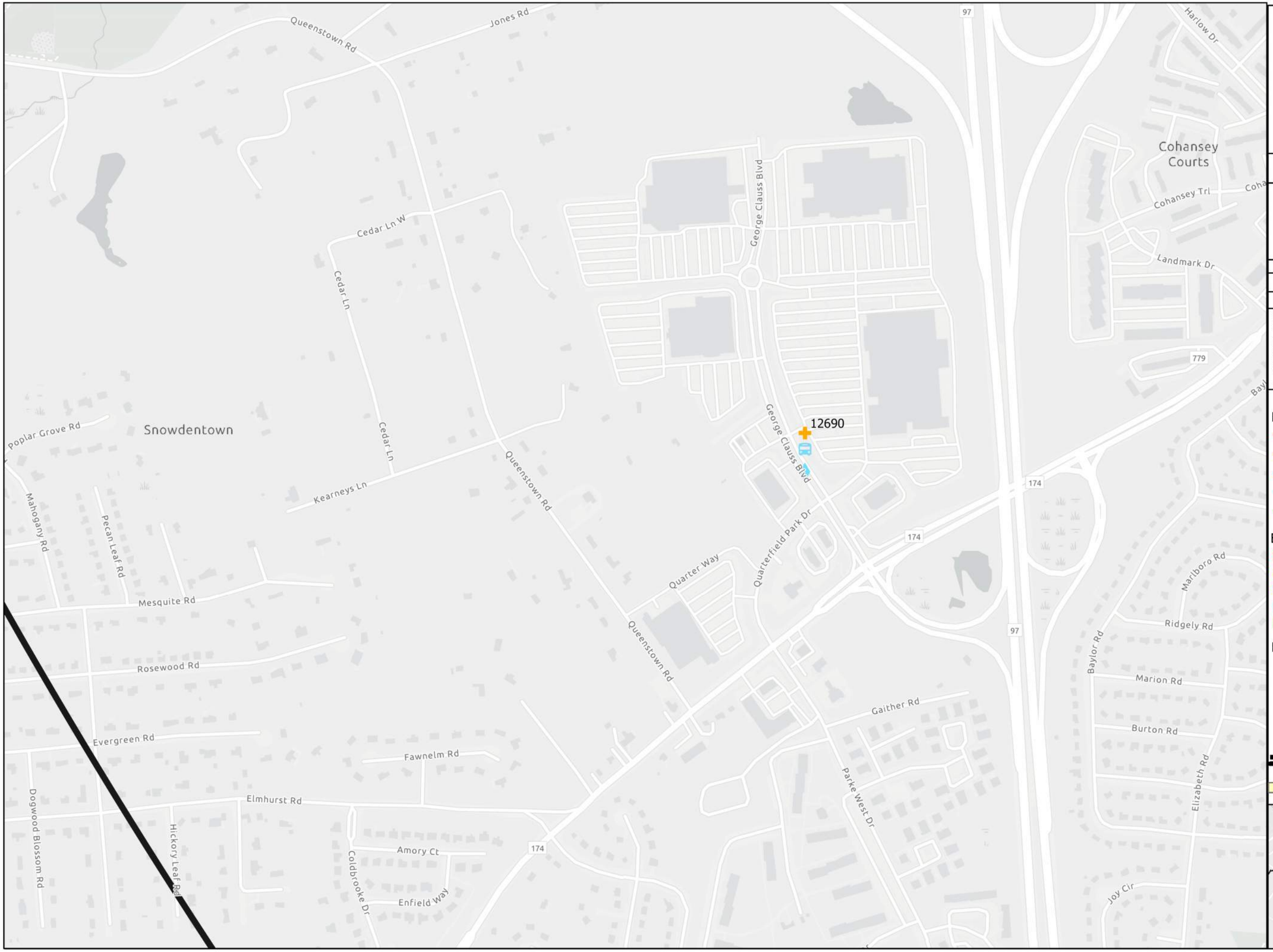
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-18

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

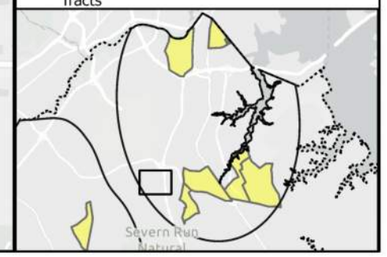
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

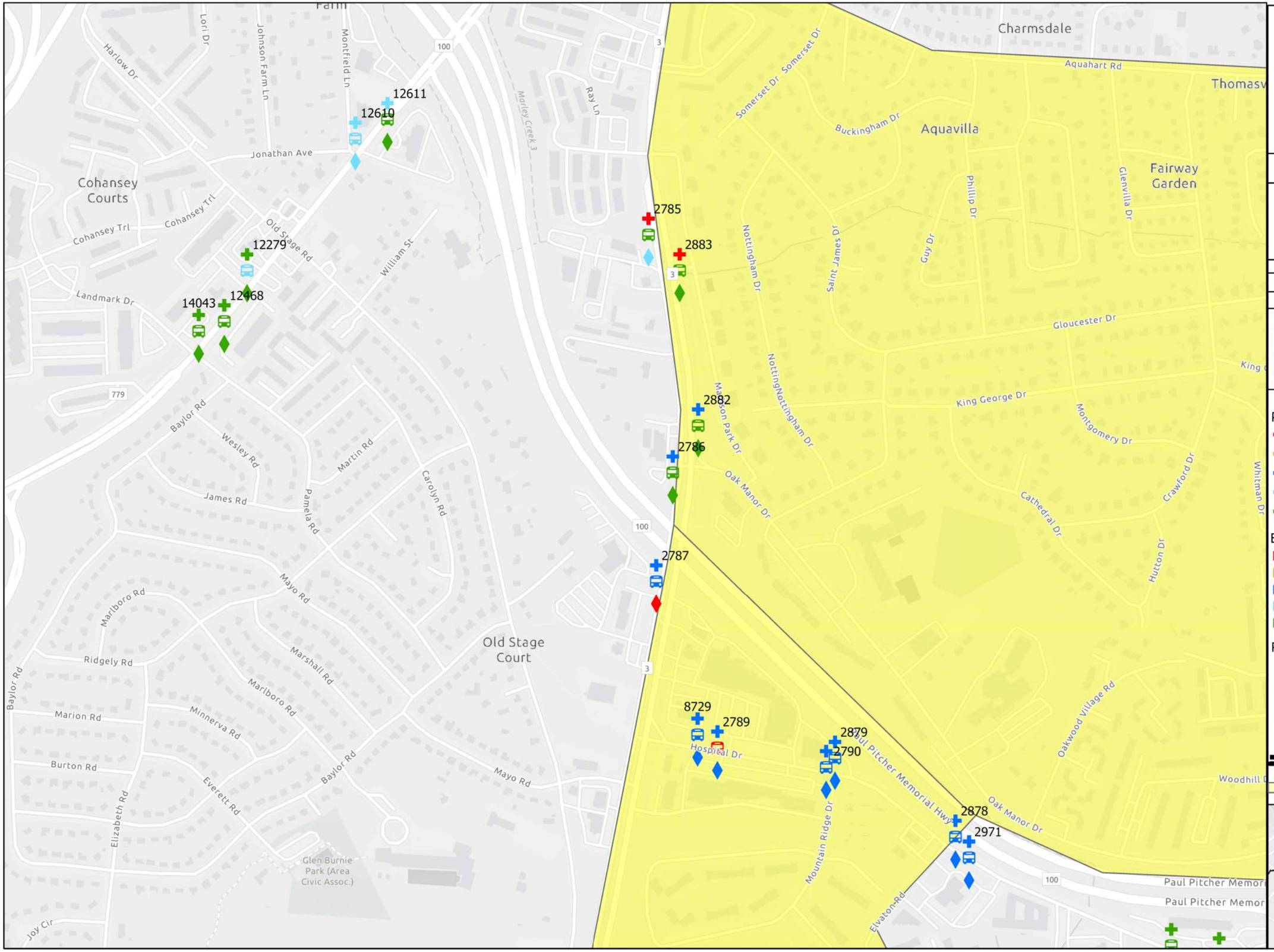
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-19

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

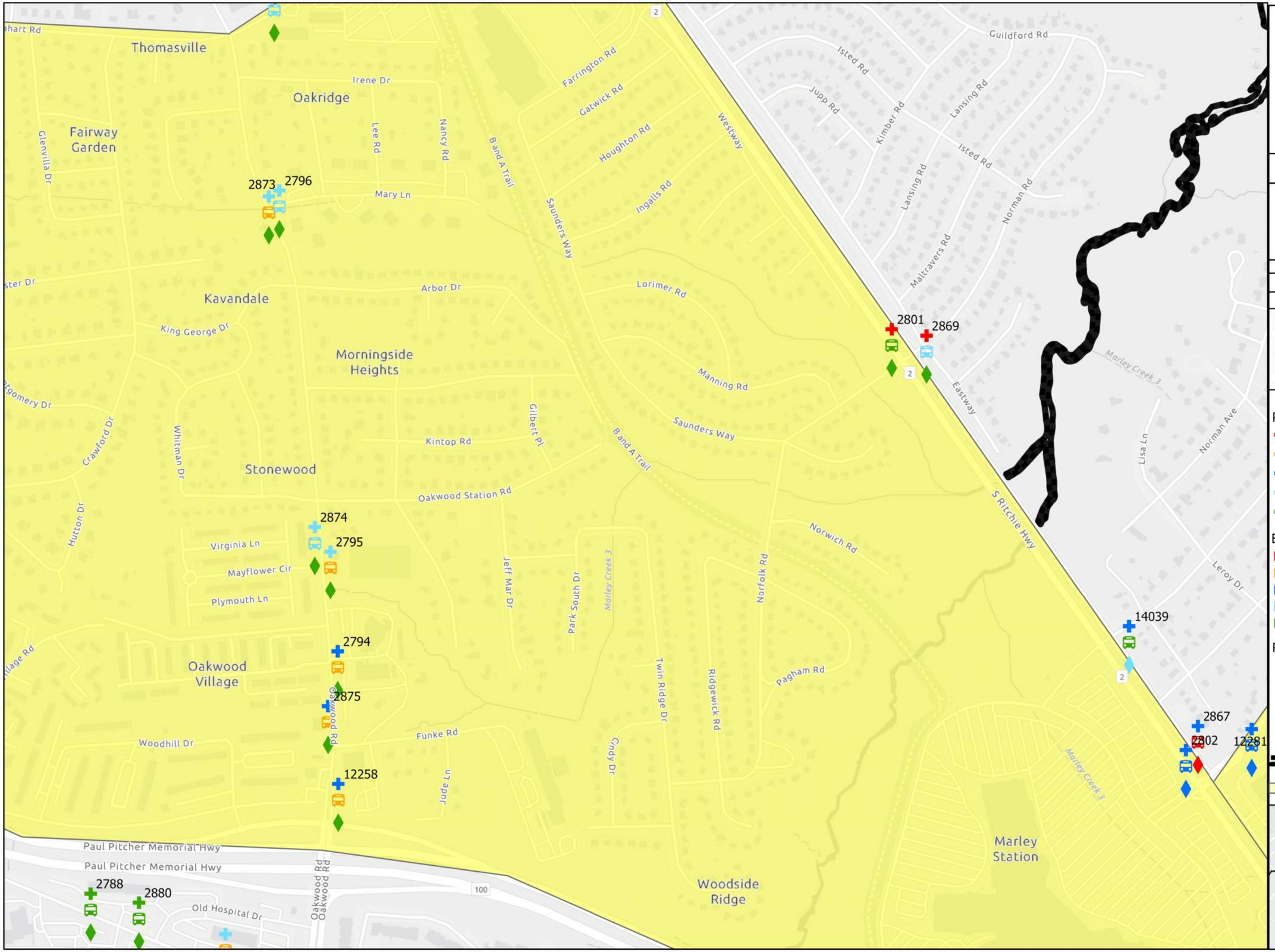
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-20

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

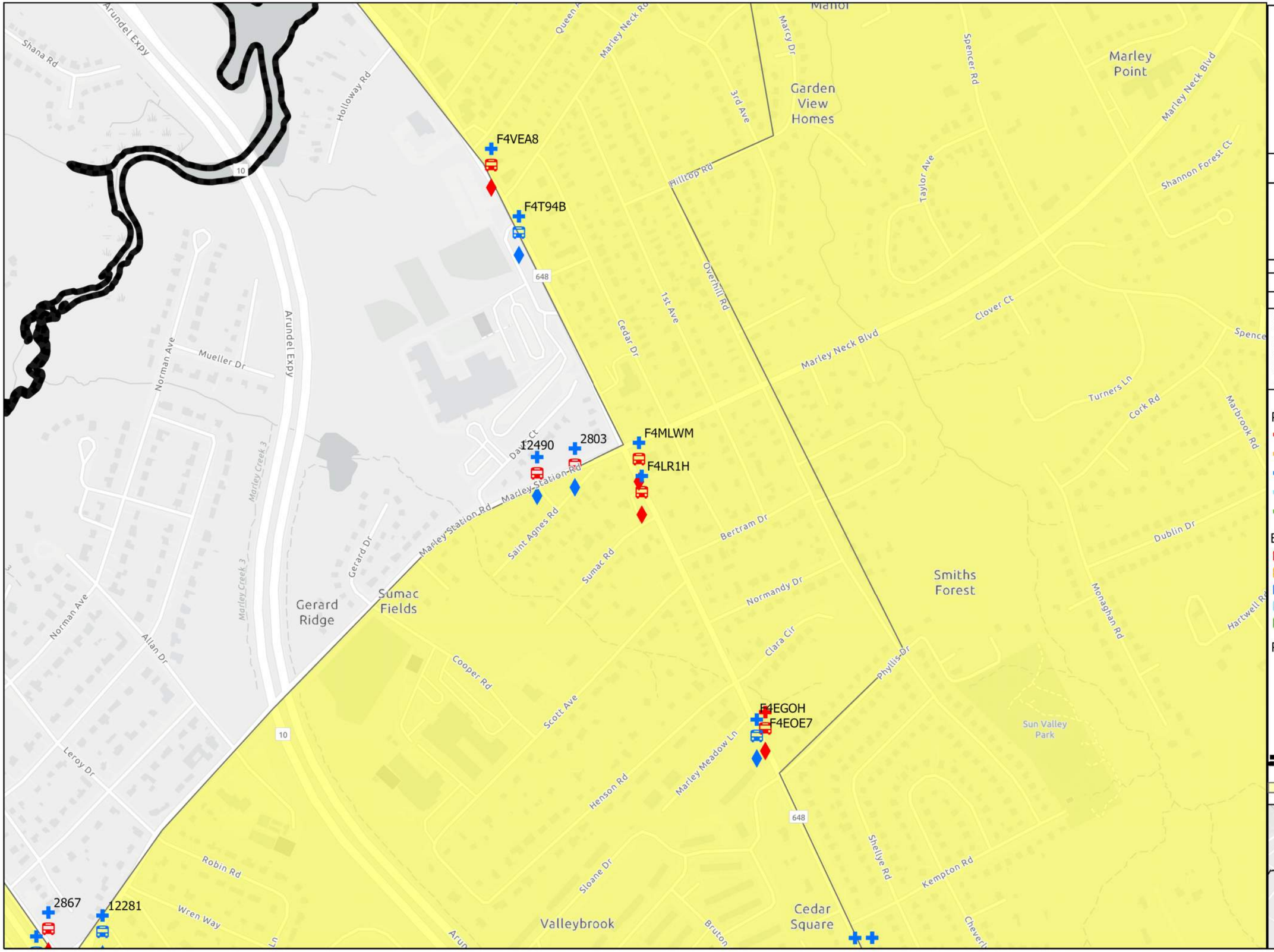
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-21

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

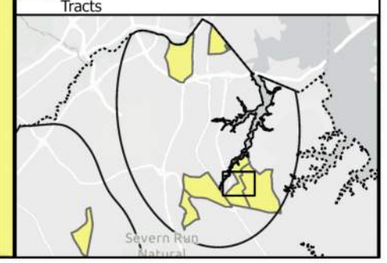
Legend

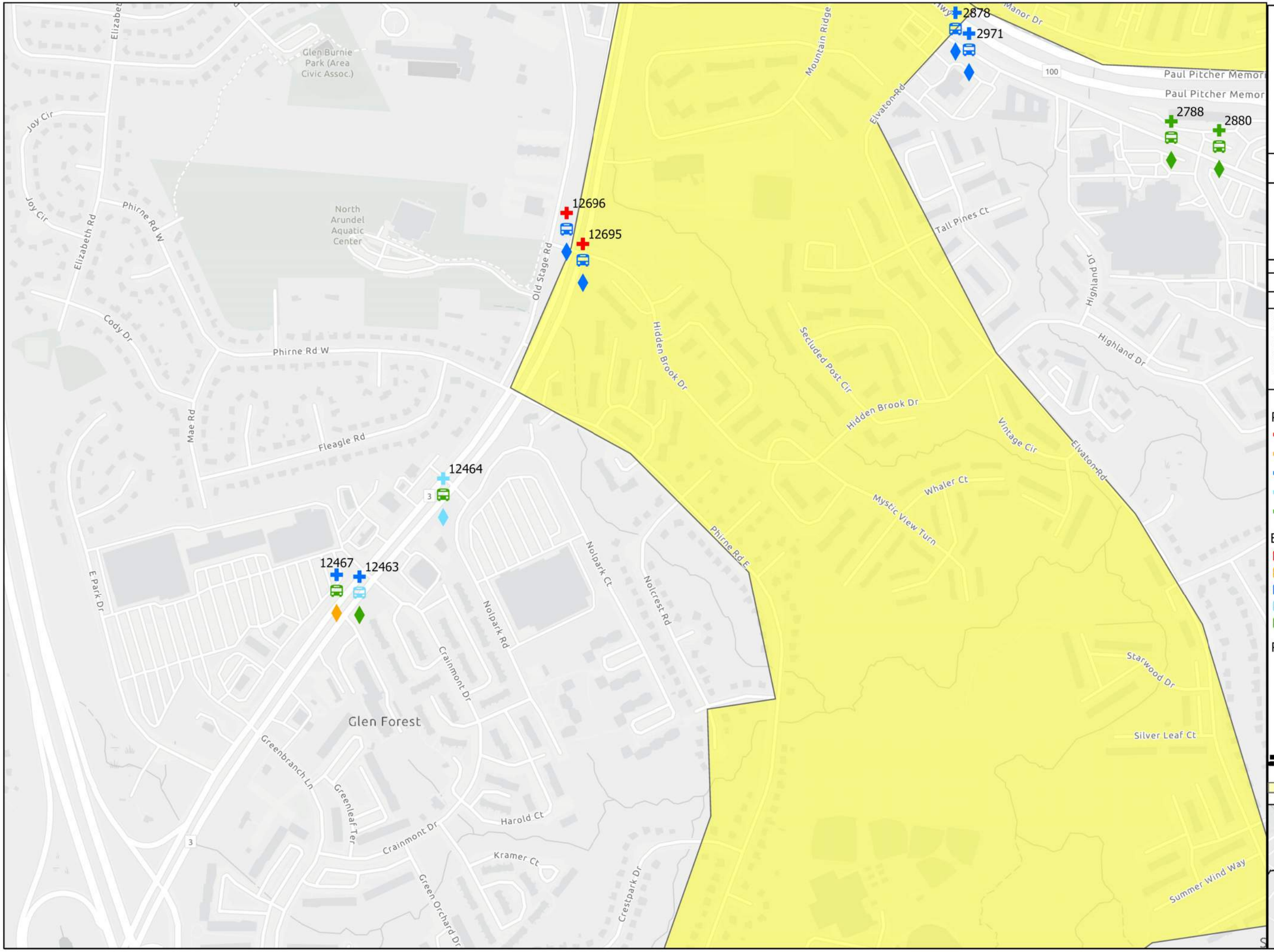
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N
1:7,000

Appendix D | Sheet D-22

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

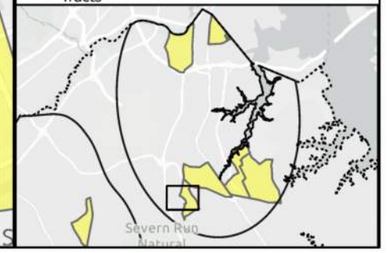
Legend

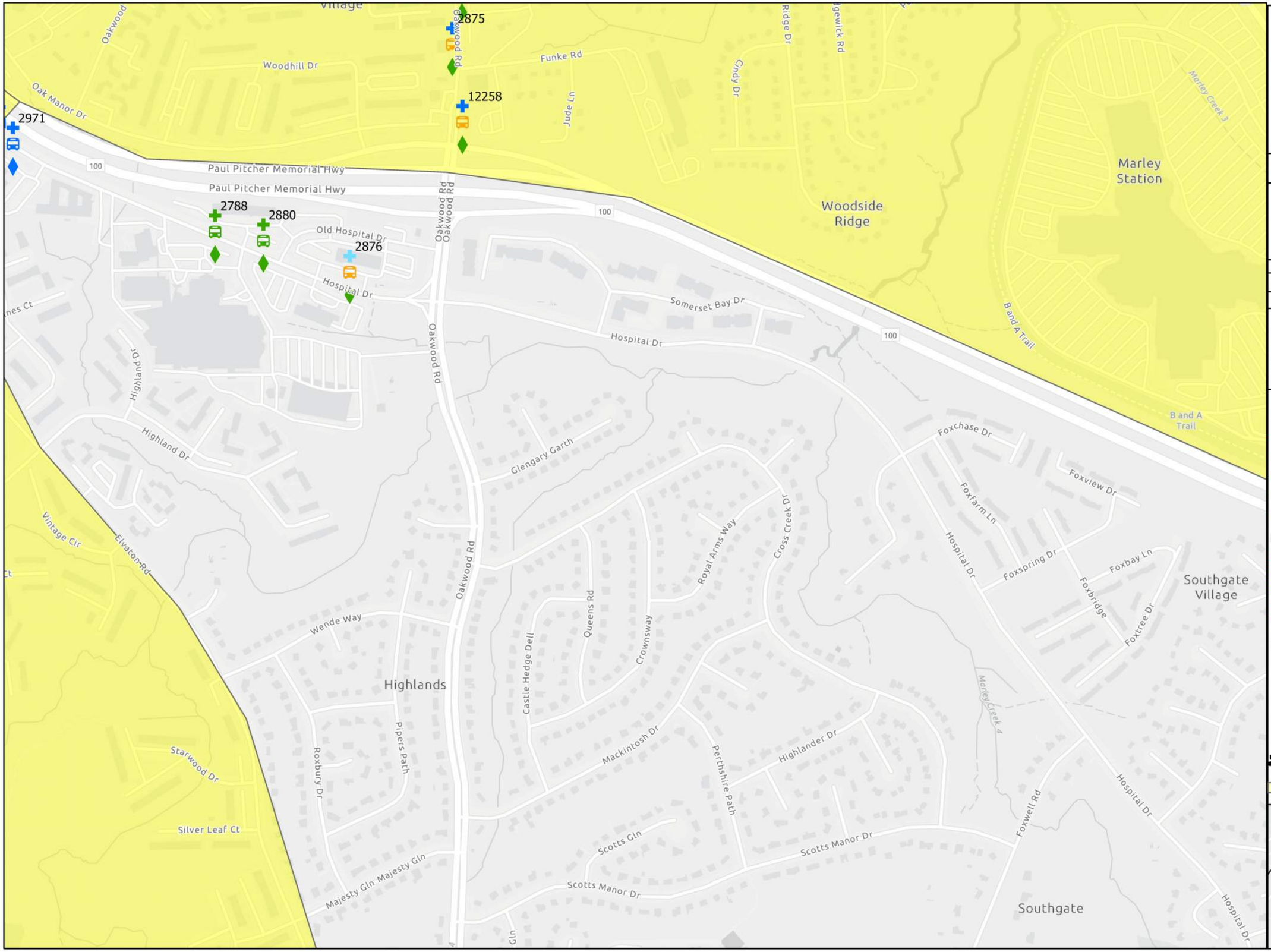
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-23

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

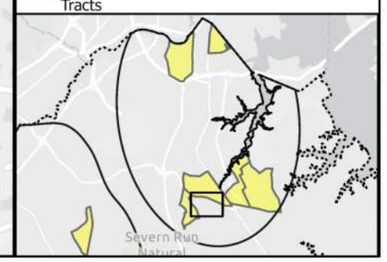
Legend

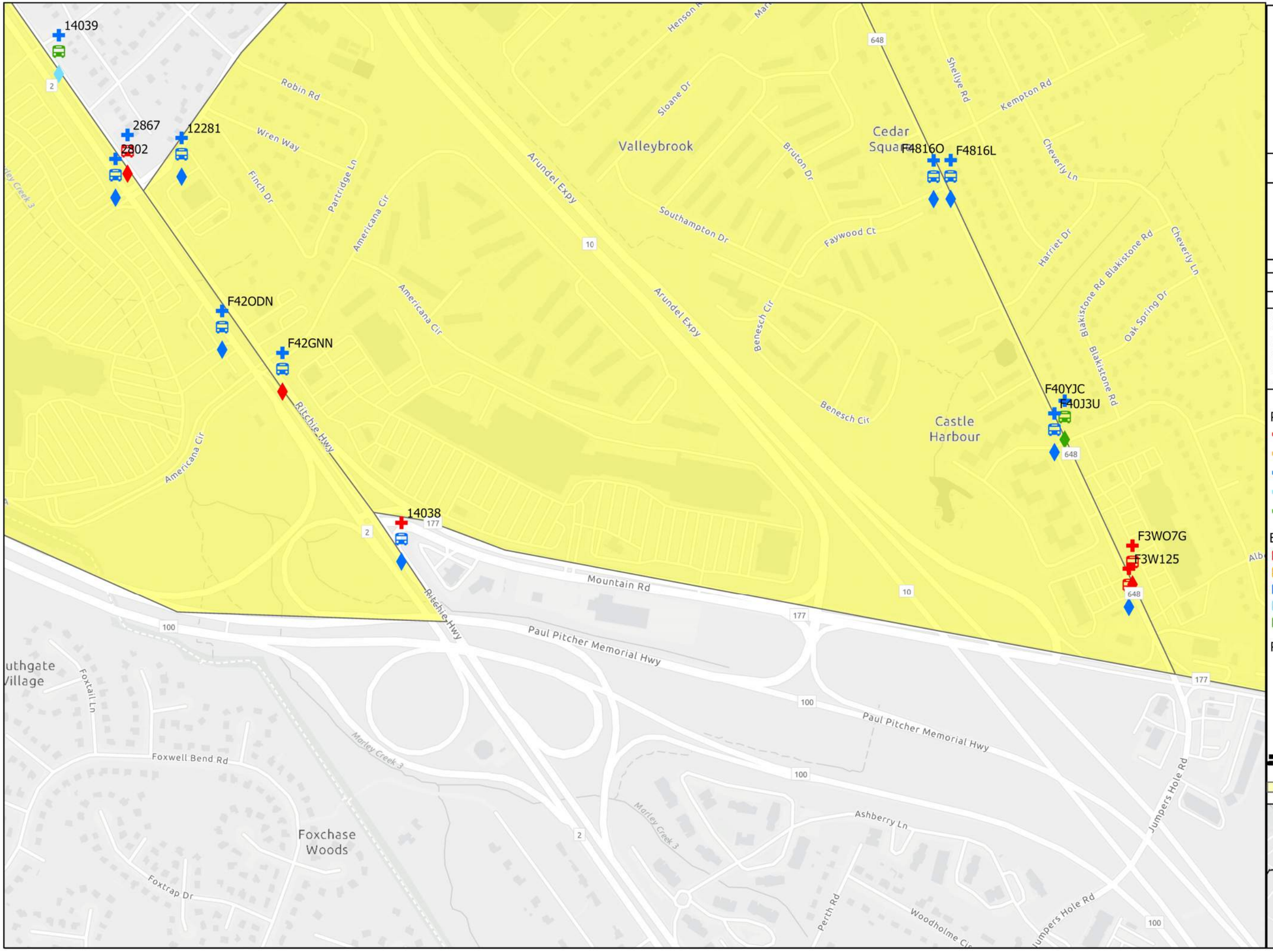
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

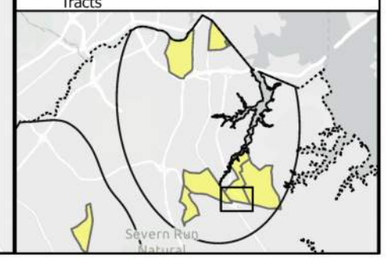
Legend

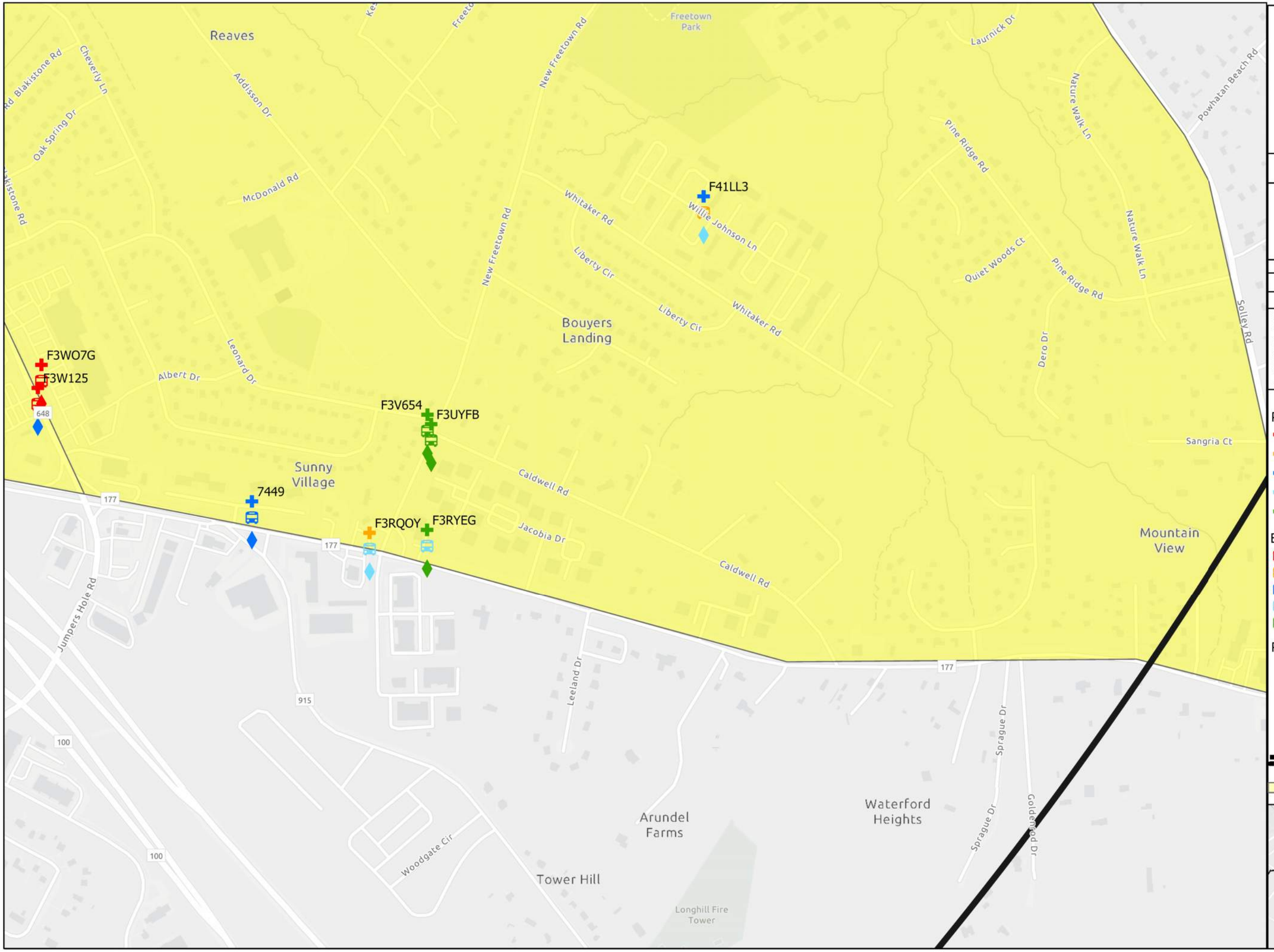
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-25

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

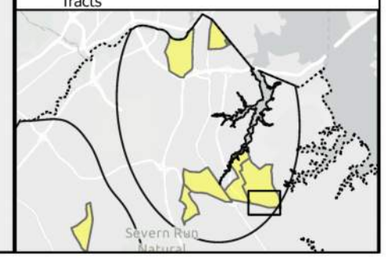
Legend

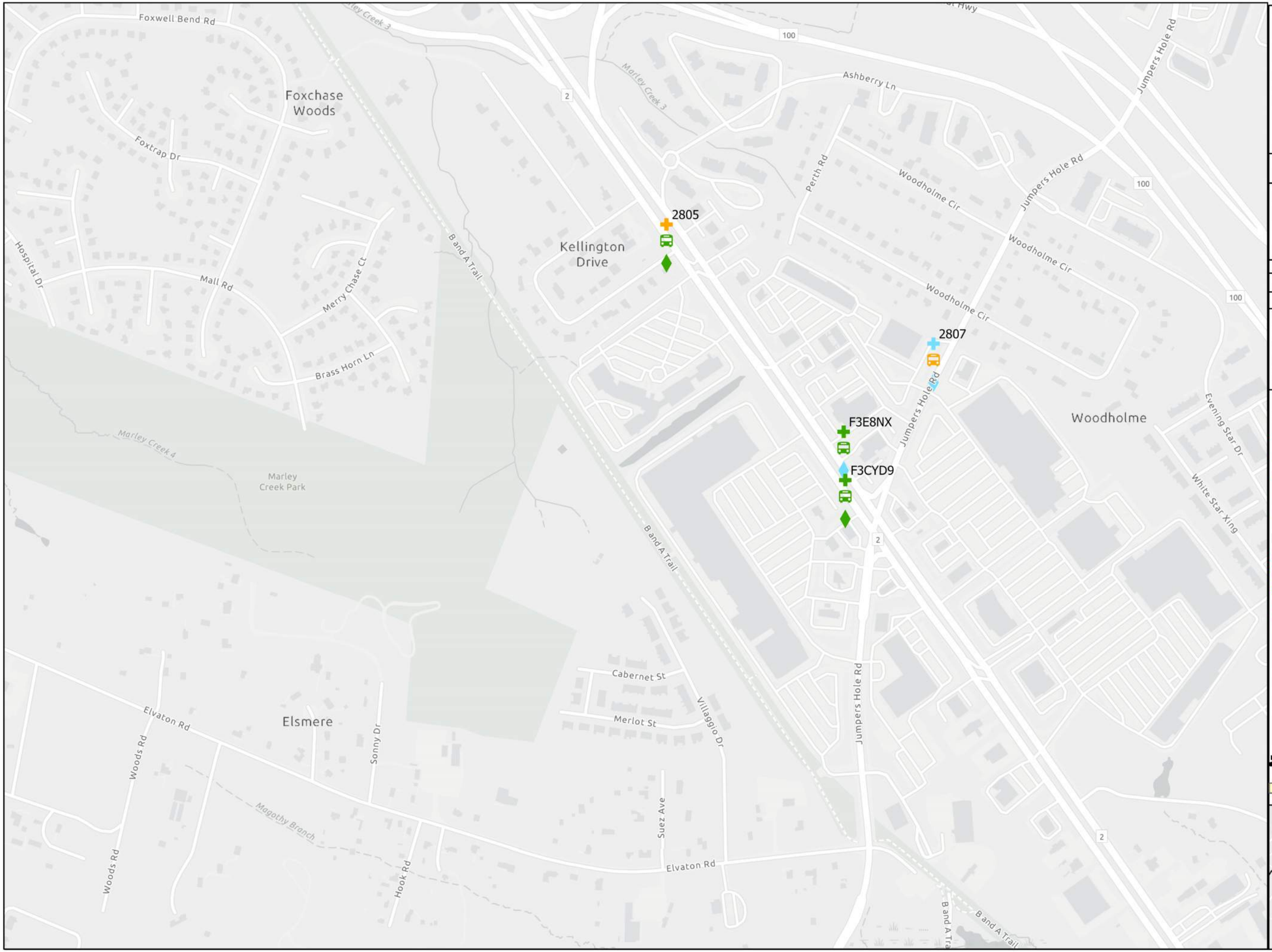
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-26

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

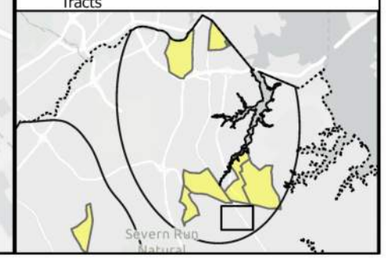
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

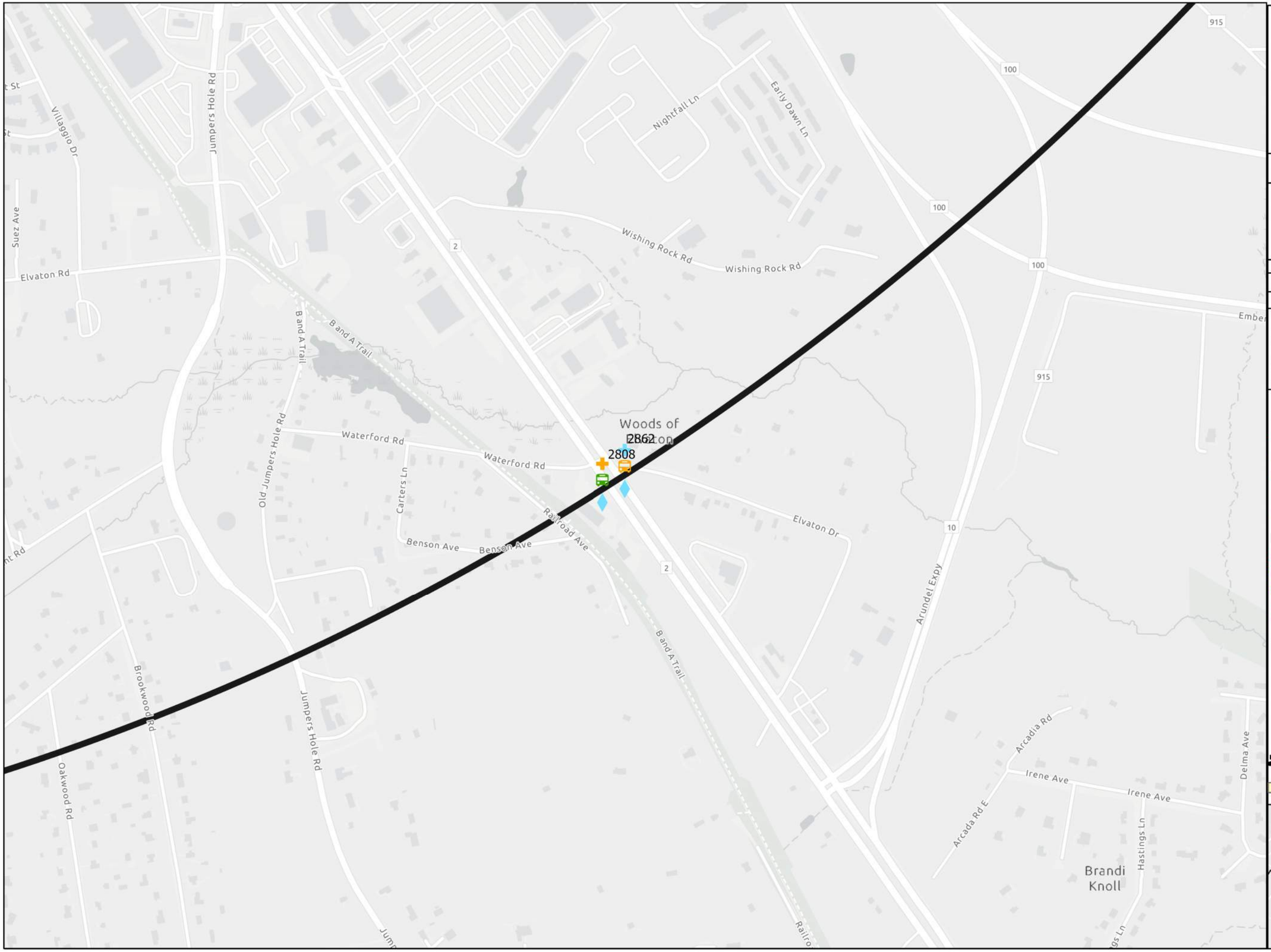
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Glen Burnie/ Brooklyn Park
Study Area
January, 2026

N

1:7,000

Appendix D | Sheet D-27

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

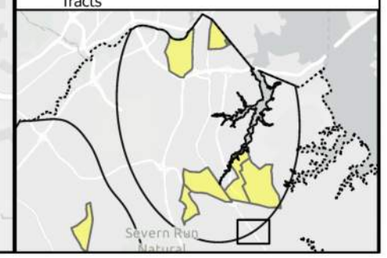
Legend

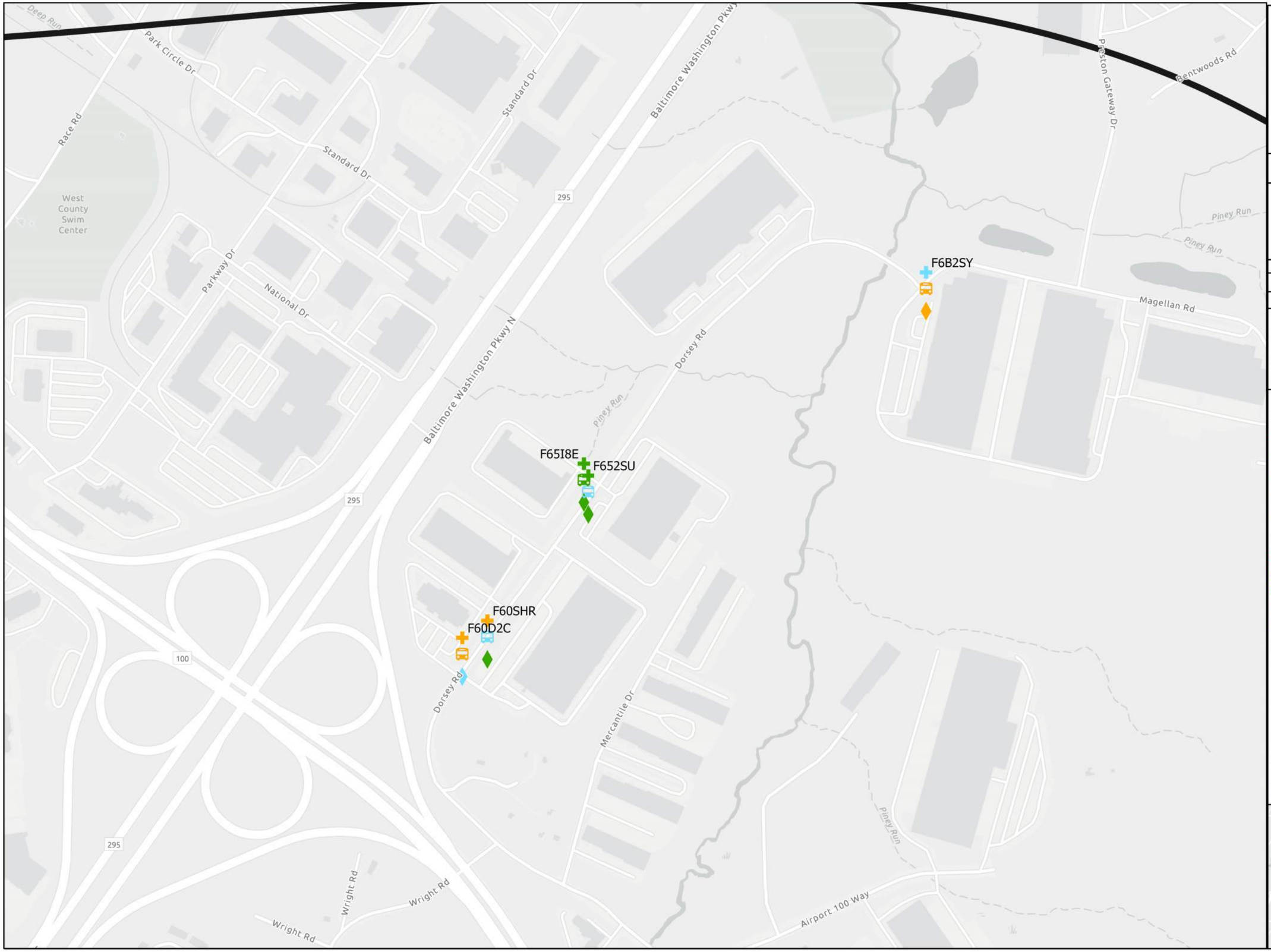
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-28

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

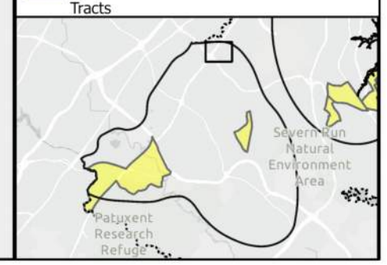
Legend

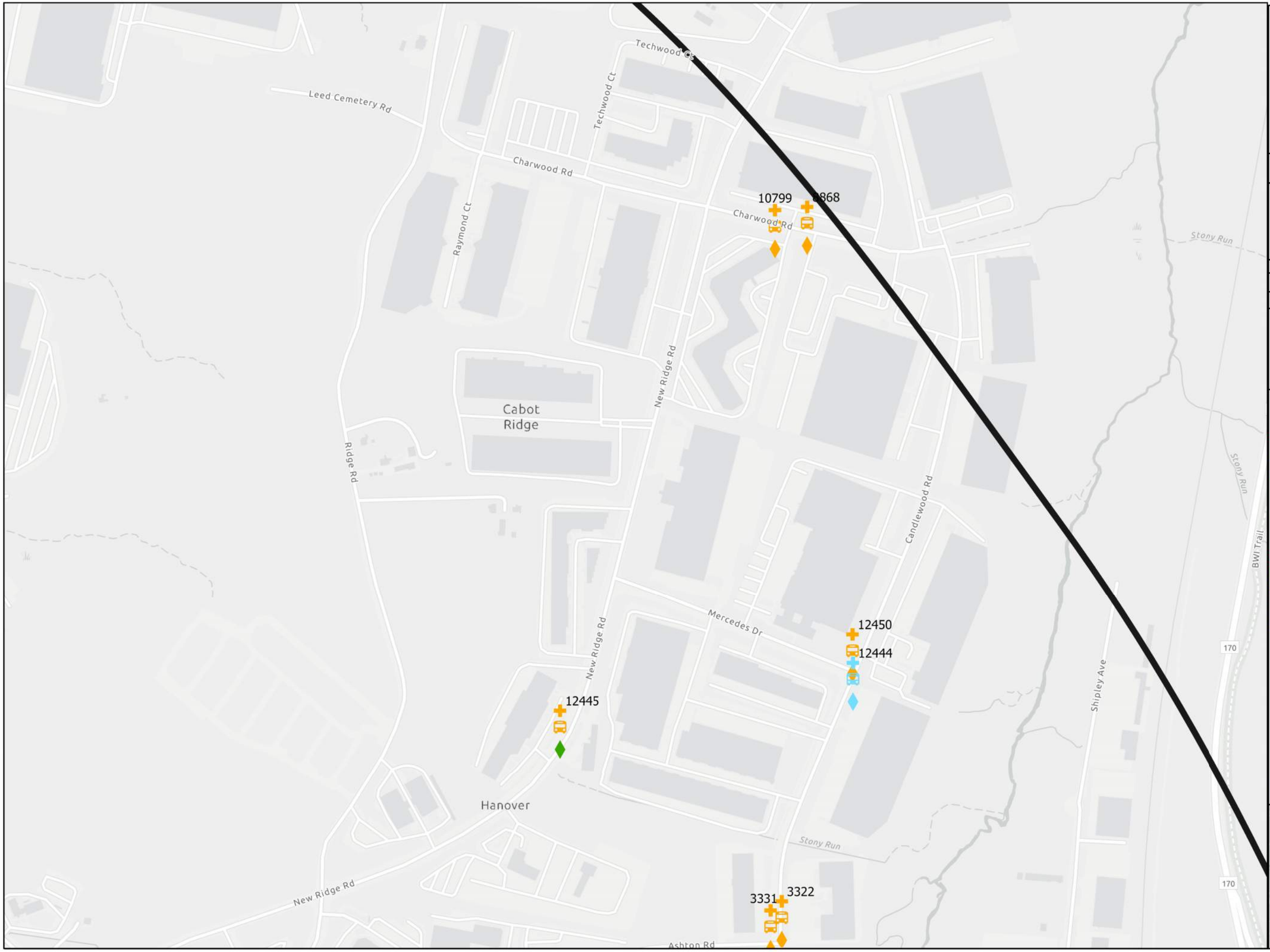
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-29

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

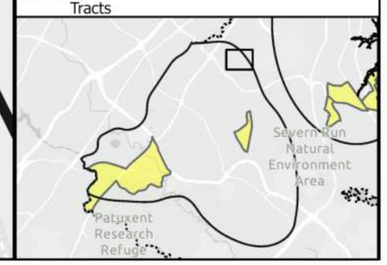
Legend

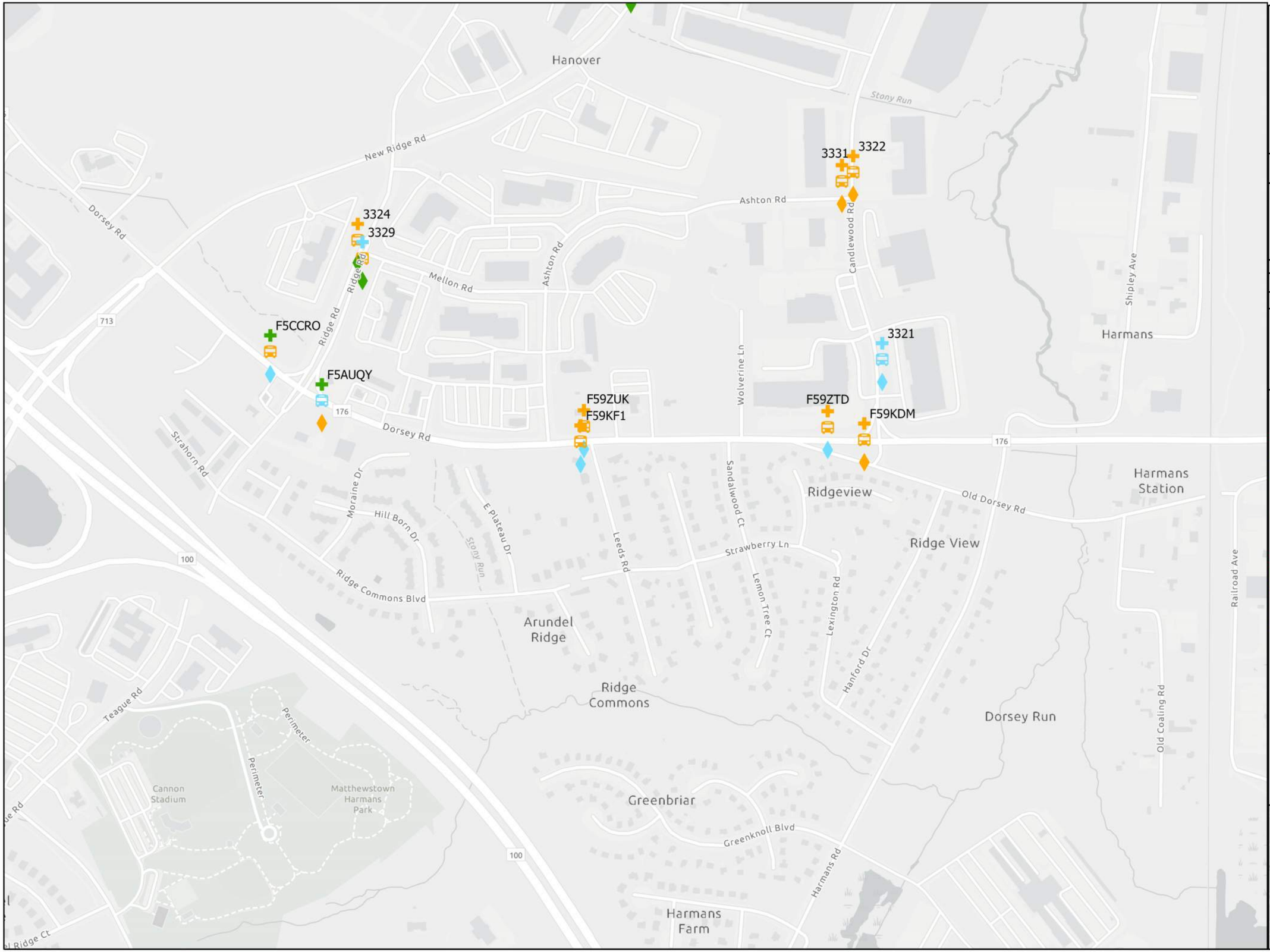
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

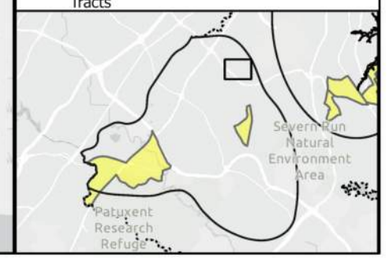
Legend

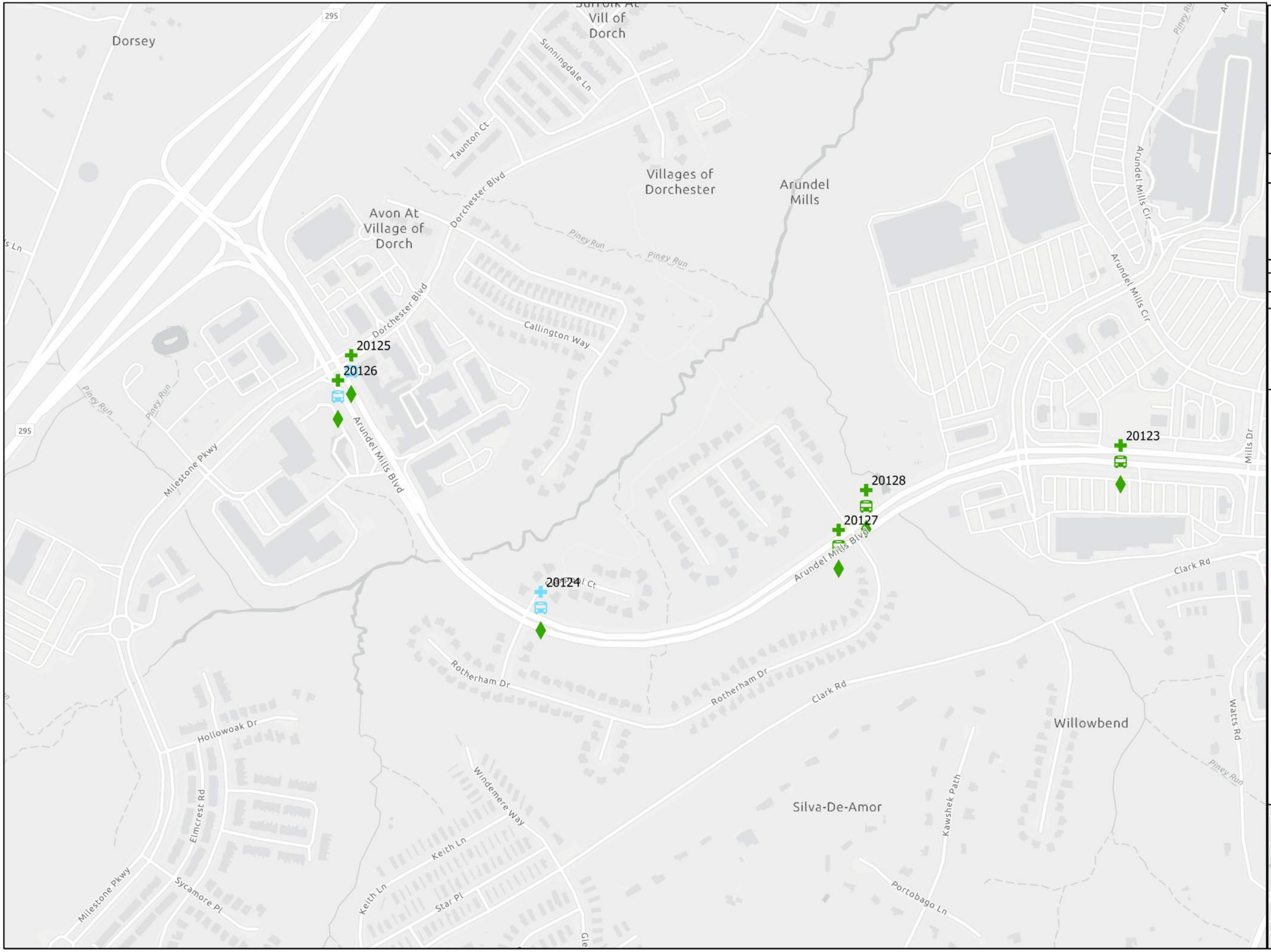
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-31

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

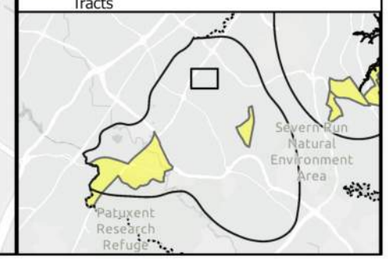
Legend

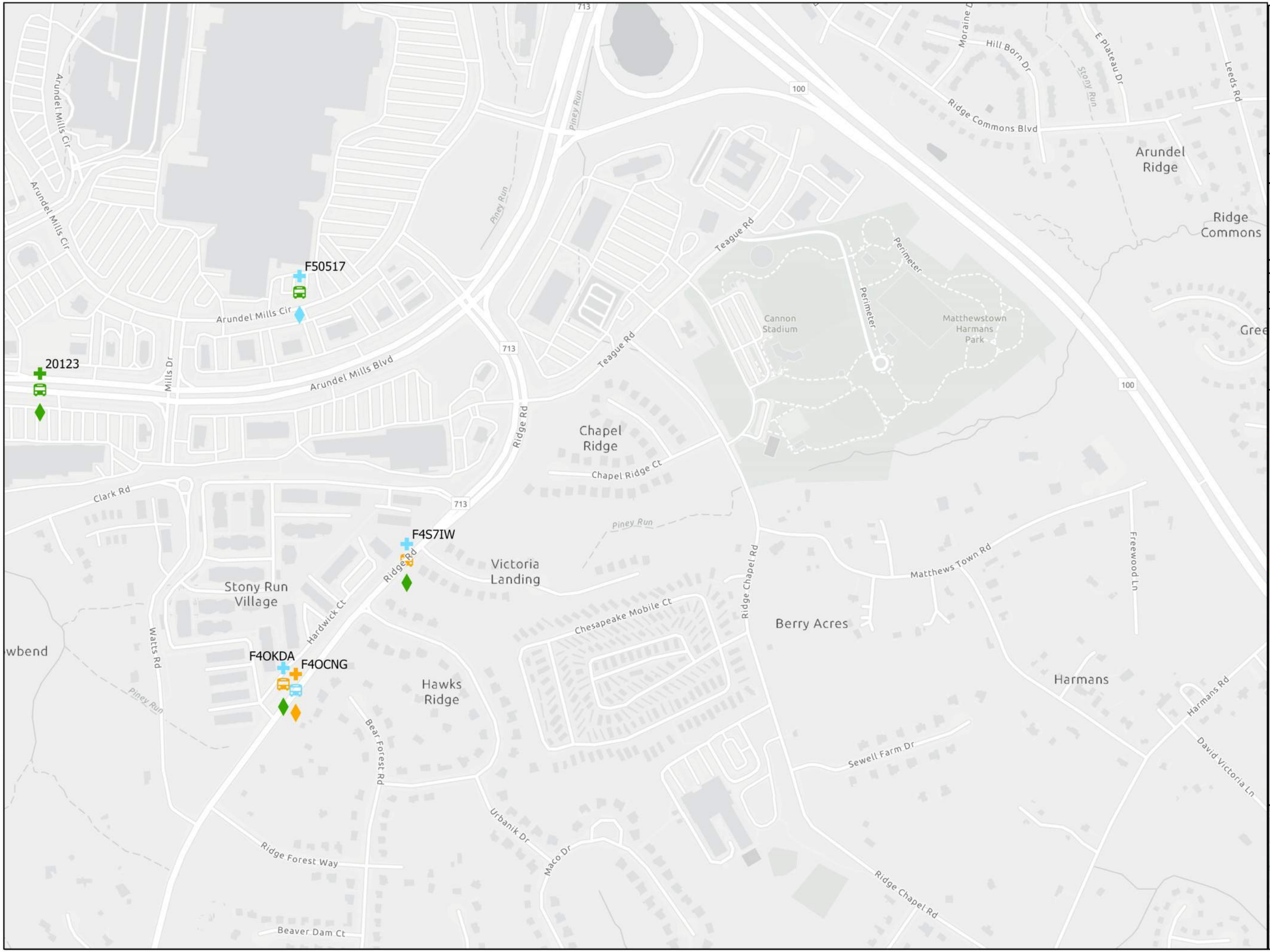
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

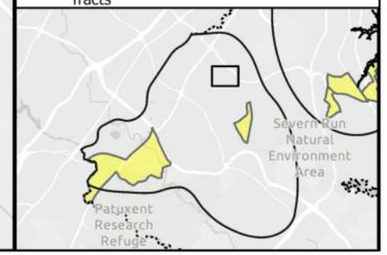
Legend

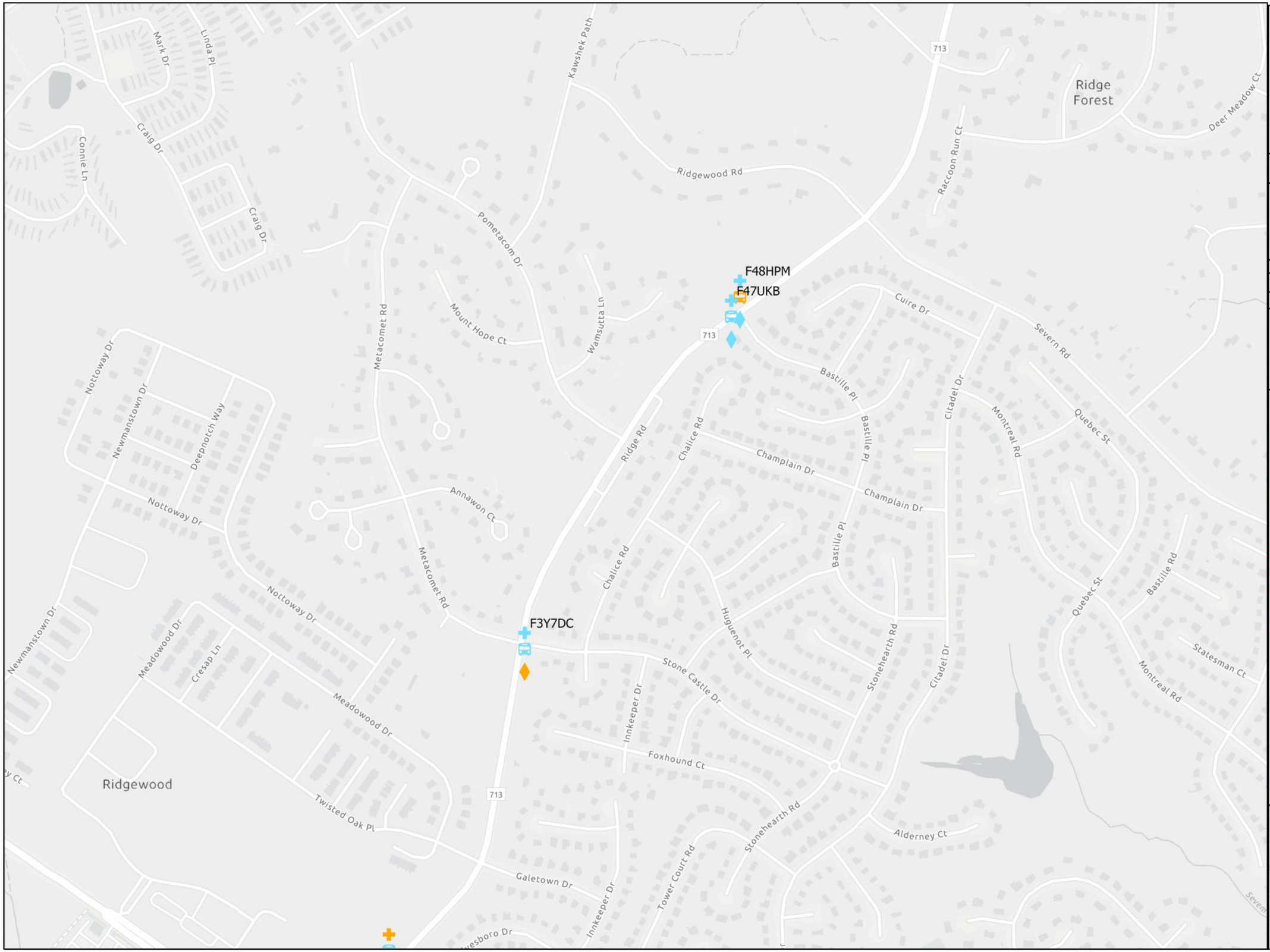
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-33

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

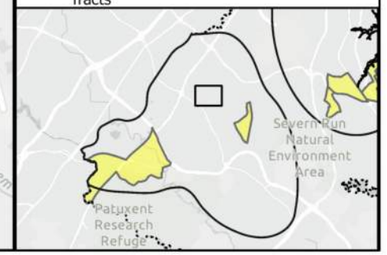
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

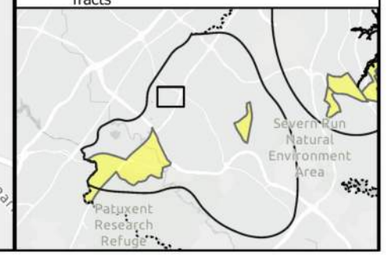
Legend

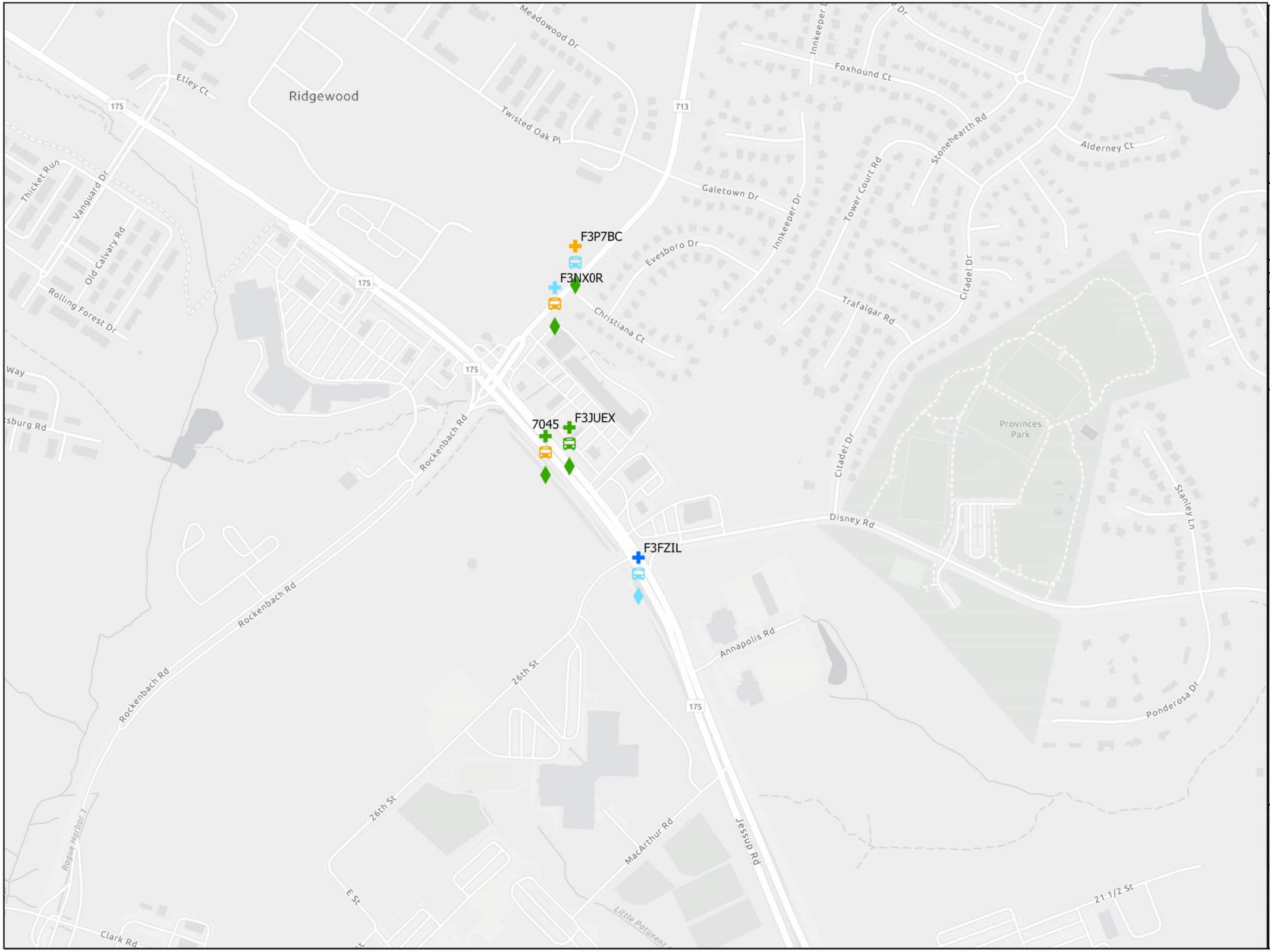
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-35

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

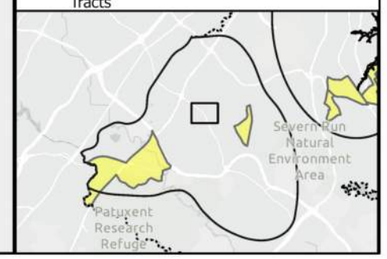
Legend

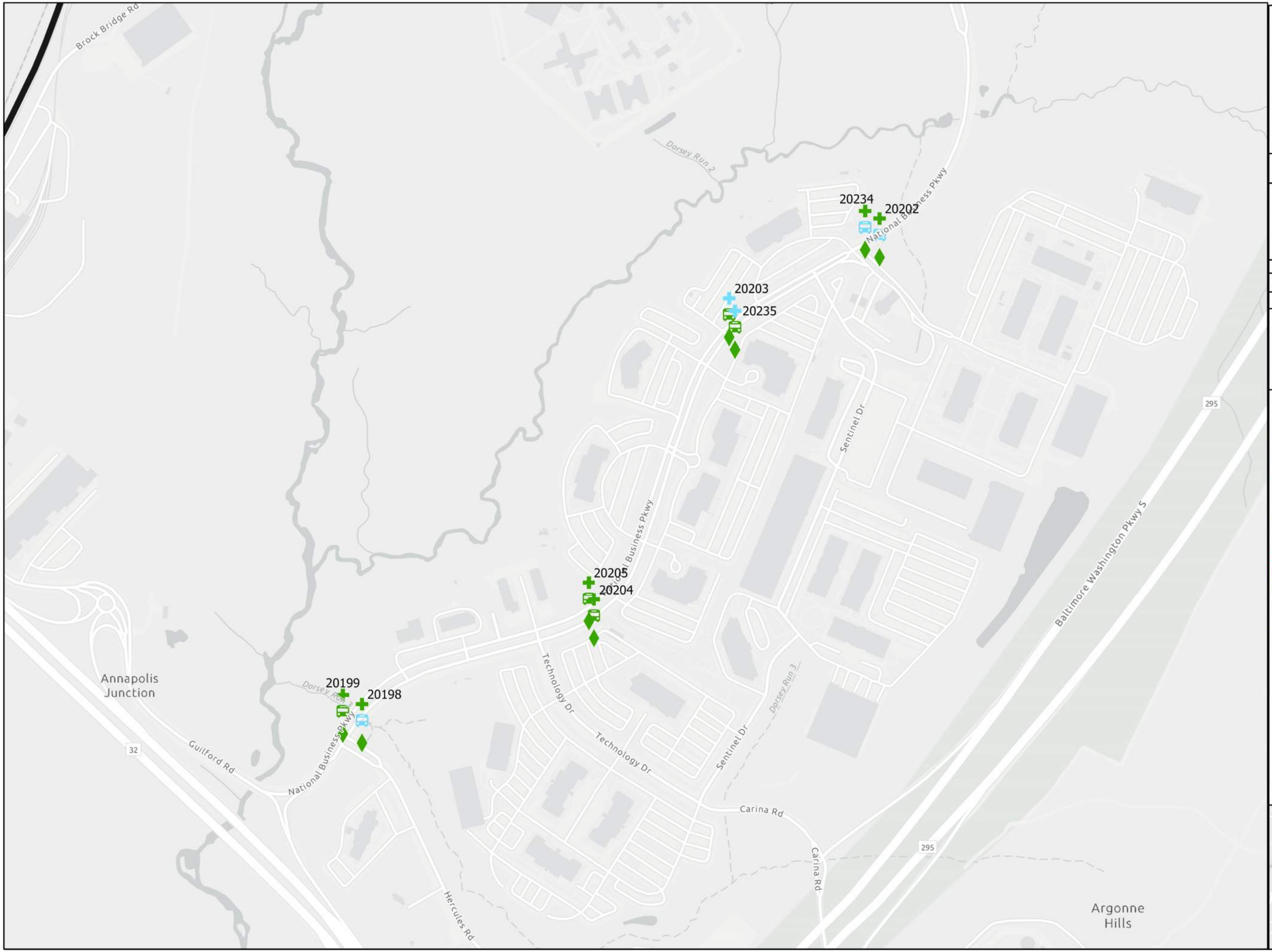
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

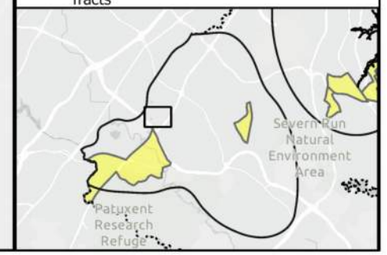
Legend

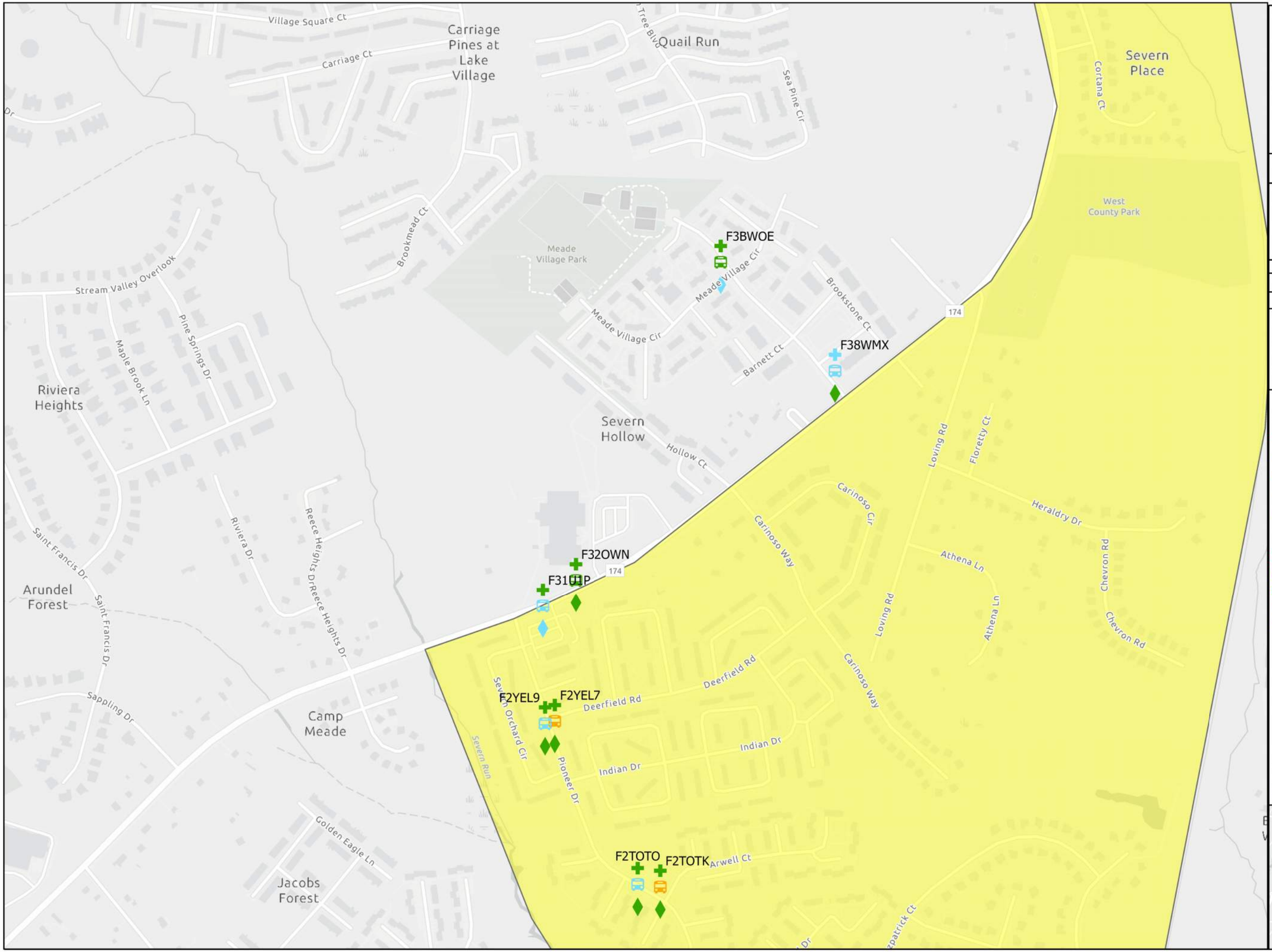
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-37

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

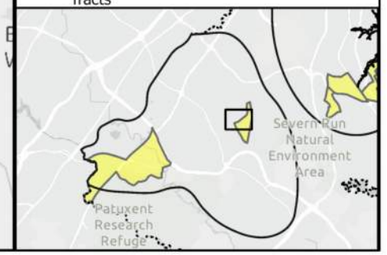
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

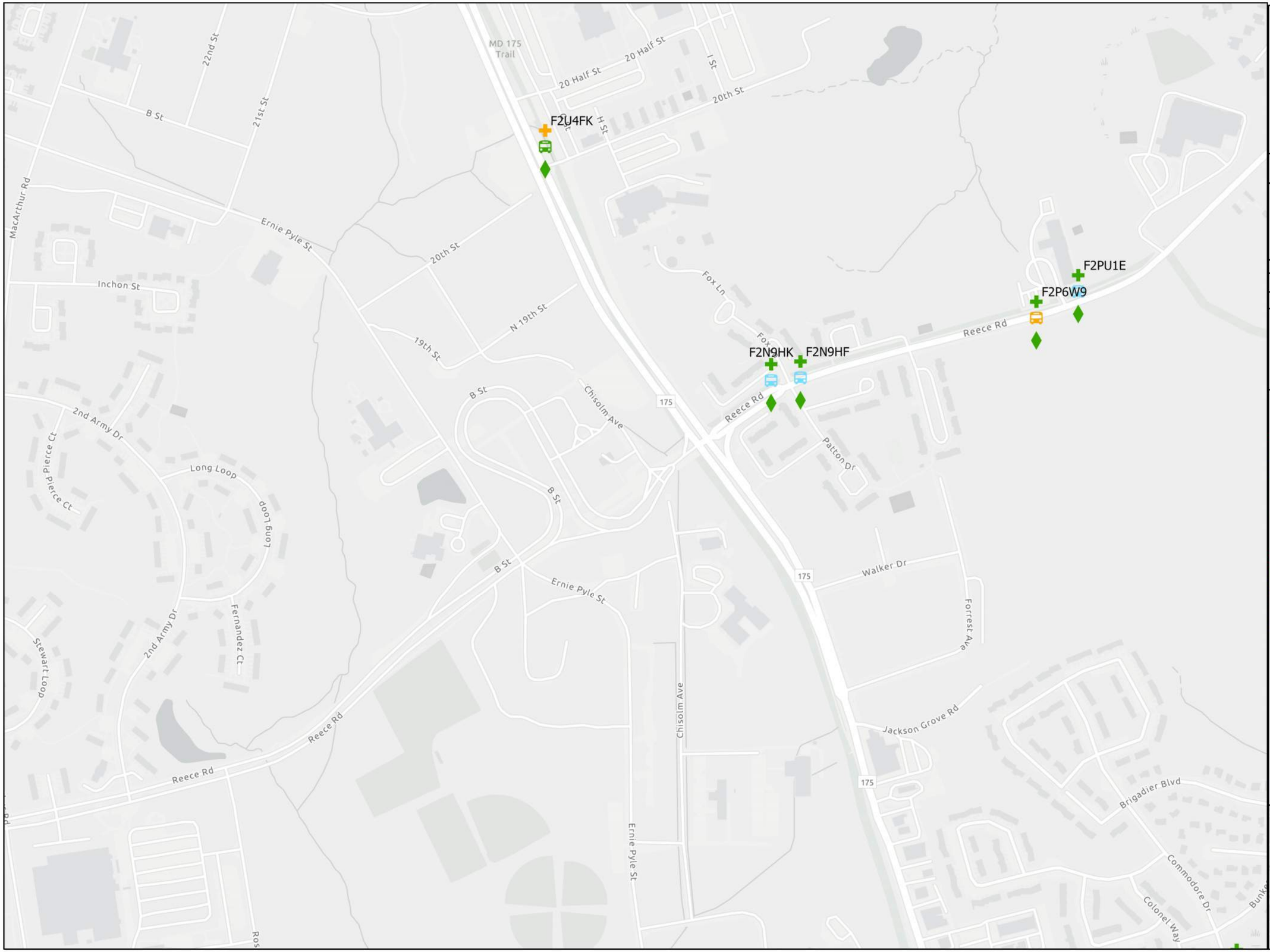
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-38

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

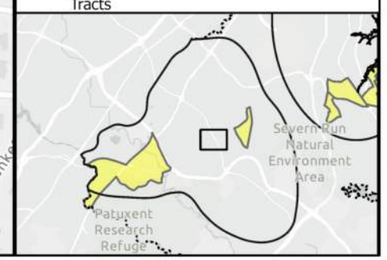
Legend

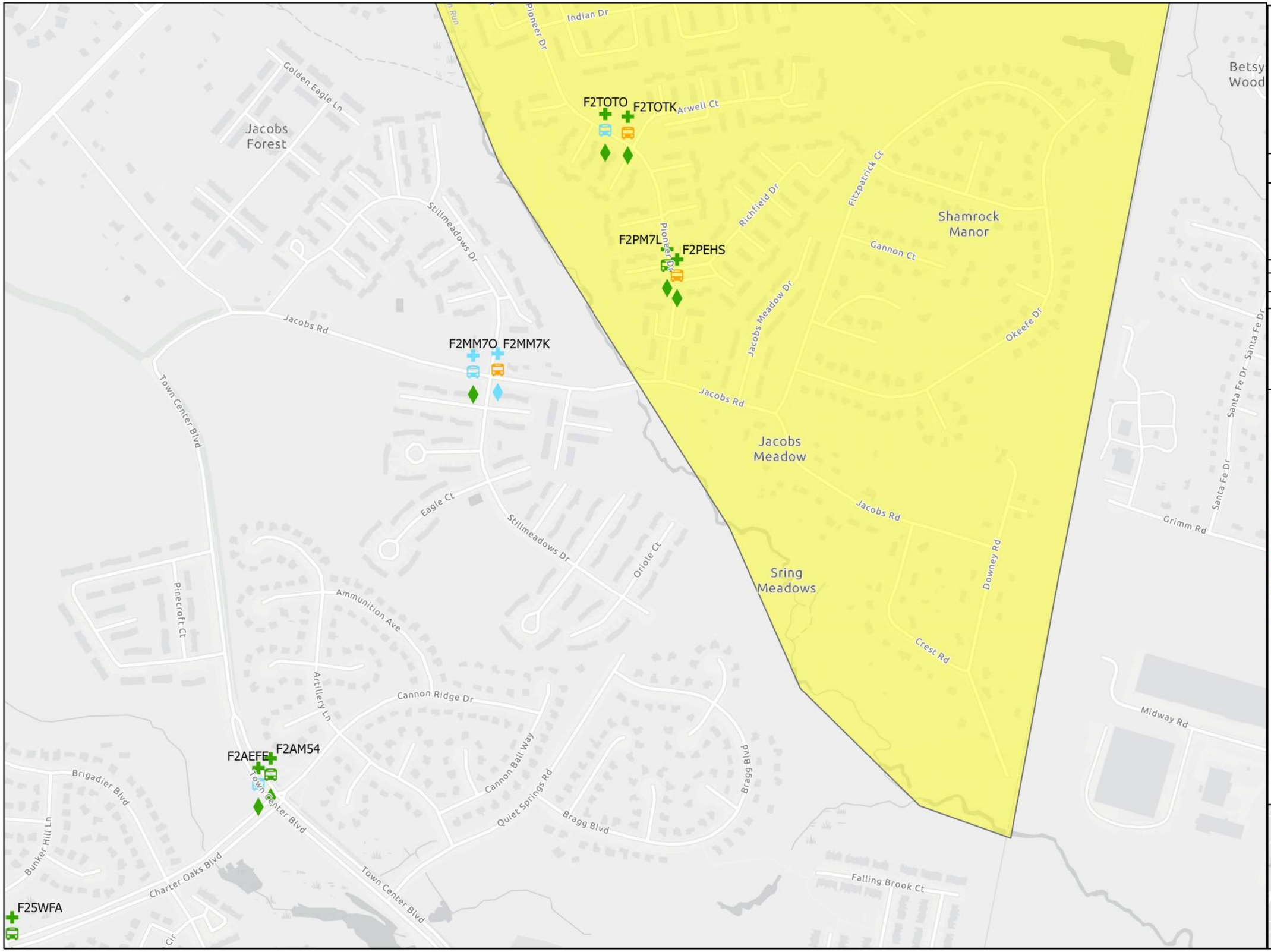
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-39

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

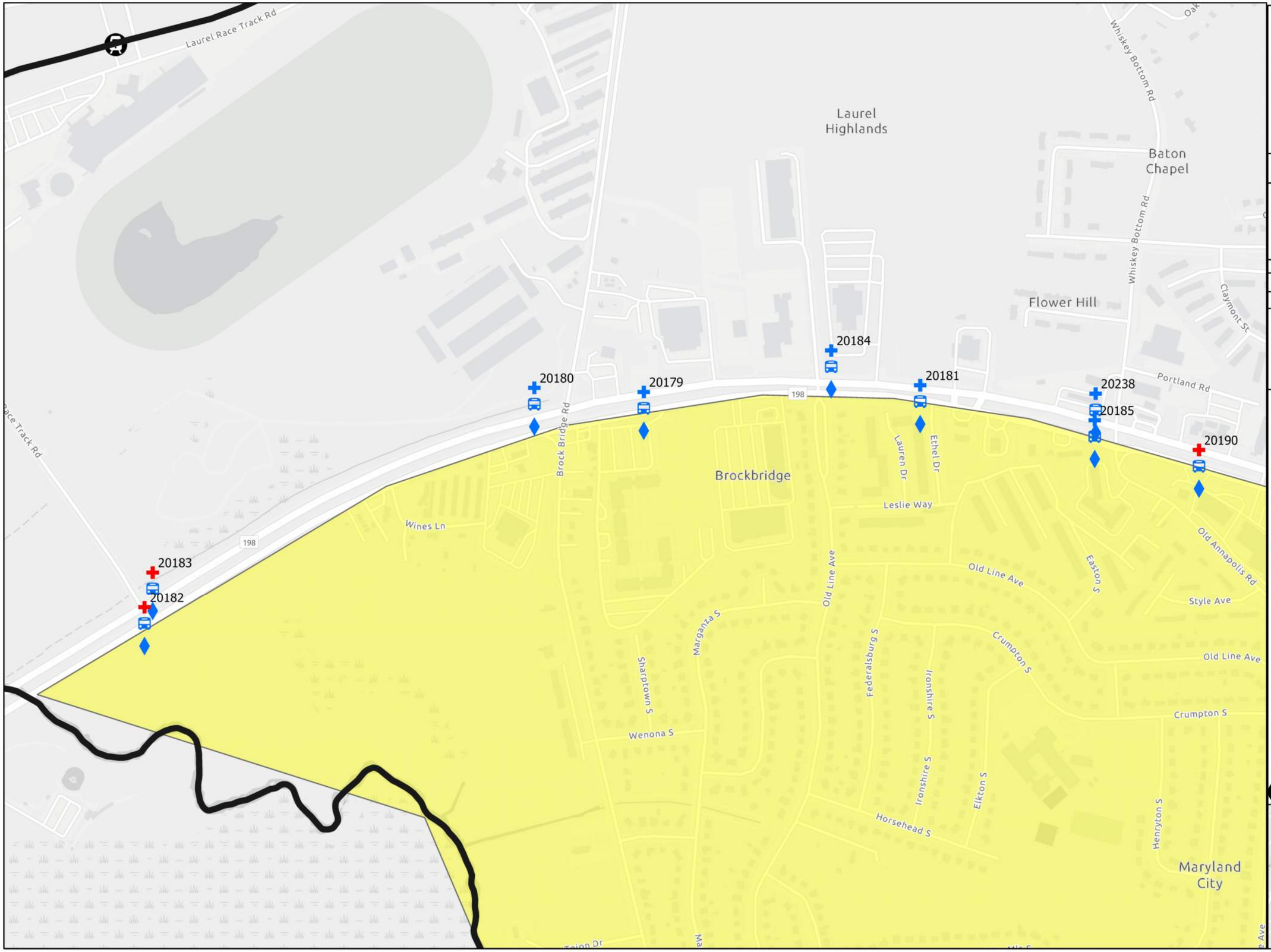
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

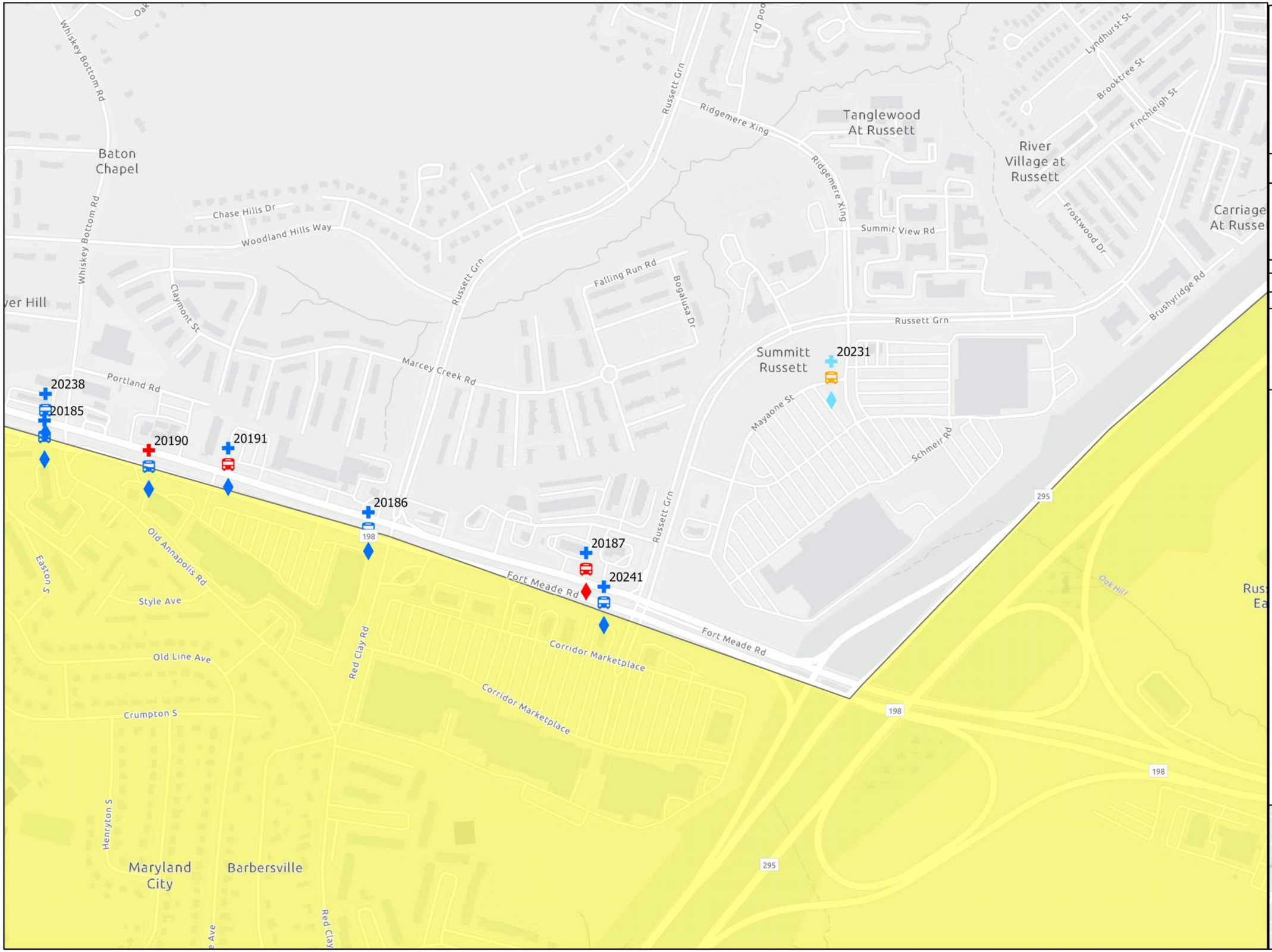
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts
- MARC Stations



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

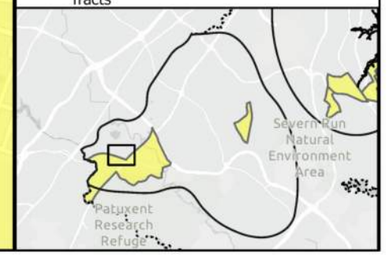
Legend

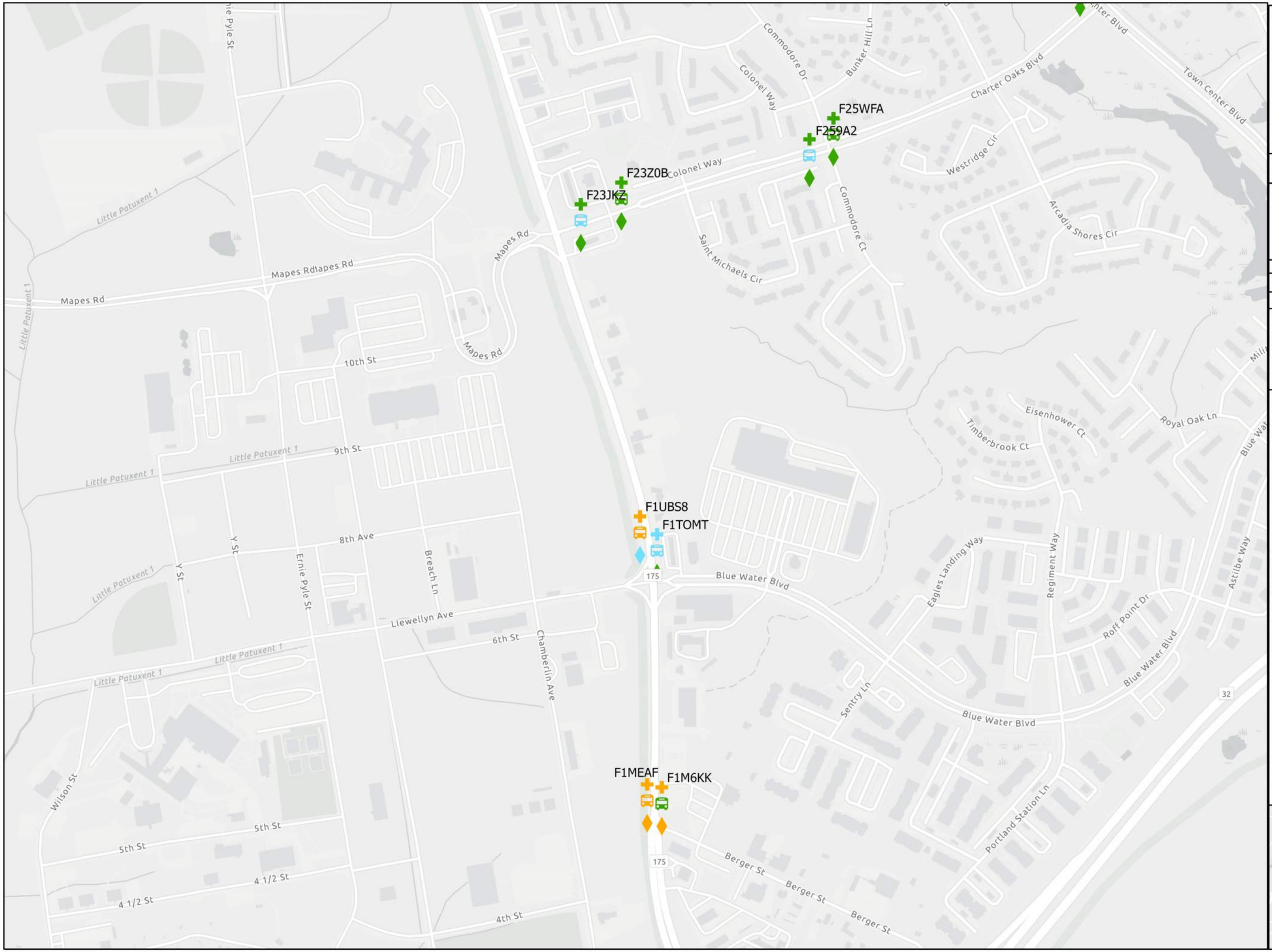
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

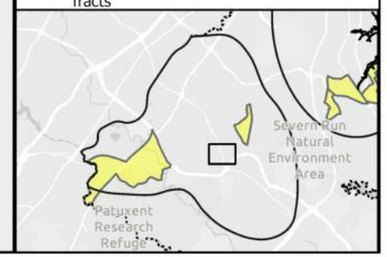
Legend

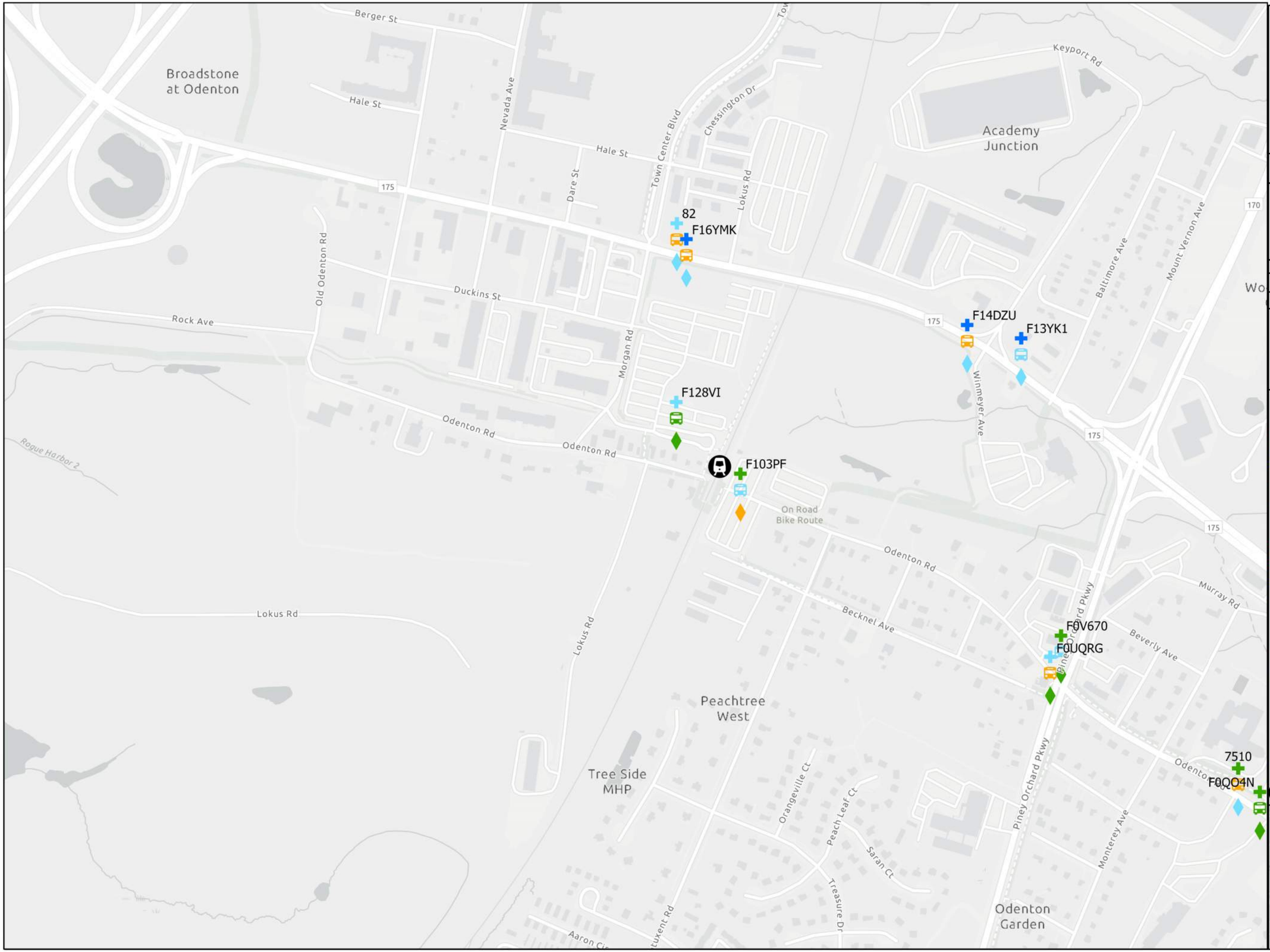
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-43

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

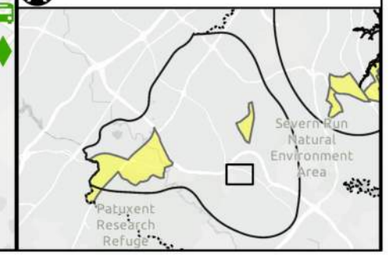
Legend

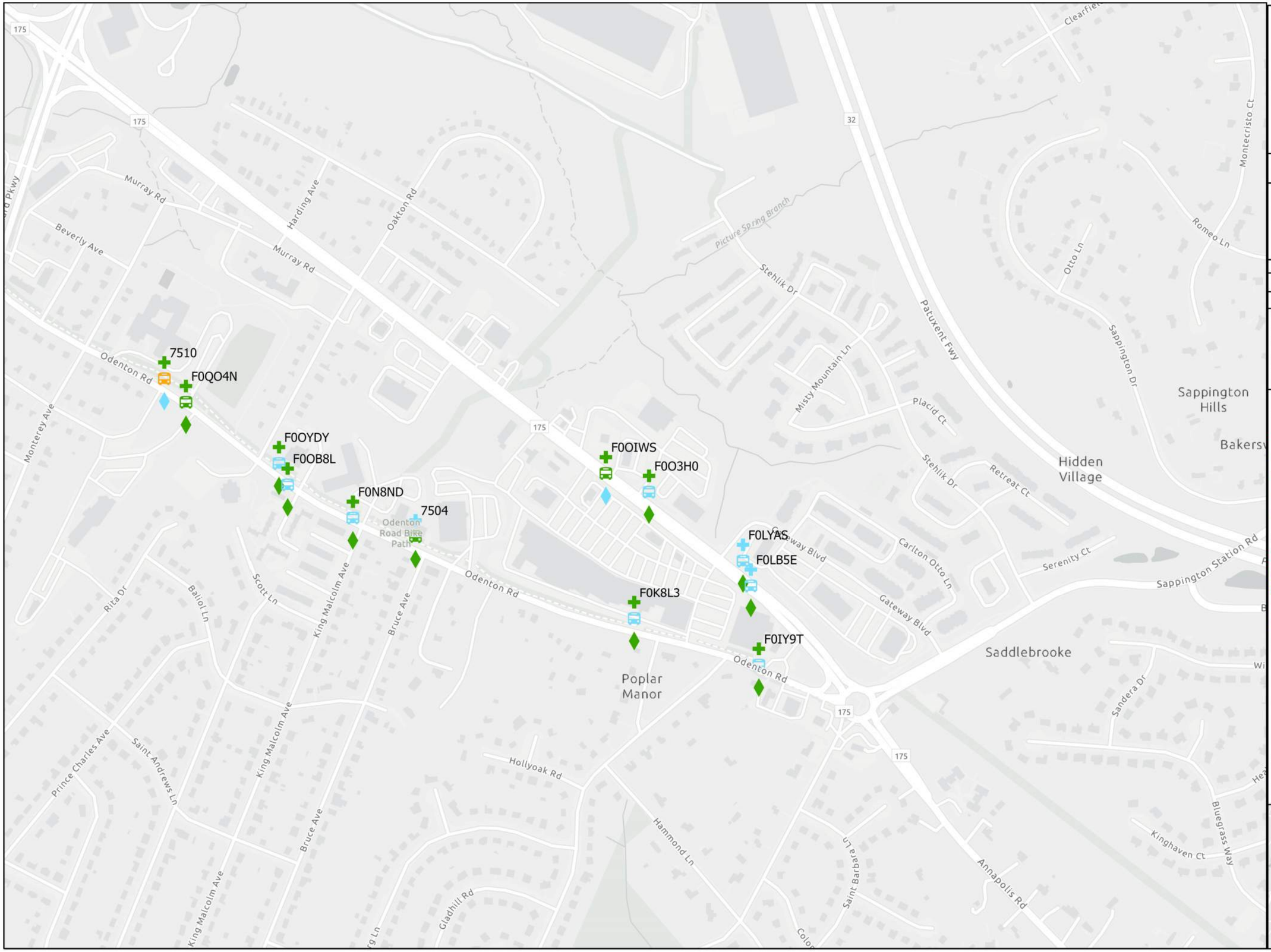
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts
- MARC Stations





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-44

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

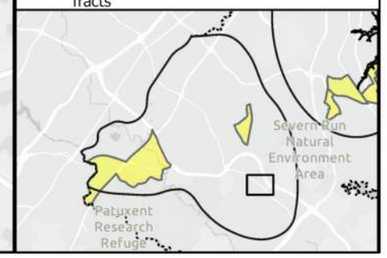
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

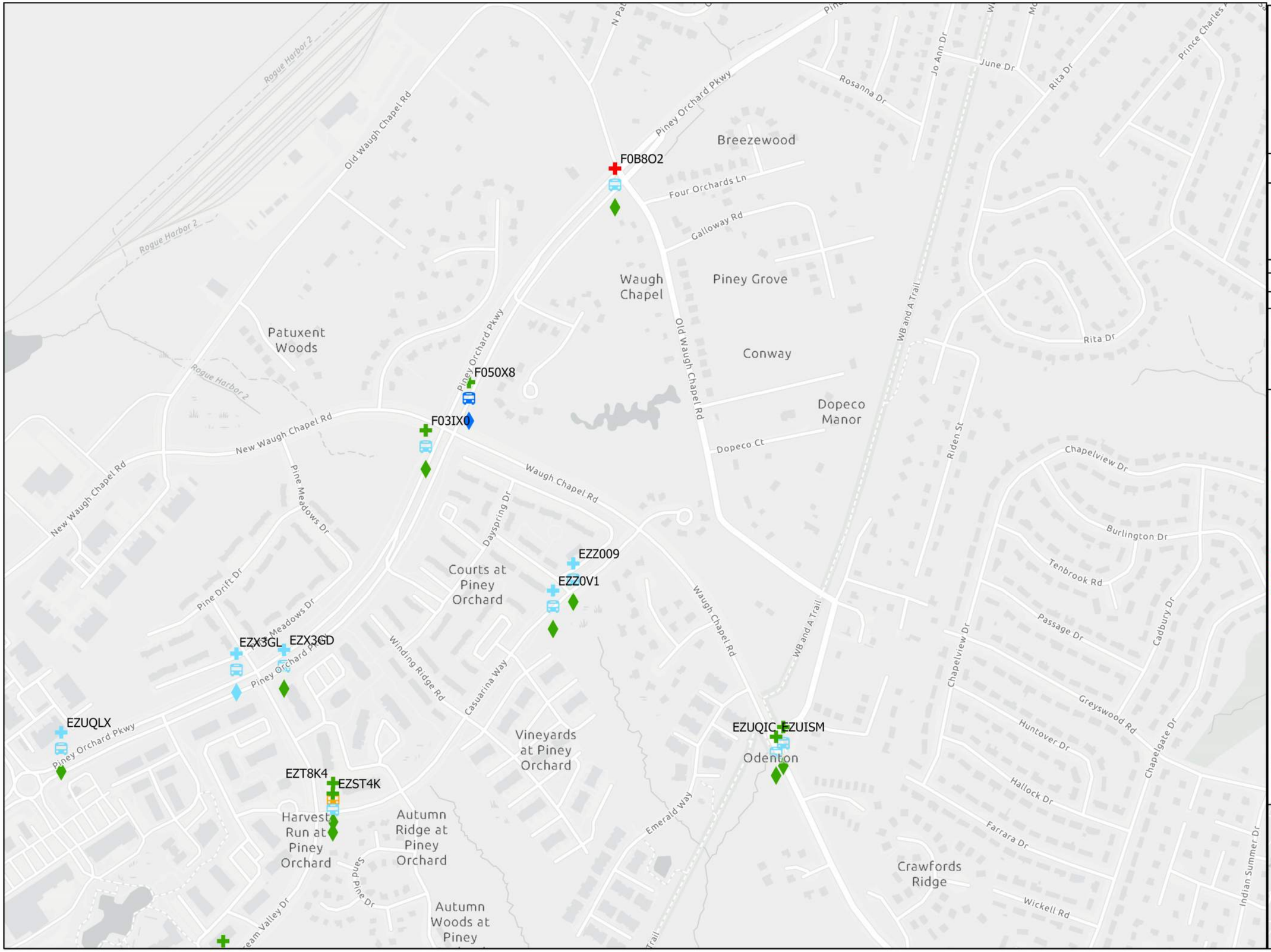
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

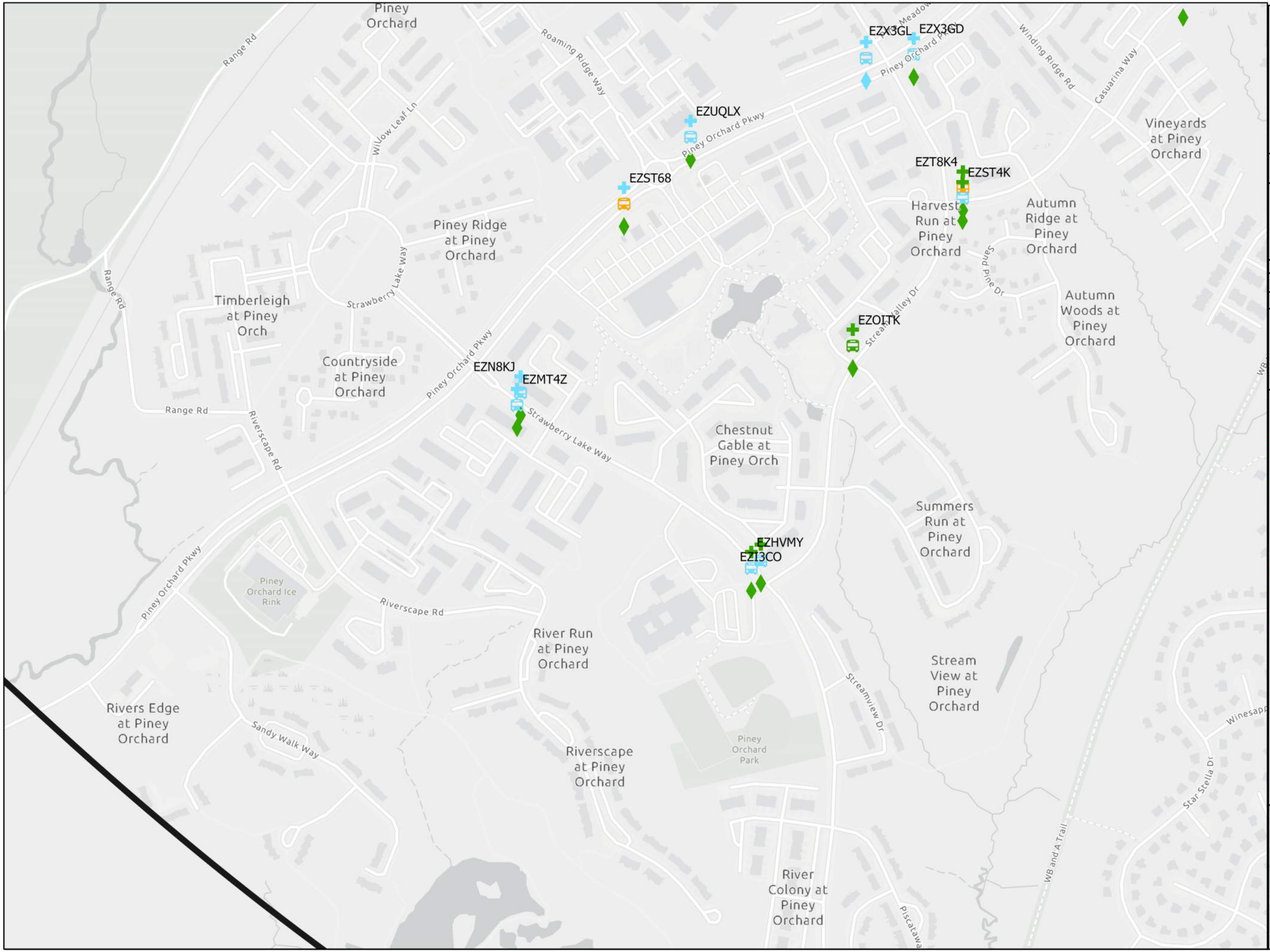
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-46

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

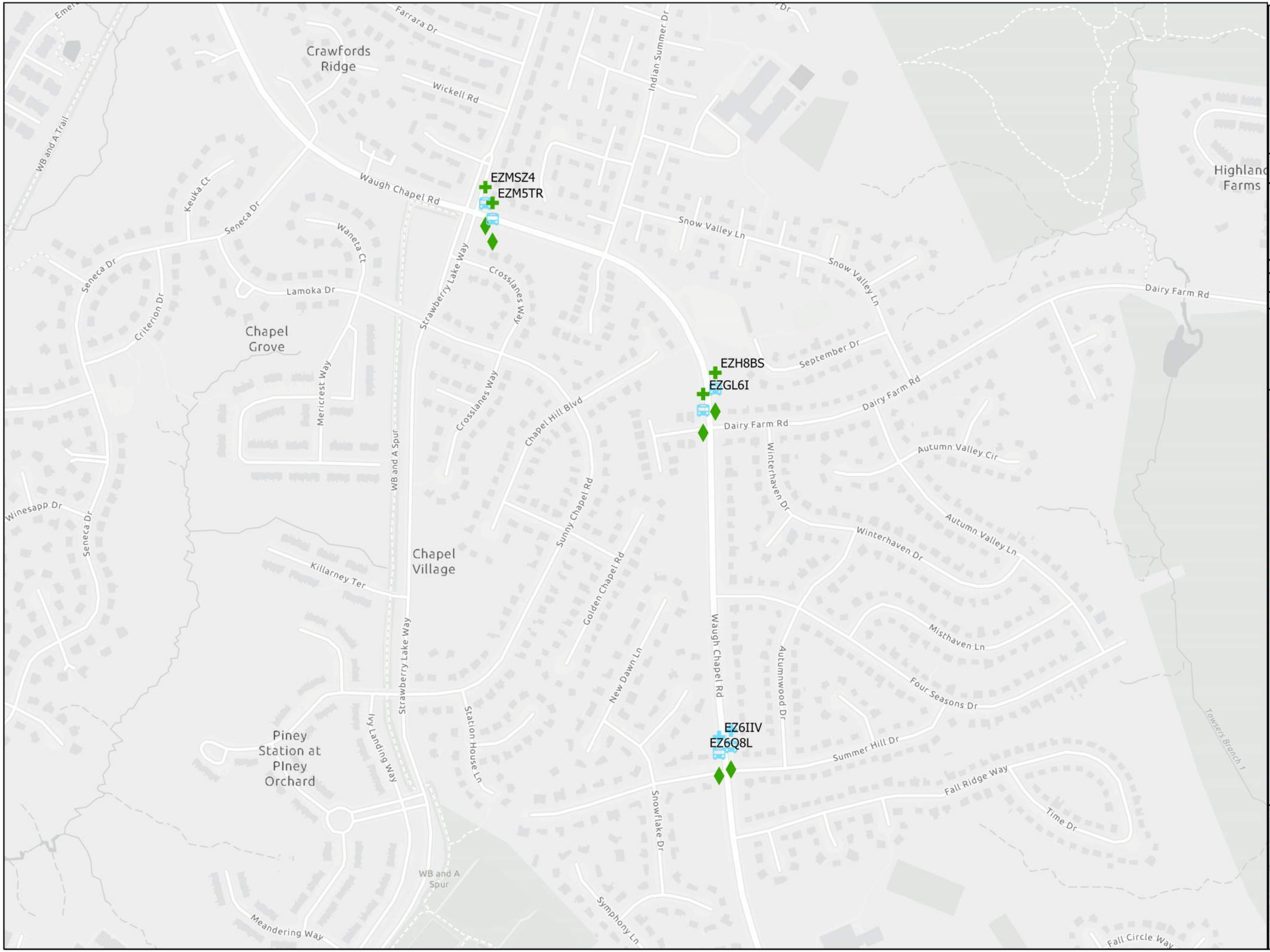
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

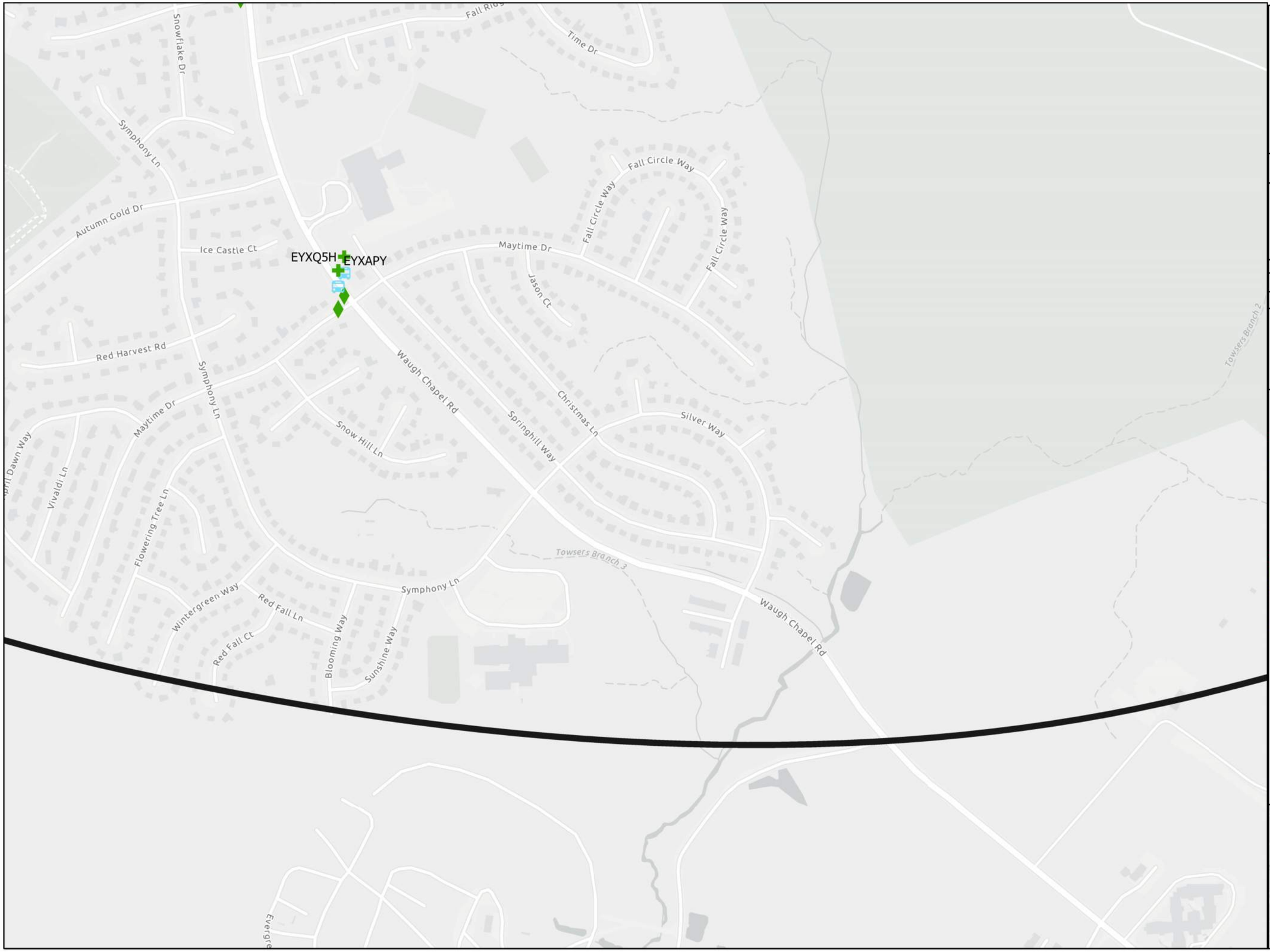
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
Odenton/ Maryland City Study Area
January, 2026

N

Appendix D | Sheet D-48

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

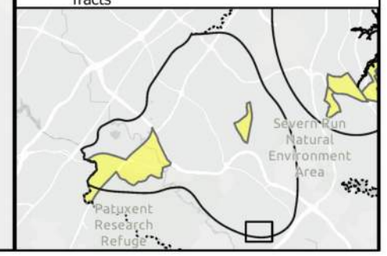
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

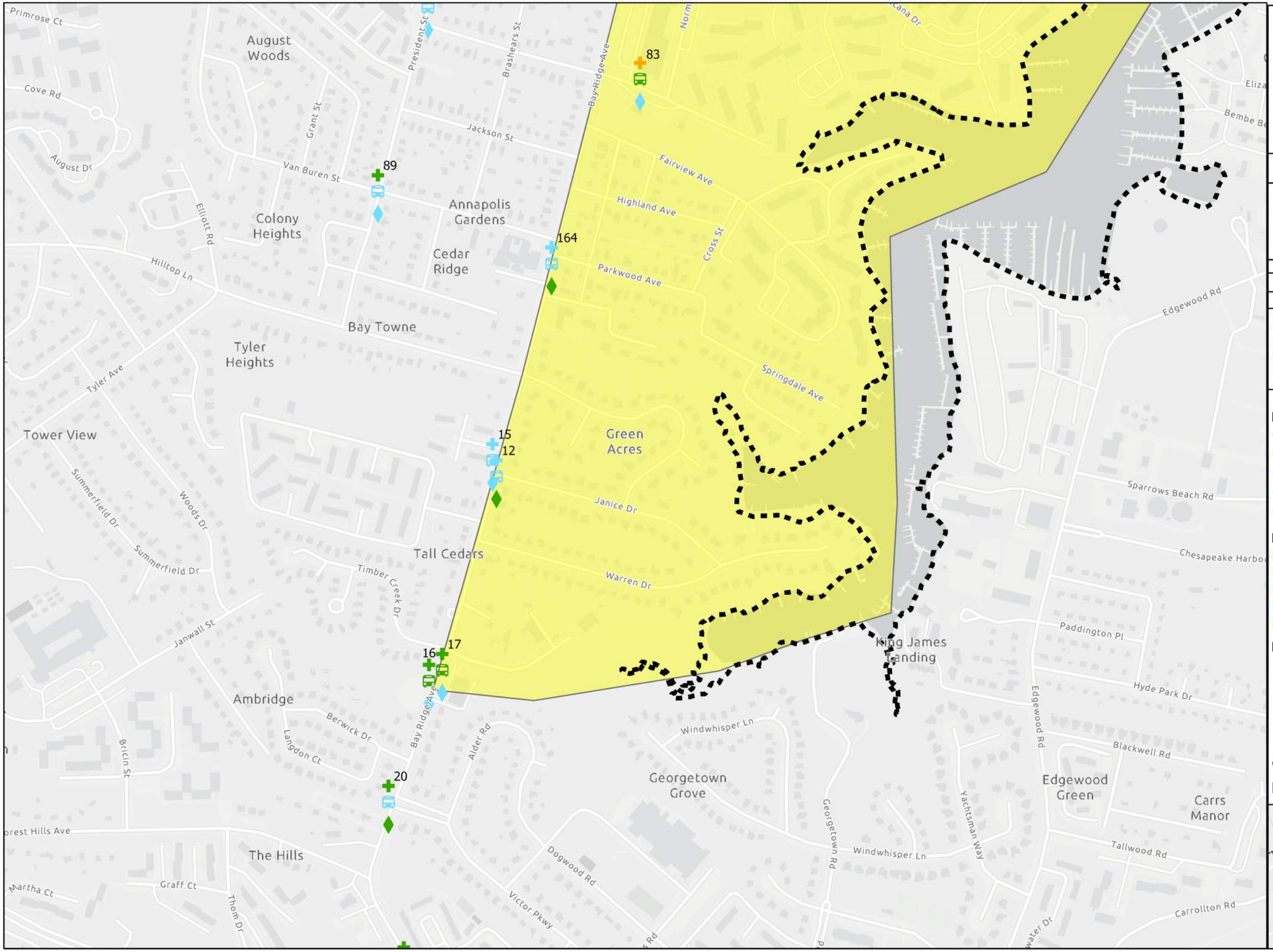
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Appendix D | Sheet D-49

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

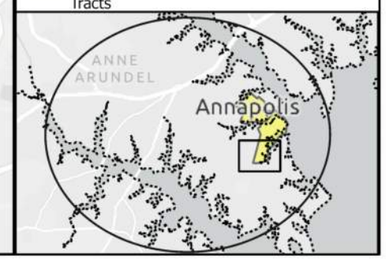
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

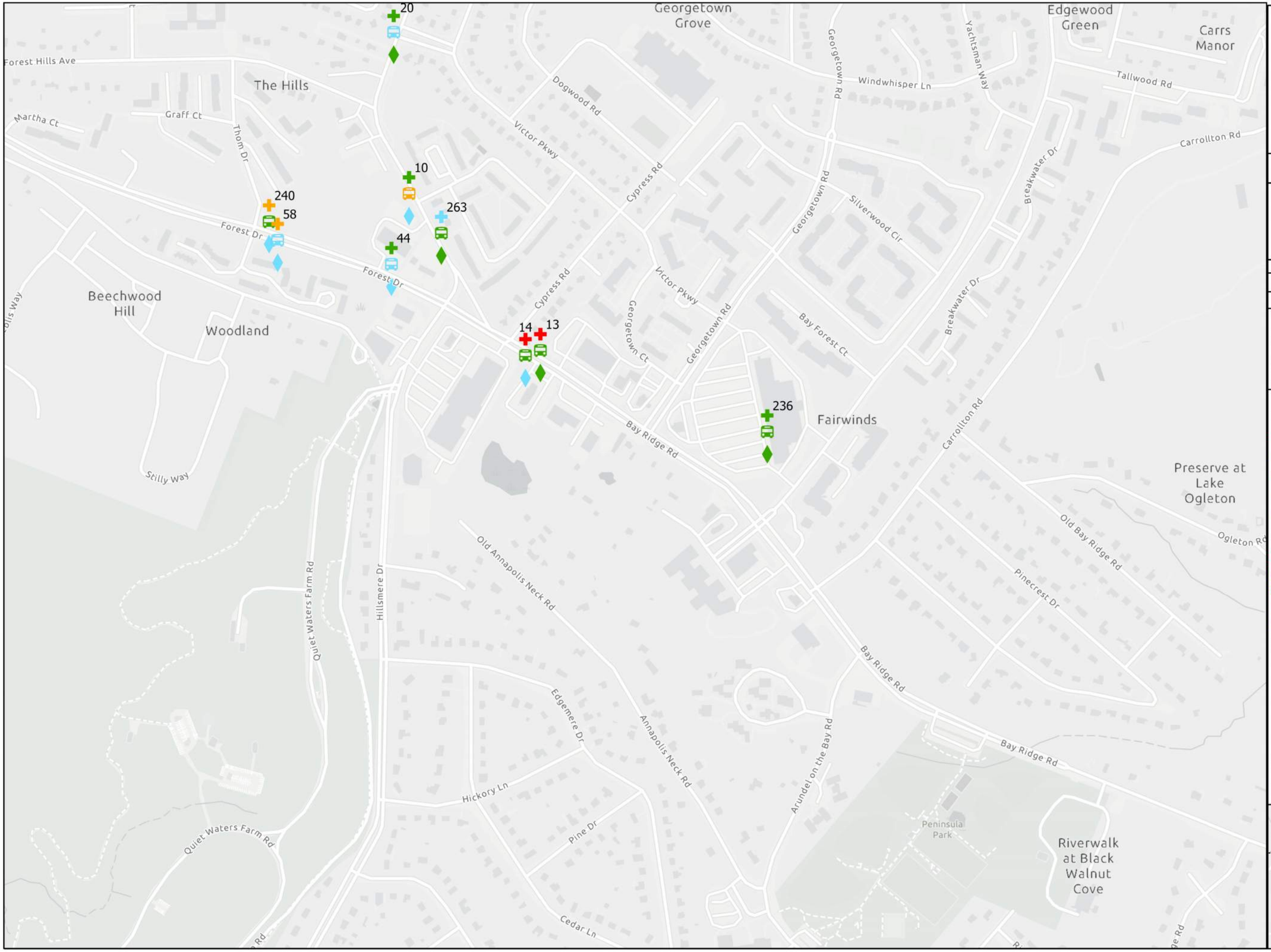
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Appendix D | Sheet D-50

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

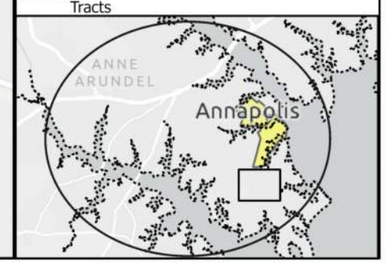
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

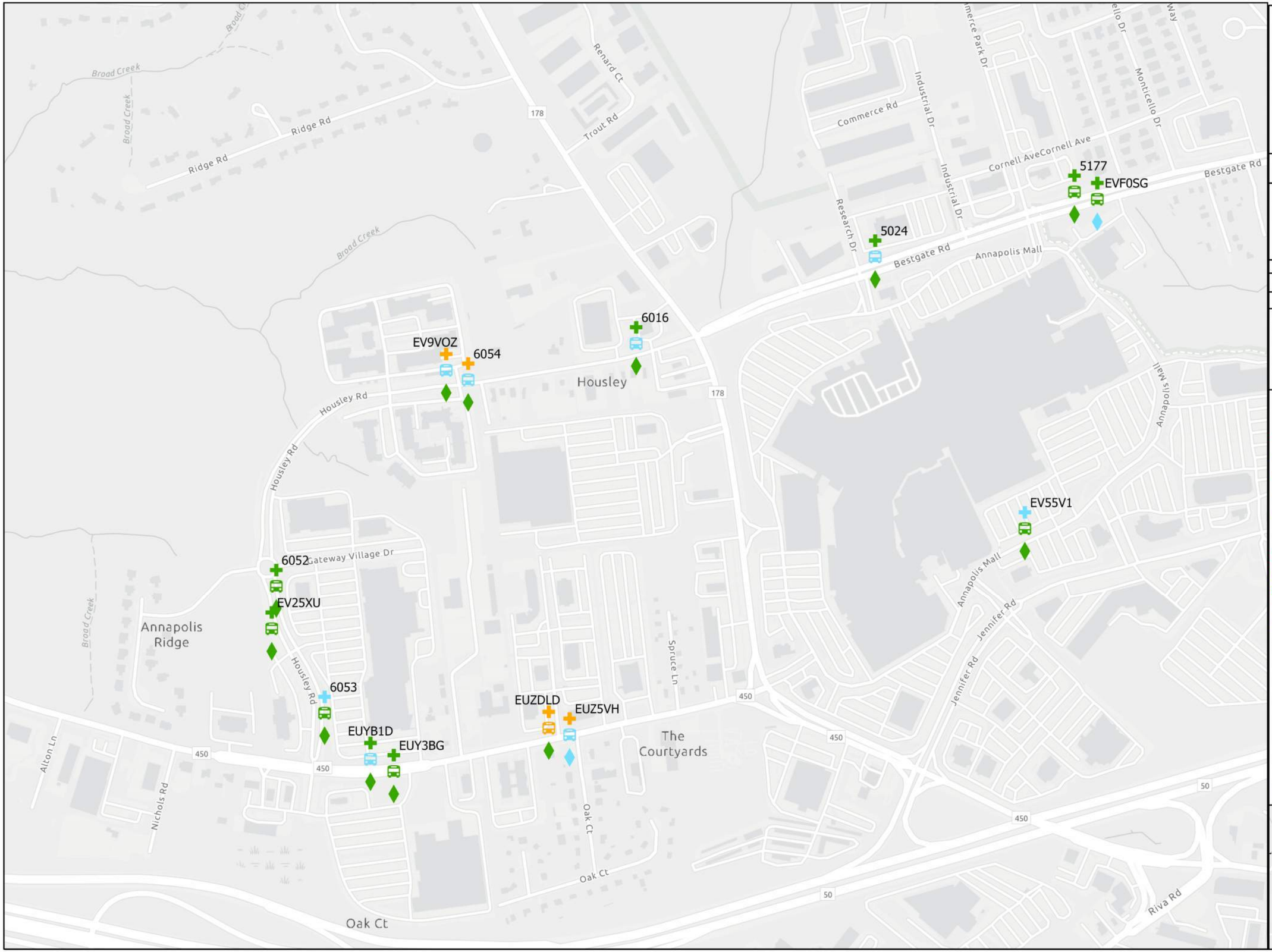
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

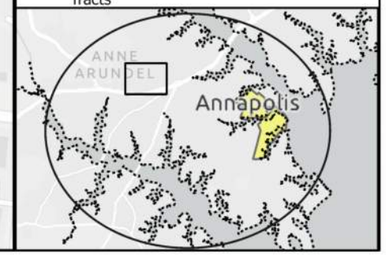
Legend

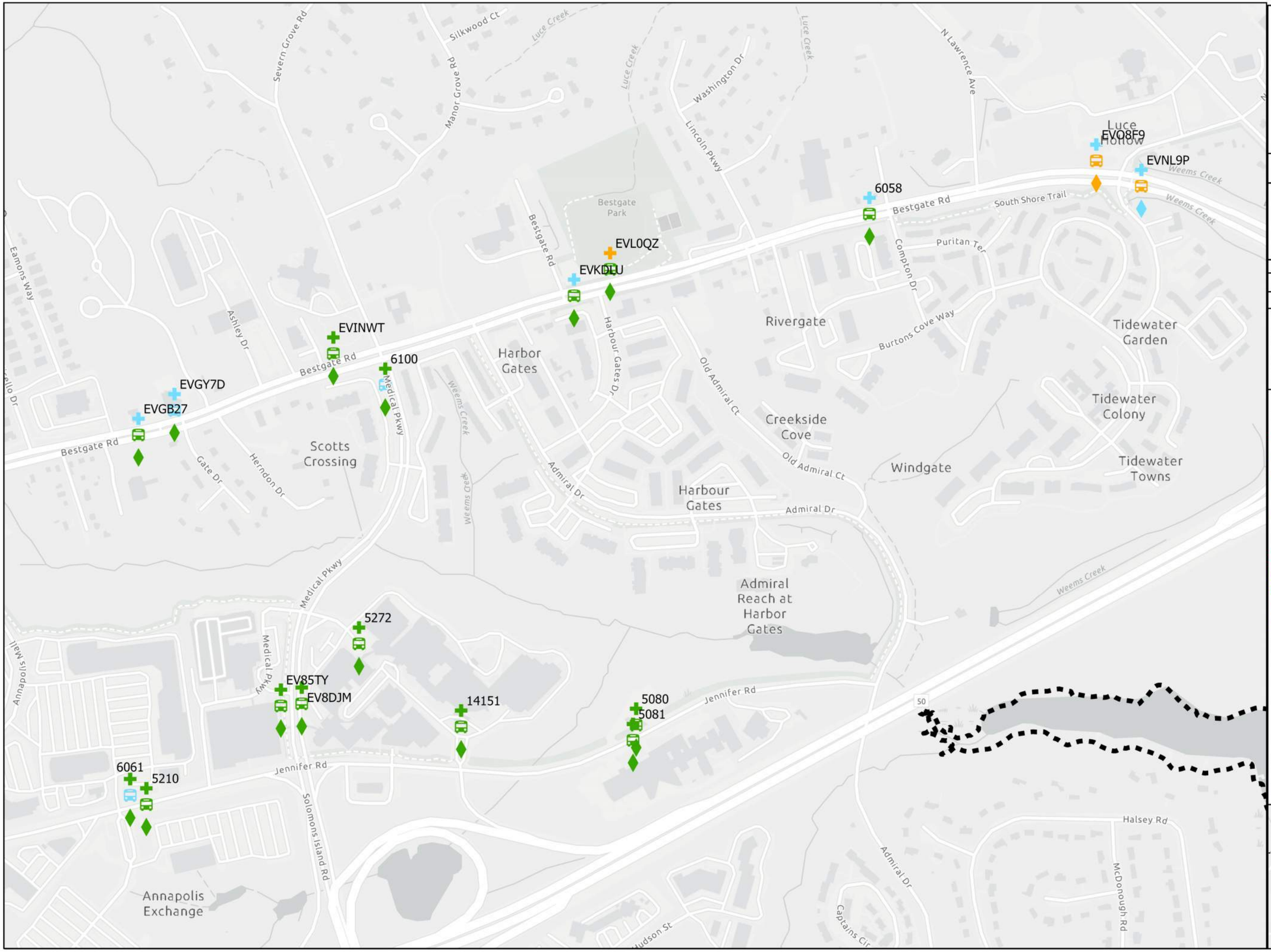
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Spatial Reference

Data Sources

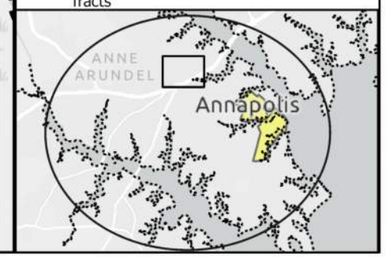
Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

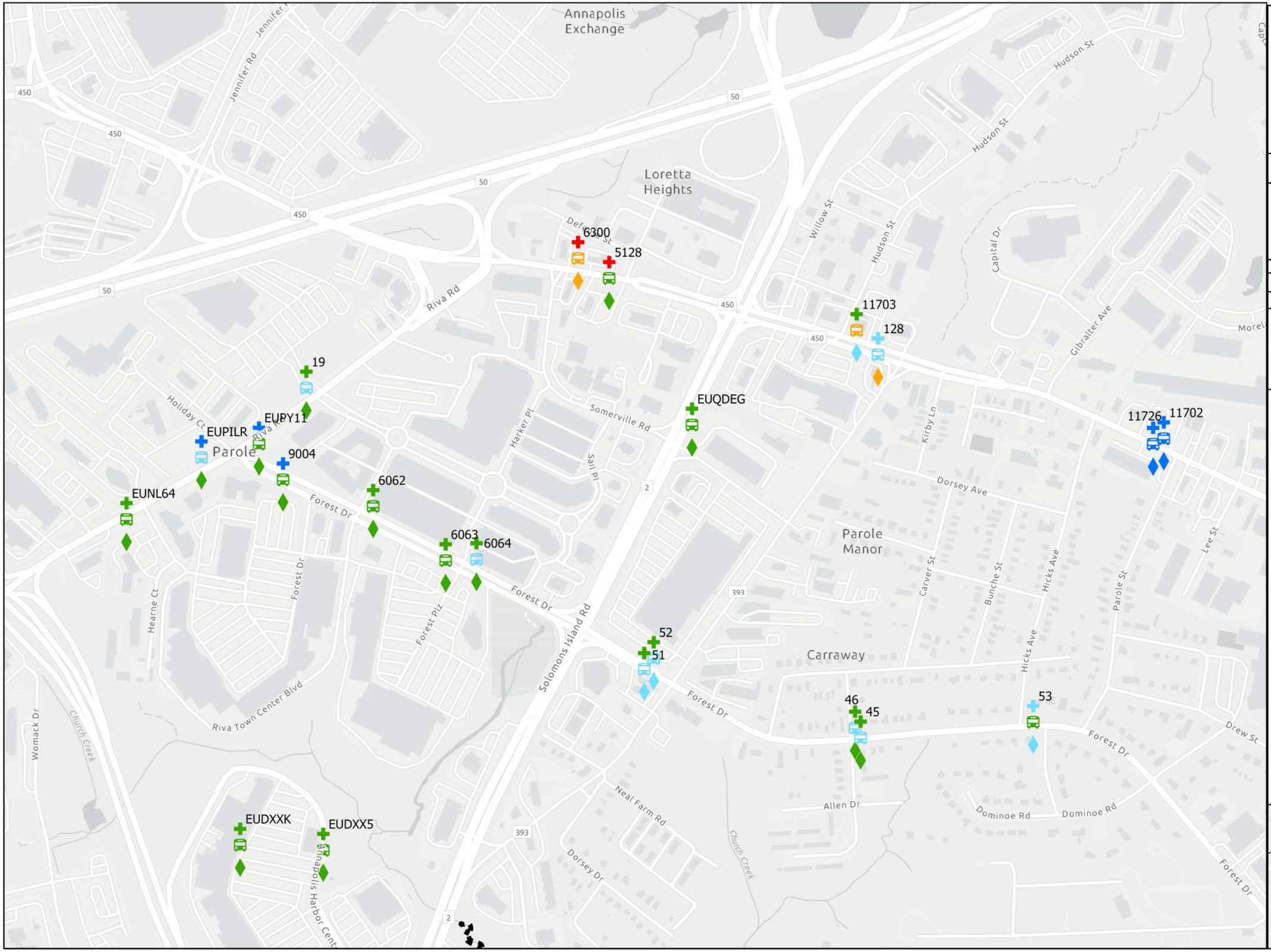
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred
- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Appendix D | Sheet D-53

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

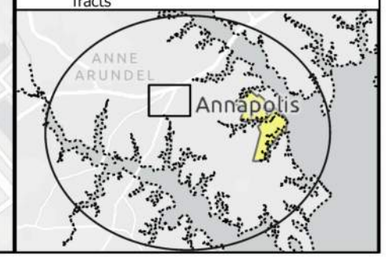
Legend

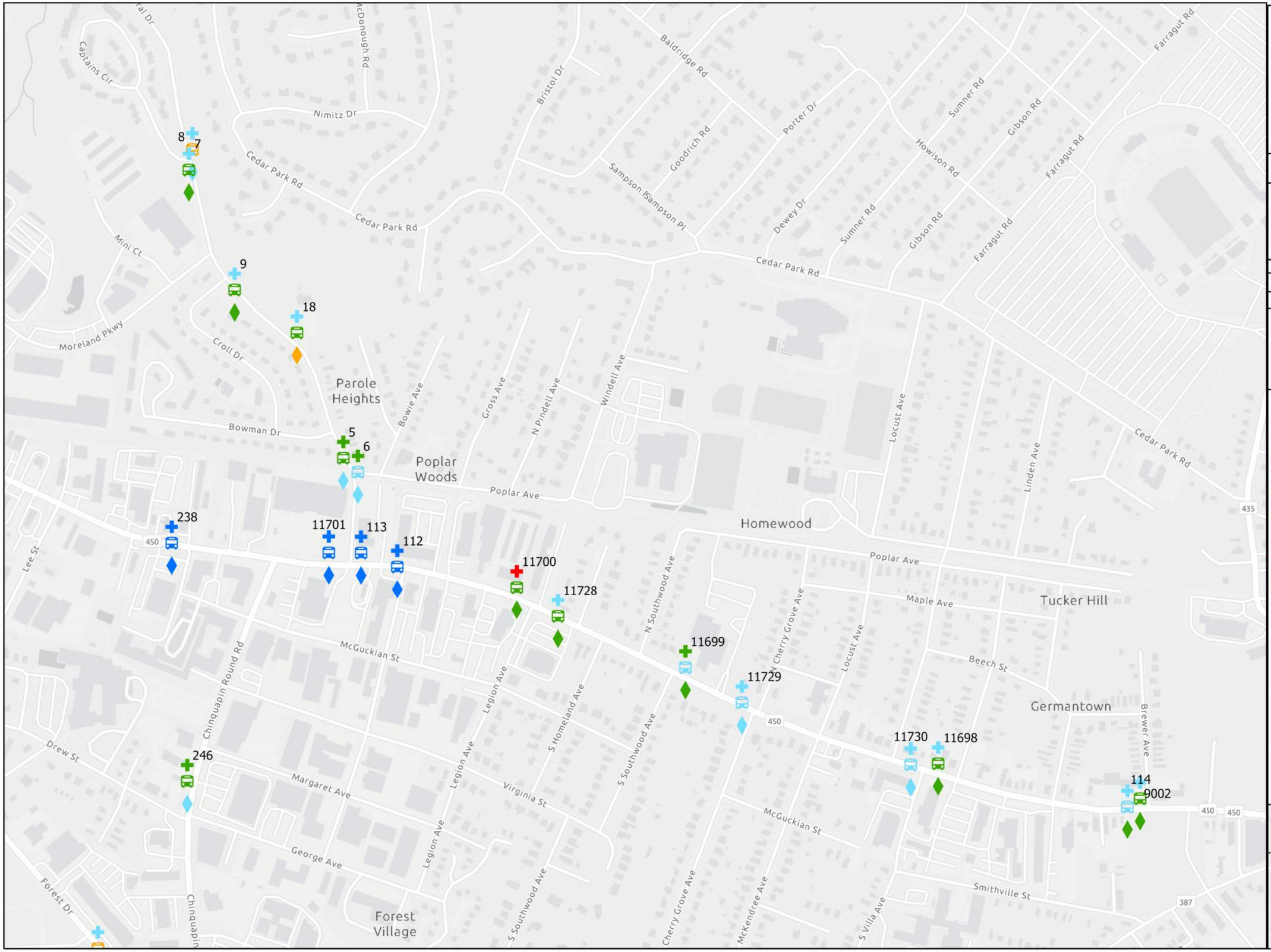
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Appendix D | Sheet D-54

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

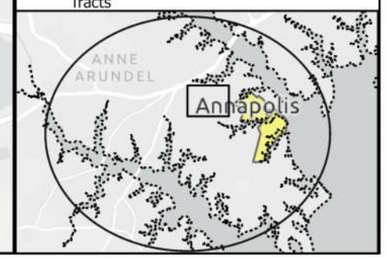
Legend

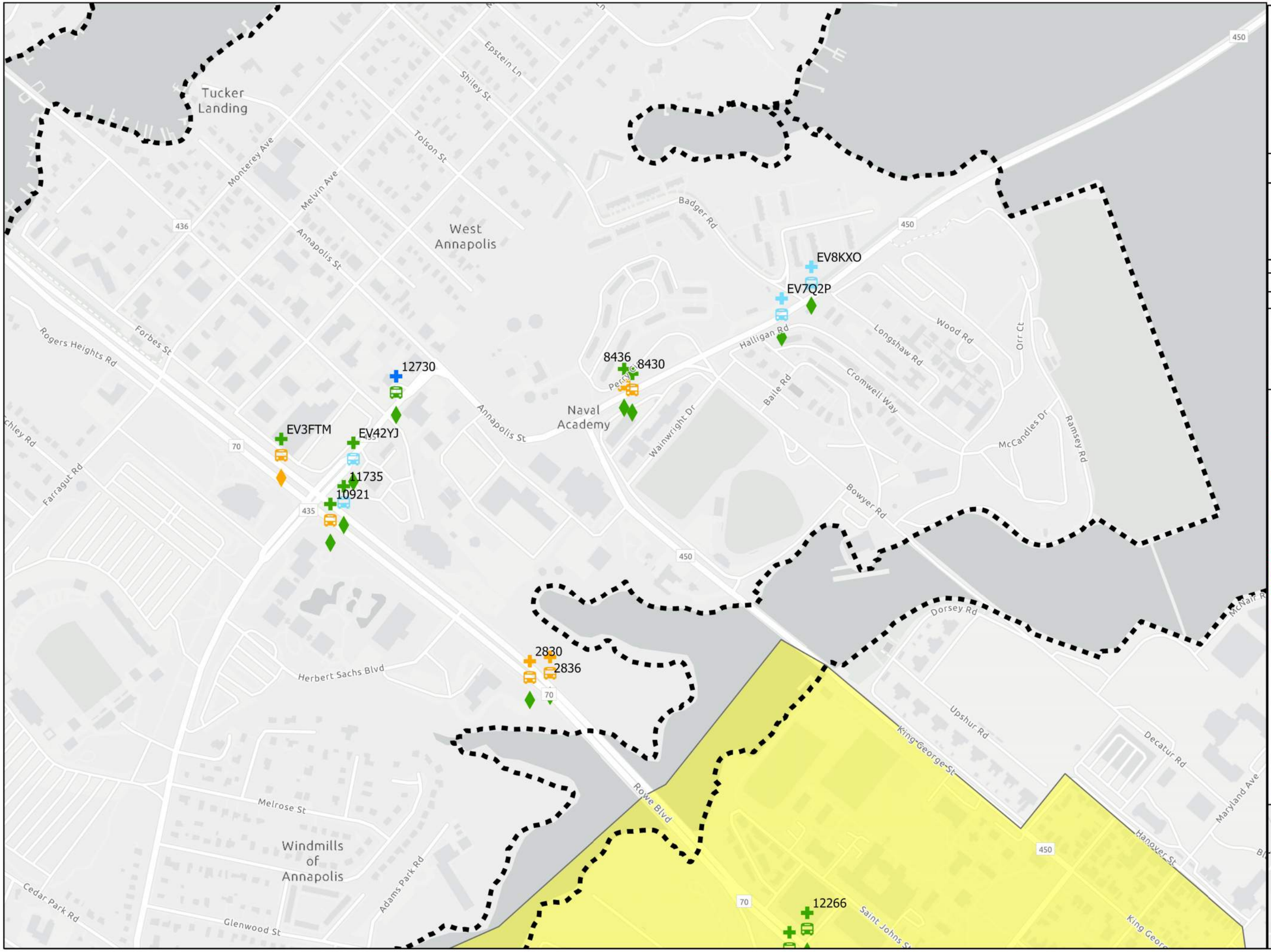
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

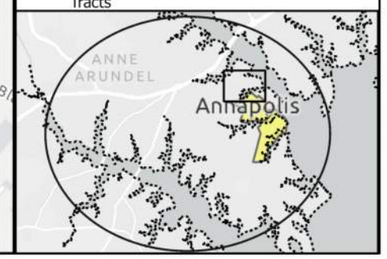
Legend

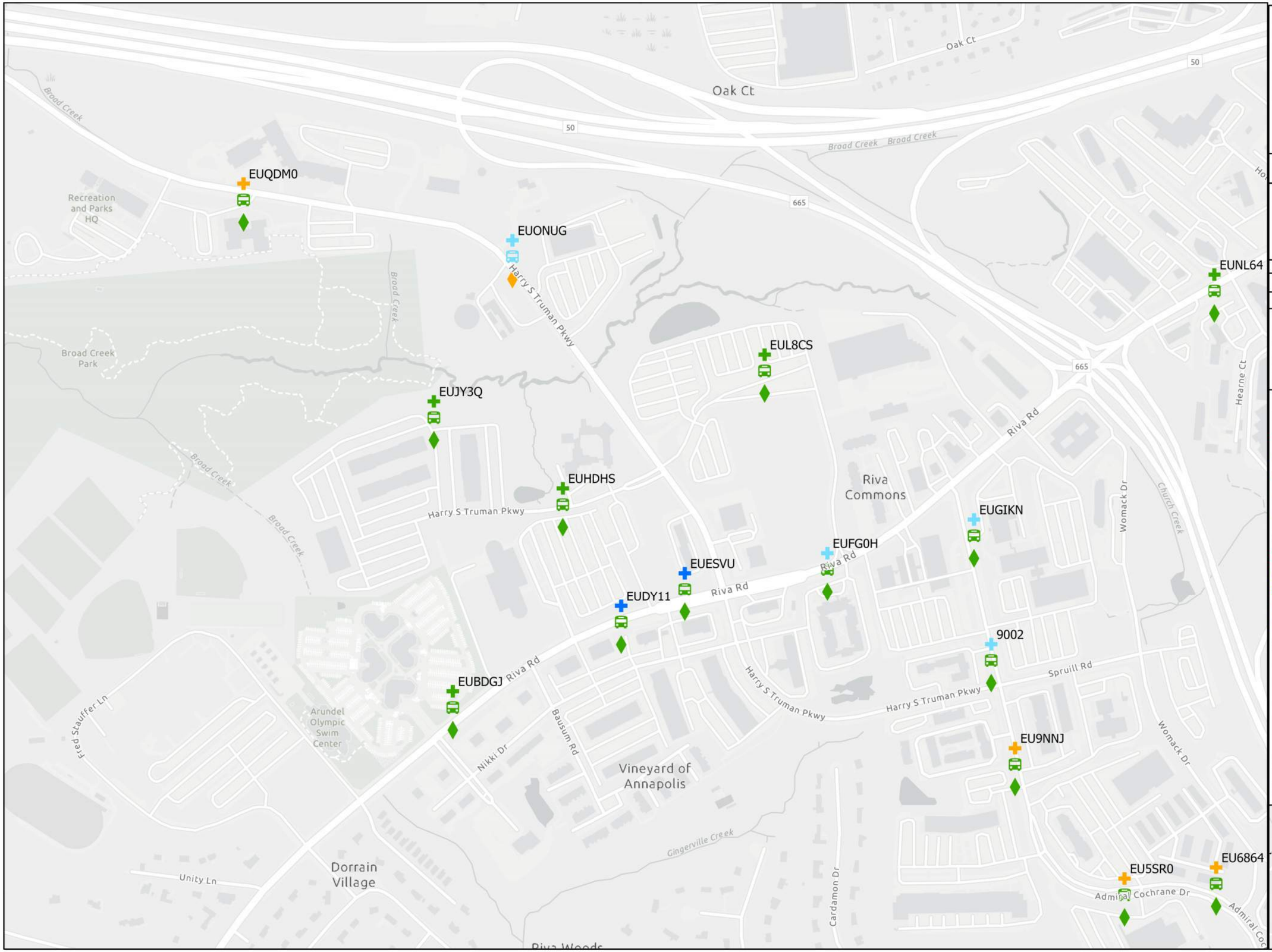
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Appendix D | Sheet D-56

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

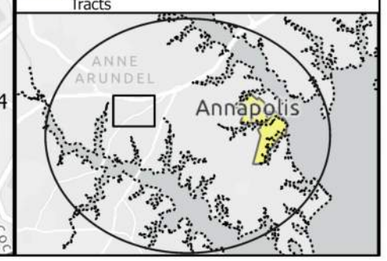
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

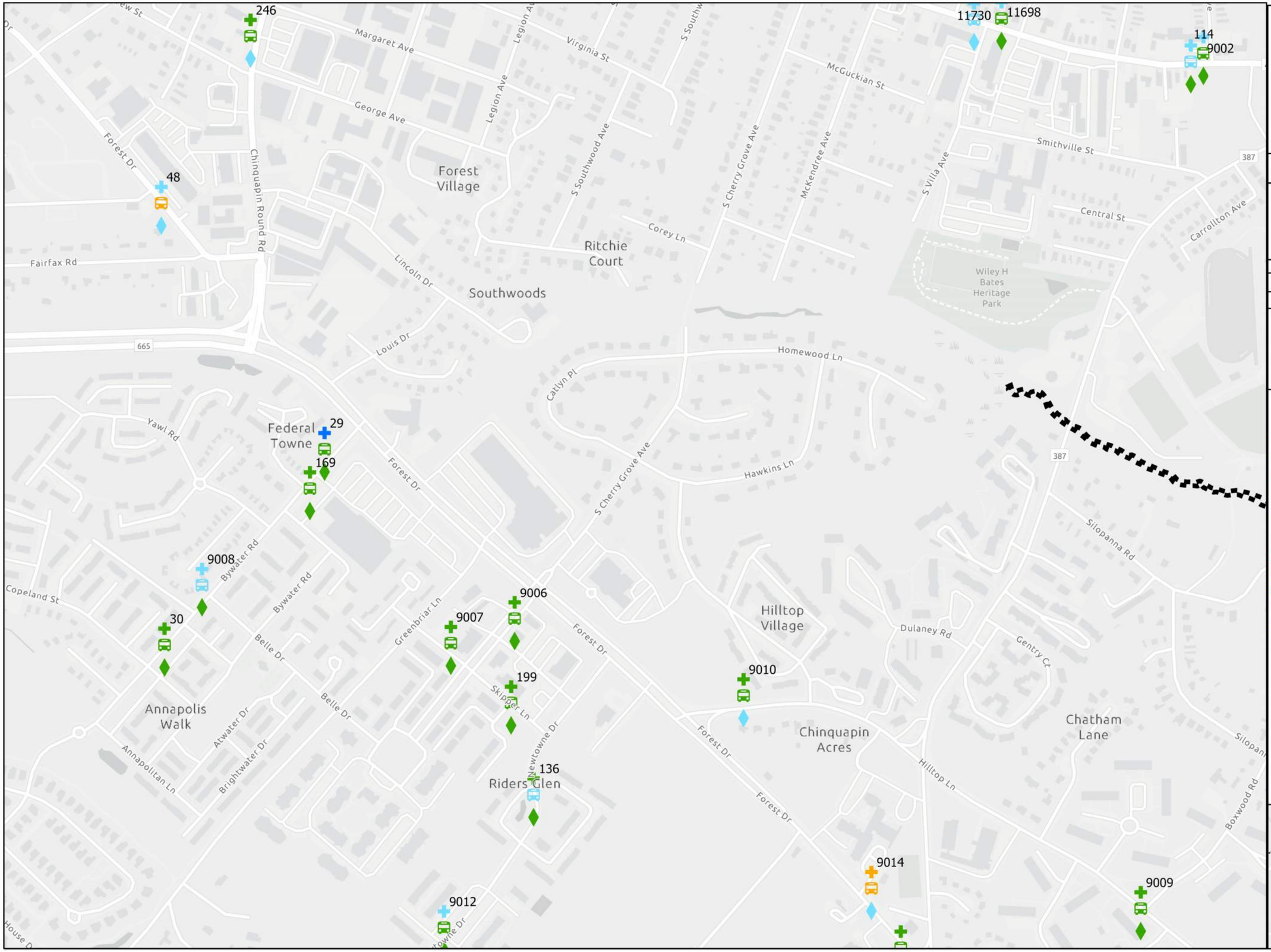
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

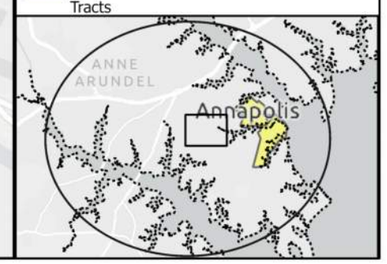
Legend

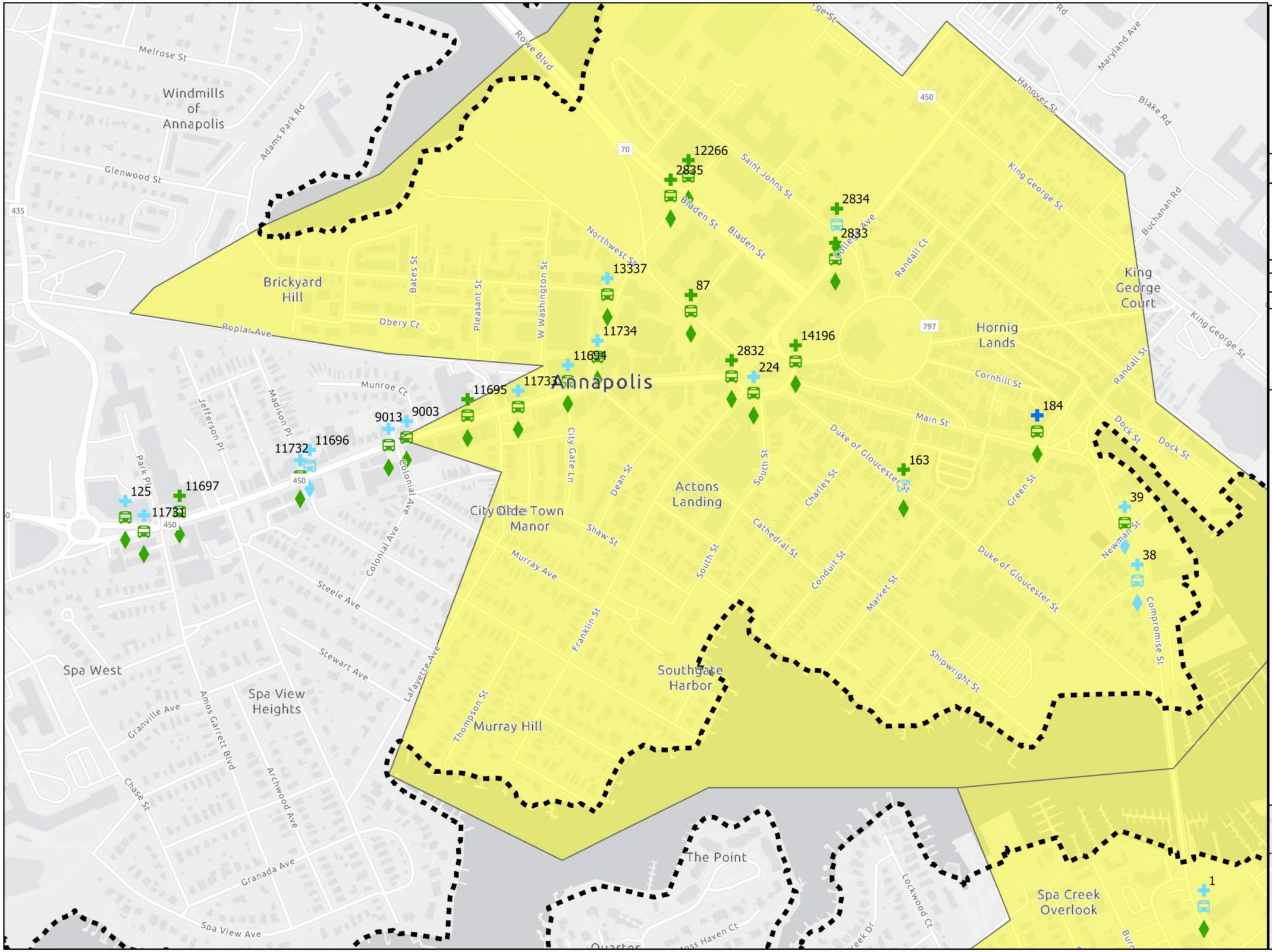
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

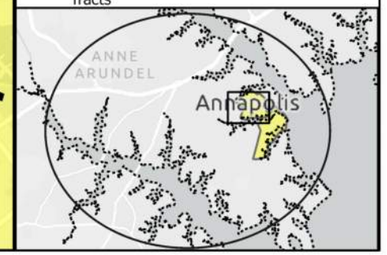
Legend

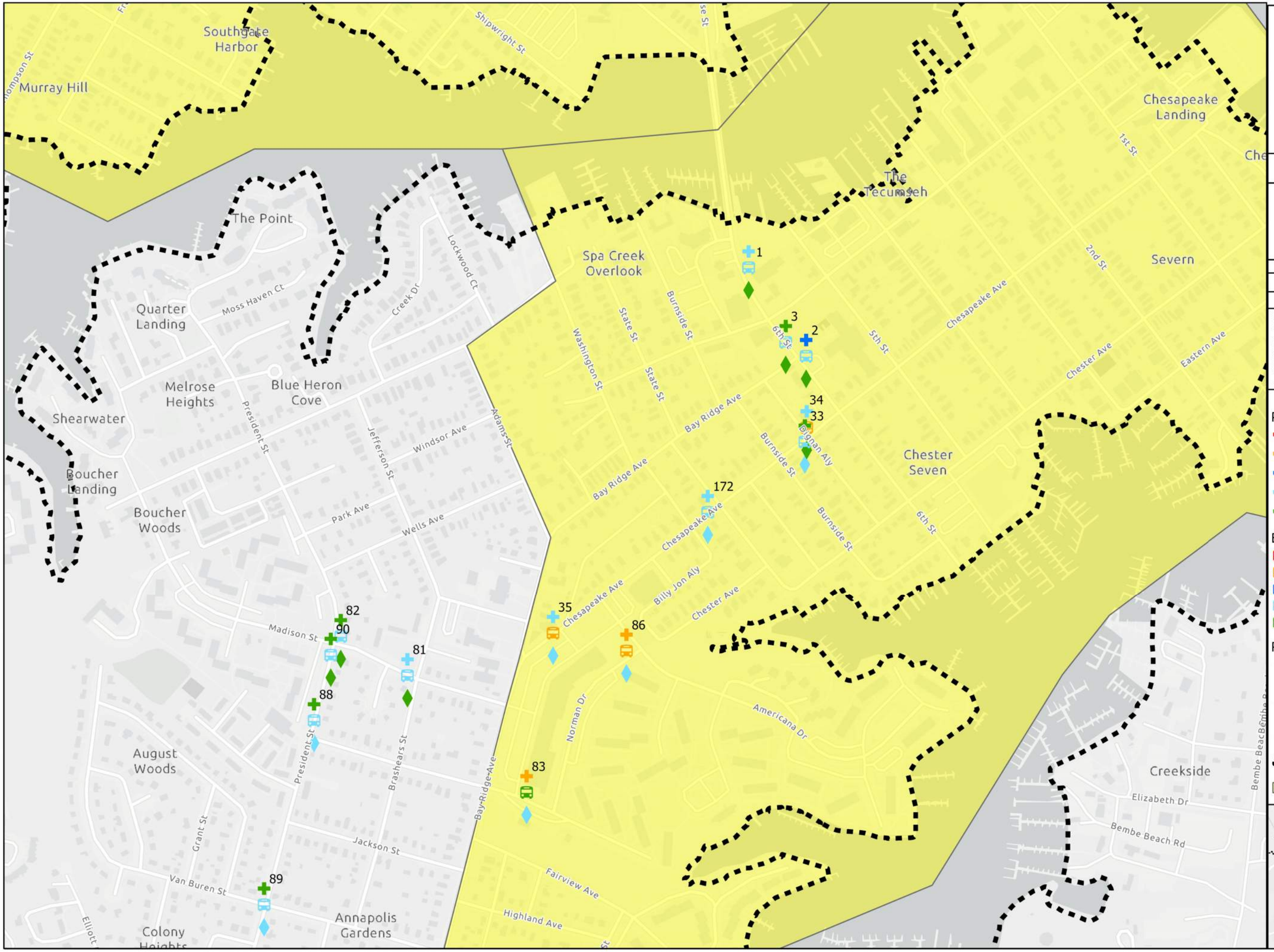
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

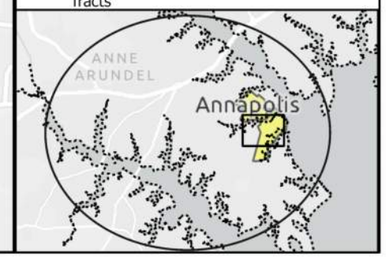
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

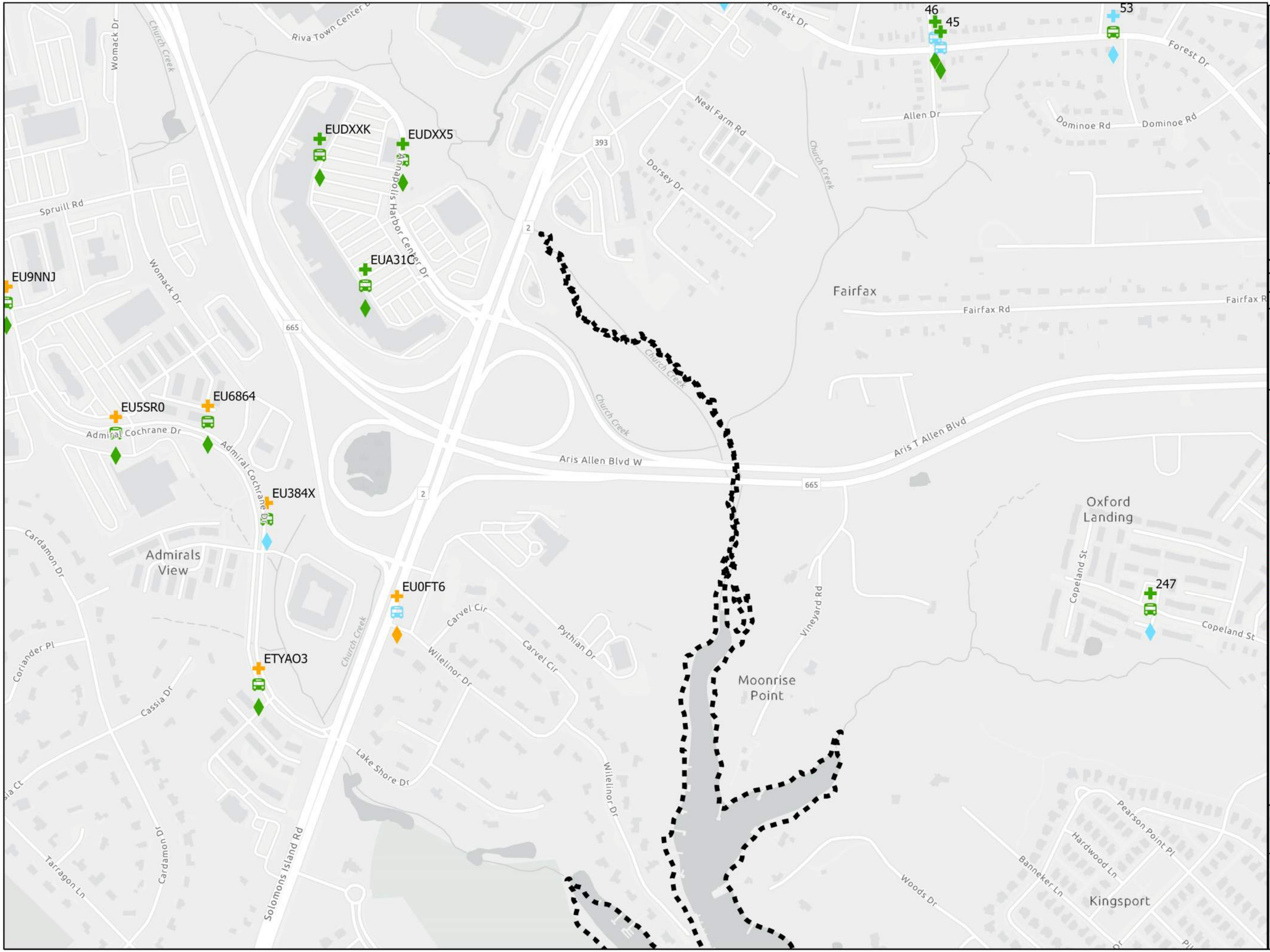
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Appendix D | Sheet D-60

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

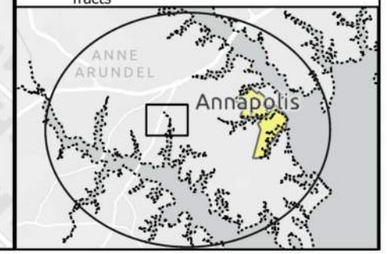
Legend

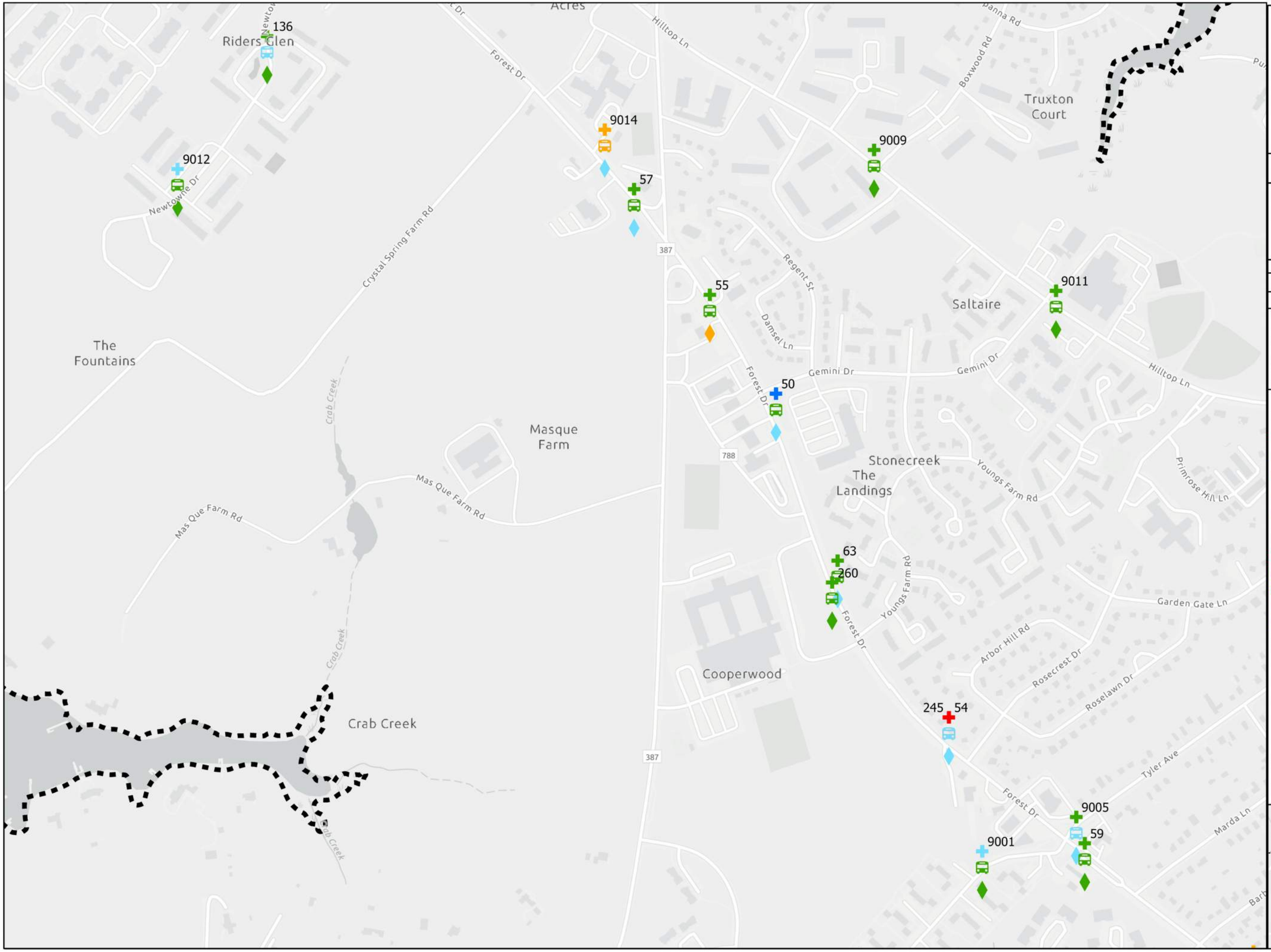
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Legend

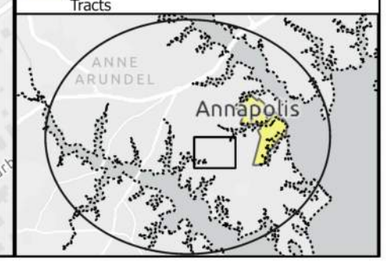
Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

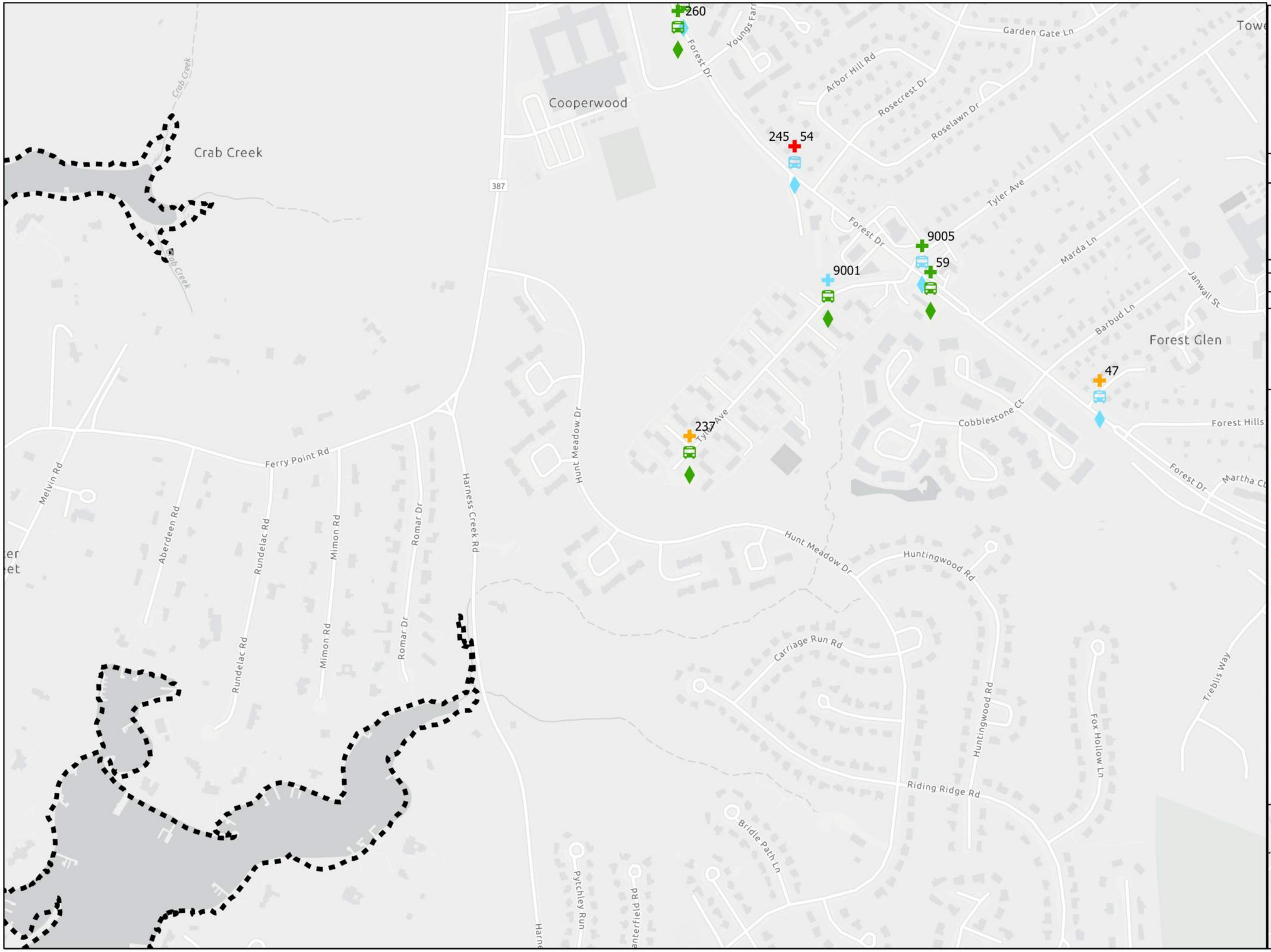
Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

County Boundary

Underserved Communities Census Tracts





A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS
901 Dulaney Valley Rd, Suite 710
Towson, MD 21204
(410) 752-6552
www.amtengineering.com

Priority Improvement Locations

Safe Routes To Transit
Anne Arundel County, MD
West Annapolis/ Parole Study Area
January, 2026

N

Appendix D | Sheet D-62

Spatial Reference

Data Sources

Disclaimer: AMT makes no warranties or guarantees regarding the accuracy or completeness of geographic features shown on this map. Spatial accuracy of measurement provided by source agencies can be obtained by contacting AMT. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

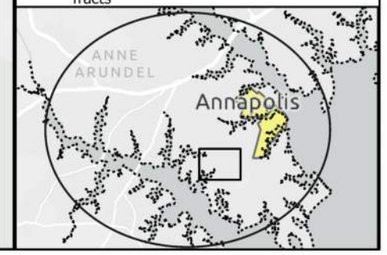
Legend

Priority - Crossings
- 1
- 2
- 3
- 3 Extended
- Deferred

Bus Stop Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

Route Priority
- 1
- 2
- 3
- 3 Extended
- Deferred

- County Boundary
- Underserved Communities Census Tracts



APPENDIX E: COST ESTIMATES

Priority 1 and Priority 2 Locations

Priority 1 Bus Stops			
Stop ID	Location	Bus Stop - Cost	Comment
2789	HOSPITAL DR & CRAIN HWY fs eb	$ 27,000	
2803	MARLEY STATION &B&A sb (actually NB/EB)	$ 44,500	
2867	RITCHIE HWY & MARLEY NECK RD ns nb	$ 43,700	
12490	Marley Station & B&A Blvd fs wb	$ 25,800	Crossing improvement cost captured at 2801
20187	Fort Meade Rd / Russett Green East	$ 23,200	Bus stop relocation recommended
20191	Fort Meade Rd / Maryland City Plaza WB	$ 23,200	
F3W125	Sun Valley Shopping Center SB	$ 43,700	Bus stop relocation recommended.
F3WO7G	Sun Valley Shopping Center NB	$ 74,400	
F4VEA8	Marley Middle School NB	$ 73,200	Crossing improvement cost captured at 12695
F8G7S6	MD 2 & Cresswell Rd	$ 46,900	
F95PZB	MD 2 & 11th Ave NB	$ 43,700	
F970A1	MD 2 & 11th Ave SB	$ 63,300	
F4EOE7 (option 1)	MD 648 & Marley Meadow NB	$ 28,300	
F4LR1H (option 1)	MD 648 & Sumac	$ 4,400	
F4MLWM (option 1)	MD 648 & Marley Neck	$ 68,700	
5128	West St at Somerville EB	$ 45,000	Bus stop relocation recommended
	TOTAL	**$ 679,000**	

Priority 1 Crossings			
Stop ID	Location	Crossings - Cost	Comment
13	Bayridge Rd at Cypress Rd NB	$ 423,100	
14	Bayridge Rd. at Cypress Rd SB	$ -	Crossing improvement cost captured at 13
54	Forest Dr. at Rosecrest Dr. NB	$ 449,300	
245	Forest Dr Rosecrest Dr SB	$ -	Crossing improvement cost captured at 54
2785	CRAIN HWY & 1400 BLK CRAIN H	$ 62,200	
2801	RITCHIE HWY & NORFOLK RD sb	$ 88,600	
2869	RITCHIE HWY & NORMAN RD nb	$ 442,600	Crossing improvement cost captured at 2801
2883	CRAIN HWY & MADISON PARK DR nb	$ -	Crossing improvement cost captured at 2785
2886	CRAIN HWY & MAIN AVE nb	$ 437,700	
5128	West St at Somerville EB	$ 106,800	Bus stop relocation recommended resulting in crossing cost in prioirty 1
6300	West St at Somervillie Rd WB	$ -	Crossing improvement cost captured at 5128
11700	West St & Legion Ave opp wb	$ 24,000	
12256	CRAIN HWY & MAIN AVE sb	$ -	Crossing improvement cost captured at 2886
12695	CRAIN HWY & HIDDEN BROOK DR eb	$ 93,100	
12696	CRAIN HWY & HIDDEN BROOK DR wb	$ -	Crossing improvement cost captured at 12695
14038	RITCHIE HWY & MOUNTAIN RD nb ns	$ 23,500	
20182	Fort Meade Rd / Laurel Race Track Rd EB	$ 449,300	
20183	Fort Meade Rd Laurel Race Track Rd WB	$ -	Crossing improvement cost captured at 201282
20190	Fort Meade Rd / Maryland City Plaza EB	$ -	
F3W125	Sun Valley Shopping Center SB	$ 430,200	
F3WO7G	Sun Valley Shopping Center NB	$ -	Crossing improvement cost caputred with F3W125
F4EOE7 (option 1)	MD 648 & Marley Meadow NB	$ 29,700	
F5T1Y8	MD 648 & Maple Ln NB	$ 25,600	
F8VFM3	MD 2 & Seward Ave	$ 21,300	
F8Z2SD	MD 2 & 15th Ave (SB)	$ 76,400	
F8ZI7U	Arundel Village Plaza Shopping Center (MD 2) (NB)	$ -	Crossing improvement cost caputred with F8Z2SD
F99SL1	MD 2 & Townsend Ave	$ 57,000	
F9E2WM	MD 2 & 7th Ave (SB)	$ 52,000	
F9GNHU	MD 2 & Orchard Ave	$ 57,300	
F9NAOR	MD 2 & 2nd Ave	$ 46,900	
F9NXU0	MD 2 & Edison St	$ -	Crossing improvement cost caputred with F9NAOR
F0B802	Piney Orchard Pkwy at Old Waugh Chapel NB	$ -	OMMITTED from cost as the stop is found to have been discontinued
	TOTAL	**$ 3,396,600**	

Priority 1 Connections			
Stop ID	**Location**	**Connections - Cost**	**Comment**
2787	CRAIN HWY & CRAIN TOWERS BLD sb	$ 302,000	Bus stop relocation recommended, thus cost captures construction cost for all three elements despite individual priority
2867	RITCHIE HWY & MARLEY NECK RD ns nb	$ 21,600	
20187	Fort Meade Rd / Russett Green East	$ 103,200	
F3WO7G	Sun Valley Shopping Center NB	$ 7,300	
F42GNN	MD 2 & Americana Cir NB	$ 126,300	Bus stop relocation recommended, thus cost captures construction cost for all three elements despite individual priority
F4EOE7 (option 1)	MD 648 & Marley Meadow NB	$ 144,600	
F4LR1H (option 1)	MD 648 & Sumac	$ 3,800	
F4MLWM (option 1)	MD 648 & Marley Neck	$ 48,300	
F4VEA8	Marley Middle School NB	$ 156,100	
F8G7S6	MD 2 & Cresswell Rd	$ 627,900	
F3V654	Freetown & Leonard	$ 261,400	
		$ -	
	TOTAL	**$ 1,802,500**	

NET TOTAL COST PRIORITY 1: $ 5,878,100

Development of Multiplier that was applied to Cost Estimate worksheets to achieve loaded project costs:

Allowances for incomplete design	30%
General Conditions	10%
Contingency	25%
Escalation to 2029 (3 years)	112%
Factored Multiplier	2.011
Design Fee	13%
Owner Administration	8%
CMI	13%
Factor applied to raw estimated cost worksheets	**2.695**

Freetown & Leonard
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F3V654	**Route Priority:**	1
Street:	Freetown Rd	**Bus Stop Priority:**	2
Cross Street:	Leonard Dr	**Crossing Priority:**	Deferred

Recommended Improvements: Fill sidewalk gap north of Leanord Dr, bus landing pad

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Freetown Rd at Leonard Dr				
		Quantity	Unit Cost	Cost
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal (incl. signage & median work)	lump	0	$ 150,000.00	$ -
			$ -	$ -
			subtotal:	**$ 7,000.00**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	400	$ 140.00	$ 56,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 96,990.00
			Total Cost:	**$ 112,580.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Sun Valley Shopping Center NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F3WO7G	**Route Priority:**	1
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Sun Valley Shopping Center	**Crossing Priority:**	1

Recommend midblock crossing/HAWK Signal to provide safe crossing of B&A Blvd. to Marley Crossing Shopping Center & companion stop F3W125

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	60	$ 210.00	$ 12,600.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 27,600.00**

Crossing - Baltimore Annapolis Blvd at No - Crossing Improvements included with bus stop #F3W125				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft		$ 70.00	$ -
New ADA Ramp	each		$ 2,710.00	$ -
Reconstructed ADA Ramp	each		$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each		$ 850.00	$ -
Push Button	each		$ 5,360.00	$ -
Timing Improvements	each		$ -	$ -
Pedestrian Refuge	each		$ 5,000.00	$ -
HAWK Signal	each		$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
			$ -	$ -
			subtotal:	$ 2,710.00
			Total Cost:	**$ 30,310.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Sun Valley Shopping Center SB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F3W125	**Route Priority:**	3
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Sun Valley Shopping Center	**Crossing Priority:**	1

Recommend midblock crossing/HAWK Signal to provide safe crossing of B&A Blvd. to Sun Valley Shopping Center & companion stop F3WO7G

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			$ -	
			$ -	
			subtotal:	**$ 16,210.00**

Crossing - Baltimore Annapolis Blvd at No - Recommendations also apply to bus stop #F3WO7G				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	60	$ 70.00	$ 4,200.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal (incl. signage & median)	each	1	$ 150,000.00	$ 150,000.00
			$ -	$ -
			subtotal:	**$ 159,620.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	60	$ 210.00	$ 12,600.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
			$ -	$ -
			subtotal:	$ 18,020.00
			Total Cost:	**$ 193,850.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & Americana Cir NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F42GNN	**Route Priority:**	1
Street:	6th St	**Bus Stop Priority:**	3
Cross Street:	Bay Ridge Ave	**Crossing Priority:**	3

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - 6th St at Bay Ridge Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 38,280.00
			Total Cost:	**$ 46,870.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 648 & Marley Meadow NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4EOE7	**Route Priority:**	1
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Marley Meadow Ln	**Crossing Priority:**	1

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	50	$ 210.00	$ 10,500.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 10,500.00**

Crossing - Baltimore Annapolis Blvd at No - Recommendations also apply to bus stop #F4EGOH				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	80	$ 70.00	$ 5,600.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 11,020.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	200	$ 210.00	$ 42,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
Reconstruct ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ 53,640.00
			Total Cost:	**$ 75,160.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Option 2 provided for reference. Option 1 on prior page was selected for cost summary

MD 648 & Marley Meadow NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4EOE7	**Route Priority:**	1
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Marley Meadow Ln	**Crossing Priority:**	1

Option 2: Recommend moving bus stop location 125ft south and provide crossing of B&A Blvd at Southbrdige Dr/Phyllis Dr; crosswalk striping for Phyllis Dr crossing; sidewalk connection to existing sidewalk to the north and Phyllis Dr to the south

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	50	$ 210.00	$ 10,500.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			not found	
			subtotal:	**$ 10,500.00**

Crossing - Baltimore Annapolis Blvd at No - Recommendations also apply to bus stop #F4EGOH				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft		$ 70.00	$ -
New ADA Ramp	each		$ 2,710.00	$ -
Reconstructed ADA Ramp	each		$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each		$ 850.00	$ -
Push Button	each		$ 5,360.00	$ -
Timing Improvements	each		$ -	$ -
Pedestrian Refuge	each		$ 5,000.00	$ -
HAWK Signal	each		$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	300	$ 210.00	$ 63,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
Reconstruct ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
			$ -	$ -
			subtotal:	$ 77,350.00
			Total Cost:	**$ 87,850.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 648 & Sumac
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4LR1H	**Route Priority:**	1
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Sumac Rd	**Crossing Priority:**	3

Option 1: Recommend moving bus stop location 110ft north to existing sidewalk location and small section of walkway to connect to parking lot

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	1	$ -	
			subtotal:	**$ 1,643.00**

Crossing - Baltimore Annapolis Blvd at Yes - Crossing Improvements included with bus stop #F4MLWM				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft		$ 70.00	$ -
New ADA Ramp	each		$ 2,710.00	$ -
Reconstructed ADA Ramp	each		$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each		$ 850.00	$ -
Push Button	each		$ 5,360.00	$ -
Timing Improvements	each		$ -	$ -
Pedestrian Refuge	each		$ 5,000.00	$ -
HAWK Signal	each		$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	10	$ 140.00	$ 1,400.00
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ 1,400.00
			Total Cost:	**$ 3,043.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Option 2 provided for reference. Option 1 on prior page was selected for cost summary

MD 648 & Sumac
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4LR1H	**Route Priority:**	1
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Sumac Rd	**Crossing Priority:**	3

Option 2: Bus stop location remains the same; Recommend proposed connection to existing sidewalk to the north; consider closing off the northern entrance to Hilltop Pizza

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	50	$ 210.00	$ 10,500.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 11,710.00**

Crossing - Baltimore Annapolis Blvd at Yes - Crossing Improvements included with bus stop #F4MLWM				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft		$ 70.00	$ -
New ADA Ramp	each		$ 2,710.00	$ -
Reconstructed ADA Ramp	each		$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each		$ 850.00	$ -
Push Button	each		$ 5,360.00	$ -
Timing Improvements	each		$ -	$ -
Pedestrian Refuge	each		$ 5,000.00	$ -
HAWK Signal	each		$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ 11,640.00
			Total Cost:	**$ 23,350.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 648 & Marley Neck
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4MLWM	**Route Priority:**	1
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Marley Neck Blvd	**Crossing Priority:**	3

Option 1: Bus stop location remains the same; Recommend proposed connection to existing curb ramp at SE corner of B&A Blvd and Marley Neck Blvd/MarleyStation Rd to the north; consider closing off the northern driveway entrance to 7-Eleven on B&A Blvd

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	50	$ 210.00	$ 10,500.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 25,500.00**

Crossing - Baltimore Annapolis Blvd at Yes - Recommendations also apply to bus stop #F4LR1H

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	30	$ 210.00	$ 6,300.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ 17,940.00
			Total Cost:	**$ 43,440.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Option 2 provided for reference. Option 1 on prior page was selected for cost summary

MD 648 & Marley Neck
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4MLWM	**Route Priority:**	1
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Marley Neck Blvd	**Crossing Priority:**	3

Option 2: Recommend moving bus stop location 100ft south to existing sidewalk location; proposed connection to existing curb ramp at SE corner of B&A Blvd and Marley Neck Blvd/MarleyStation Rd to the north

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	50	$ 175.00	$ 8,750.00
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 24,183.00**

Crossing - Baltimore Annapolis Blvd at Yes - Recommendations also apply to bus stop #F4LR1H

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	30	$ 210.00	$ 6,300.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ 29,580.00
			Total Cost:	**$ 53,763.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Marley Middle School NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4VEA8	**Route Priority:**	1
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	1
Cross Street:	Marley Neck Rd	**Crossing Priority:**	3

Proposed sidewalk/curb at bus stop location connecting to NR corner of B&A Blvd and Marley Neck Rd; provide crosswalk on Marley Neck Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	50	$ 210.00	$ 10,500.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 27,143.00**

Crossing - Baltimore Annapolis Blvd at Yes - Recommendations also apply to bus stop #F4T94B				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	36	$ 70.00	$ 2,520.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,850.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	250	$ 210.00	$ 52,500.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
			$ -	$ -
			subtotal:	$ 57,920.00
			Total Cost:	**$ 95,913.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 648 & Maple Ln NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F5T1Y8	**Route Priority:**	Deferred
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	Deferred
Cross Street:	Maple Ln NW	**Crossing Priority:**	1

Proposed crosswalk striping for all legs of B&A Blvd and Maple Ln NW intersection; reconstruct curb ramp at NW corner

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 1,210.00**

Crossing - Baltimore Annapolis Blvd at Yes - Recommendations also apply to bus stop #F5T9O3				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	94	$ 70.00	$ 6,580.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,490.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 10,700.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & Cresswell Rd
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F8G7S6	**Route Priority:**	1
Street:	Ritchie Hwy	**Bus Stop Priority:**	1
Cross Street:	Cresswell Rd	**Crossing Priority:**	3

Recommend restructing curb/sidewalk to provide vertical protection (at bus stop and south to Cresswell Rd); add missing sidewalk by narrowing median to 4' (with conc barrier if necessary) and 11' lanes. Move bus stop pole/sign out of landing area. Need crosswalks at Cedar lane signal to the south to connect companion stops to commercial destinations.

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	60	$ 262.50	$ 15,750.00
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 17,393.00**

Crossing - Ritchie Hwy at No

		Quantity	Unit Cost	Cost
Crosswalks	ft	150	$ 70.00	$ 10,500.00
New ADA Ramp	each	3	$ 2,710.00	$ 8,130.00
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	3	$ 5,360.00	$ 16,080.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 37,620.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	4	$ 11,640.00	$ 46,560.00
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	200	$ 210.00	$ 42,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	420	$ 230.00	$ 96,600.00
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstruct median to shift lanes	LF	160	$ 265.00	$ 42,400.00
			subtotal:	$ 232,980.00
			Total Cost:	**$ 287,993.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & Seward Ave
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F8VFM3	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	3
Cross Street:	Seward Ave	**Crossing Priority:**	1

Recommended Improvements: bus stop pole/sign; bus landing pad; Curb ramp upgrades; sidewalk reconstruction/bumpouts, crosswalk striping

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,023.00**

Crossing - Ritchie Hwy at Seward Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	30	$ 70.00	$ 2,100.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	2	$ 2,910.00	$ 5,820.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,920.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	80	$ 160.00	$ 12,800.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 12,800.00
			Total Cost:	**$ 29,743.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Arundel Village Plaza Shopping Center (MD 2) (NB)
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F8ZI7U	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	3
Cross Street:	15th Ave	**Crossing Priority:**	1

Recommended Improvements: Move bus stop location closer to 16th Ave were a crossing of Ritchie Hwy is provided or provide safe crossing at 15th Ave; ADA compliant curb ramps and crosswalk striping across Arundel Village Plaza entrace

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,710.00**

Crossing - Ritchie Hwy at 15th Ave - Crossing Improvements included with bus stop #F8Z2SD

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,710.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & 15th Ave (SB)
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F8Z2SD	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	3
Cross Street:	15th Ave	**Crossing Priority:**	1

Recommend safe crossing of Ritchie Hwy; companion stop F8Z17U; crosswalk stripping 15th Ave; reconstruct curb ramp NW corner of Ritchie Hwy & 15th Ave; proposed curb ramp NB side of Ritchie Hwy

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	1	$ -	
			subtotal:	**$ 16,210.00**

Crossing - Ritchie Hwy at No - Recommendations also apply to bus stop #F8Z17U

		Quantity	Unit Cost	Cost
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 28,340.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 44,550.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & 11th Ave NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F95PZB	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	1
Cross Street:	11th Ave	**Crossing Priority:**	3

Relocate sign out of sidewalk

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 16,210.00**

Crossing - Ritchie Hwy at Yes				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Move Traffic Sign	each	1	$ 433.00	$ 433.00
			subtotal:	$ 433.00
			Total Cost:	**$ 16,643.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & 11th Ave SB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F970A1	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	1
Cross Street:	11th Ave	**Crossing Priority:**	3

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 23,500.00**

Crossing - Ritchie Hwy at W 11th Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 23,500.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & Townsend Ave
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F99SL1	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	3
Cross Street:	Townsend Ave	**Crossing Priority:**	1

Recommended Improvements: bus stop pole/sign, safe crossing of Ritchie Hwy, curb ramp upgrades; bus landing pad bumpout

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,643.00**

Crossing - Ritchie Hwy at Townsend Ave.

		Quantity	Unit Cost	Cost
Crosswalks	ft	70	$ 70.00	$ 4,900.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	2	$ 2,910.00	$ 5,820.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 21,140.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 22,783.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & 7th Ave (SB) Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	F9E2WM	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	3
Cross Street:	7th Ave	**Crossing Priority:**	1

Recommend safe crossing of Ritchie Hwy & 7th Ave/Audrey Ave with pedestrian refuge and curb ramp upgrades; reconstruct NE corner ramp

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 1,210.00**

Crossing - Ritchie Hwy at No				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	85	$ 70.00	$ 5,950.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 19,280.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	1	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 20,490.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & Orchard Ave
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F9GNHU	**Route Priority:**	Deferred
Street:	Ritchie Hwy	**Bus Stop Priority:**	3 Extended
Cross Street:	Orchard Ave	**Crossing Priority:**	1

Relocate street sign obstructing sidewalk north of the bus stop; provide safe crossing of Ritchie Hwy; curb ramp upgrades Ritchie Hwy and Orchard Ave; companion stop #F9HQ2S

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 16,210.00**

Crossing - Ritchie Hwy at No - Recommendations also apply to bus stop #F9HQ2S

		Quantity	Unit Cost	Cost
Crosswalks	ft	72	$ 70.00	$ 5,040.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	2	$ 2,910.00	$ 5,820.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 21,280.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Move Traffic Sign	each	1	$ 433.00	$ 433.00
			subtotal:	$ 433.00
			Total Cost:	**$ 37,923.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & 2nd Ave
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F9NAOR	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	3
Cross Street:	2nd Ave	**Crossing Priority:**	1

companion stop #F9NXU0; provide safe crossing of Ritchie Hwy for both stops at 2nd Ave where the median is wide enough for a pedestrian refuge

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			not found	
			subtotal:	**$ 16,210.00**

Crossing - Ritchie Hwy at No - Recommendations also apply to bus stop #F9NXU0

		Quantity	Unit Cost	Cost
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,420.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each		$ 11,640.00	$ -
New Shared Used Path	ft		$ 100.00	$ -
New Sidewalk	ft		$ 140.00	$ -
New Sidewalk/Curb	ft		$ 210.00	$ -
Reconstruct Sidewalk	ft		$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft		$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech		$ 817.50	$ -
Relocating Sign	each		$ 433.00	$ -
Relocating Utility Pole	each		$ 15,000.00	$ -
Relocating Light Pole	each		$ 7,500.00	$ -
Relocating Other Utility	lump		$ -	$ -
Vegetation Trimming	lump		$ -	$ -
New ADA Ramp	each		$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 33,630.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MD 2 & Edison St
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F9NXU0	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	3
Cross Street:	Edison St	**Crossing Priority:**	1

Recommended Improvements: provide safe crossing of Ritchie Hwy; consider moving bus stop and companion stop #7796 closer to 1st Ave/Tungston St and provide a crossing there

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,250.00**

Crossing - Ritchie Hwy at Edison St - Crossing Improvements included with bus stop #F9NAOR

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 1,250.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Bayridge Rd at Cypress Rd NB
West Annapolis/ Parole

Google Map Link

Stop ID:	13	**Route Priority:**	Deferred
Street:	Bay Ridge Rd	**Bus Stop Priority:**	Deferred
Cross Street:	Cypress Rd	**Crossing Priority:**	1

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - 6th St at Bay Ridge Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ 150,000.00	$ -
			$ -	$ -
			subtotal:	**$ 7,000.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 38,280.00
			Total Cost:	**$ 53,870.00**

Bayridge Rd at Cypress Rd NB
West Annapolis/ Parole

Google Map Link

Stop ID:	13	**Route Priority:**	Deferred
Street:	Bay Ridge Rd	**Bus Stop Priority:**	Deferred
Cross Street:	Cypress Rd	**Crossing Priority:**	1

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Bay Ridge Rd at Cypress Rd				
		Quantity	Unit Cost	Cost
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal (incl. signage & median work)	lump	1	$ 150,000.00	$ 150,000.00
			$ -	$ -
			subtotal:	**$ 157,000.00**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 38,280.00
			Total Cost:	**$ 203,870.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Forest Dr. at Rosecrest Dr. NB
West Annapolis/ Parole

Google Map Link

Stop ID:	54	**Route Priority:**	3 Extended
Street:	Forest Dr	**Bus Stop Priority:**	3 Extended
Cross Street:	Rosecrest Dr	**Crossing Priority:**	1

Recommended Improvements: bus landing pad; safe crossing of Forest Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Forest Dr at Rosecrest Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	120	$ 70.00	$ 8,400.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	1	$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,730.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 23,280.00
			Total Cost:	**$ 48,600.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Forest Dr Rosecrest Dr SB
West Annapolis/ Parole

Google Map Link

Stop ID:	245	**Route Priority:**	3 Extended
Street:	Forest Dr	**Bus Stop Priority:**	3 Extended
Cross Street:	Rosecrest Dr	**Crossing Priority:**	1

Recommended Improvements: bus landing pad
Safe crossing of Forest Drive

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - 6th St at Bay Ridge Ave

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 38,280.00
			Total Cost:	**$ 46,870.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

CRAIN HWY & 1400 BLK CRAIN H
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2785	**Route Priority:**	3 Extended
Street:	Crain Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Madison Park Dr	**Crossing Priority:**	1

Recommended Improvements: Safe crossing of Crain Hwy - curb ramps, crosswalk, push button activation

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 250.00**

Crossing - Crain Hwy at Pyramid Office Park Entrance/Madison Park Dr

		Quantity	Unit Cost	Cost
Crosswalks	ft	130	$ 70.00	$ 9,100.00
New ADA Ramp	each	3	$ 2,710.00	$ 8,130.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	1	$ 850.00	$ 850.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 23,080.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 23,330.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

CRAIN HWY & CRAIN TOWERS BLD sb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	2787	**Route Priority:**	1
Street:	Crain Hwy	**Bus Stop Priority:**	3
Cross Street:	Crain Towers Entrance	**Crossing Priority:**	3

Recommend relocating bus stop south to in front of Dollar Tree near Crain Hwy & Hospital Drive (39.1422975, -76.63229661)

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	50	$ 210.00	$ 10,500.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 13,233.00**

Crossing - Crain Hwy at No				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	1	$ -	$ -
				$ -
				$ -
				$ -
			subtotal:	**$ 28,560.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New ADA Ramp	each	3	$ 2,710.00	
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	200	$ 210.00	$ 42,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	1	$ -	$ -
				$ -
			subtotal:	$ 65,280.00
			Total Cost:	**$ 107,073.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

HOSPITAL DR & CRAIN HWY fs eb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2789	**Route Priority:**	3
Street:	Hospital Dr	**Bus Stop Priority:**	1
Cross Street:	Crain Hwy	**Crossing Priority:**	3

Recommended Improvements: bus landing pad; recommend moving bus stop west closer to Crain Hwy intersection to discourage midblock crossings

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,023.00**

Crossing - Hospital Dr at Crain Hwy				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 10,023.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

RITCHIE HWY & NORFOLK RD sb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2801	**Route Priority:**	Deferred
Street:	Ritchie Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Norfolk Rd	**Crossing Priority:**	1

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 1,523.00**

Crossing - Ritchie Hwy at No - Recommendations also apply to bus stop #2869				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	150	$ 70.00	$ 10,500.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	4	$ 2,910.00	$ 11,640.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	1	$ -	$ -
				$ -
				$ -
				$ -
			subtotal:	**$ 32,860.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New ADA Ramp	each	0	$ 2,710.00	
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	1	$ -	$ -
				$ -
			subtotal:	$ -
			Total Cost:	**$ 34,383.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

MARLEY STATION &B&A sb (actually NB/EB) Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	2803	**Route Priority:**	3
Street:	Marley Station Rd	**Bus Stop Priority:**	1
Cross Street:	Baltimore Annapolis Blvd	**Crossing Priority:**	3

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 16,523.00**

Crossing - Marley Station Rd at Yes				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
				$ -
				$ -
				$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New ADA Ramp	each	0	$ 2,710.00	
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
				$ -
			subtotal:	$ -
			Total Cost:	**$ 16,523.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

RITCHIE HWY & MARLEY NECK RD ns nb Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	2867	**Route Priority:**	1
Street:	Ritchie Hwy	**Bus Stop Priority:**	1
Cross Street:	Marley Station Rd	**Crossing Priority:**	3

companion stop #F9NAOR; provide safe crossing of Ritchie Hwy for both stops at 2nd Ave where the median is wide enough for a pedestrian refuge

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	1	$ -	
			subtotal:	**$ 16,210.00**

Crossing - Ritchie Hwy at Yes - Crossing Improvements included with bus stop #F9NAOR

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	50	$ 160.00	$ 8,000.00
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	1	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			subtotal:	$ 8,000.00
			Total Cost:	**$ 24,210.00**

RITCHIE HWY & NORMAN RD nb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2869	**Route Priority:**	Deferred
Street:	Ritchie Hwy	**Bus Stop Priority:**	3 Extended
Cross Street:	Norman Rd	**Crossing Priority:**	1

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 1,523.00**

Crossing - Crosswalk Striping Quantity: at 120 - Crossing Improvements included with bus stop #2801				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	120	$ 70.00	$ 8,400.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	2	$ 2,910.00	$ 5,820.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal (incl. signage & median work)	lump	1	$ 150,000.00	$ 150,000.00
				$ -
			subtotal:	**$ 164,220.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New ADA Ramp	each	0	$ 2,710.00	
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	1	$ -	$ -
				$ -
				$ -
			subtotal:	$ -
			Total Cost:	**$ 165,743.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

CRAIN HWY & MADISON PARK DR nb Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	2883	**Route Priority:**	Deferred
Street:	6th St	**Bus Stop Priority:**	Deferred
Cross Street:	Bay Ridge Ave	**Crossing Priority:**	1

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - 6th St at Bay Ridge Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 38,280.00
			Total Cost:	**$ 46,870.00**

CRAIN HWY & MAIN AVE nb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2886	**Route Priority:**	2
Street:	Crain Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Main Ave	**Crossing Priority:**	1

Recommended Improvements: Safe crossing of Crain Hwy - curb ramps, crosswalk, push button activation

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 175.00	$ 8,750.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,500.00**
Crossing - Crain Hwy at Main Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal (incl. signage & median)	each	1	$ 150,000.00	$ 150,000.00
			$ -	$ -
			subtotal:	**$ 162,420.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 160.00	$ 8,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 31,280.00
			Total Cost:	**$ 210,200.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

West St at Somerville EB
West Annapolis/ Parole

Google Map Link

Stop ID:	5128	**Route Priority:**	Deferred
Street:	West St	**Bus Stop Priority:**	Deferred
Cross Street:	Somerville Rd.	**Crossing Priority:**	1

Recommend moving bus stop approximately 120' east (as well, companion stop 6300) and a new RRFB crossing

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 16,683.00**

Crossing				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	60	$ 70.00	$ 4,200.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
RRFB (incl. signage and median work)	each	1	$ 30,000.00	$ 30,000.00
				$ -
				$ -
			subtotal:	**$ 39,620.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New ADA Ramp	each	0	$ 2,710.00	
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	1	$ -	$ -
				$ -
			subtotal:	$ -
			Total Cost:	**$ 56,303.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

West St at Somervillie Rd WB
West Annapolis/ Parole

Google Map Link

Stop ID:	6300	**Route Priority:**	2
Street:	West St	**Bus Stop Priority:**	2
Cross Street:	Somerville Rd	**Crossing Priority:**	1

Recommend moving bus stop approximately 300' east (as well, companion stop 5128) and a new RRFB crossing

Bus Stop

		Quantity	Unit Cost	Cost
			subtotal:	**$ -**

Crossing - Solomons Island Rd at Pike Ridge Rd

		Quantity	Unit Cost	Cost

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
				$ -
				$ -
			subtotal:	$ -
			Total Cost:	**$ -**

Cost associated with crossing improvements is on sheet for stop 5128

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

West St & Legion Ave opp wb
West Annapolis/ Parole

Google Map Link

Stop ID:	11700	**Route Priority:**	Deferred
Street:	West St	**Bus Stop Priority:**	Deferred
Cross Street:	Legion Ave	**Crossing Priority:**	1

Recommended Improvements: safe crossing of West St; stop bar and crosswalk striping for Legion Ave

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Crossing - West St at Legion Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,920.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,920.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

CRAIN HWY & MAIN AVE sb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	12256	**Route Priority:**	Deferred
Street:	6th St	**Bus Stop Priority:**	3 Extended
Cross Street:	Bay Ridge Ave	**Crossing Priority:**	1

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - 6th St at Bay Ridge Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 38,280.00
			Total Cost:	**$ 46,870.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Marley Station & B&A Blvd fs wb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	12490	**Route Priority:**	3
Street:	Marley Station Rd	**Bus Stop Priority:**	1
Cross Street:	St Agnes Rd	**Crossing Priority:**	3

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,590.00**

Crossing - Marley Station Rd at Baltimore Annapolis Blvd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

CRAIN HWY & HIDDEN BROOK DR eb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	12695	**Route Priority:**	3
Street:	Crain Hwy	**Bus Stop Priority:**	3
Cross Street:	Hidden Brook Dr	**Crossing Priority:**	1

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 1,210.00**

Crossing - Crain Hwy at No - Recommendations also apply to bus stop #12696				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	150	$ 70.00	$ 10,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
				$ -
				$ -
			subtotal:	**$ 34,550.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	1	$ -	$ -
				$ -
				$ -
			subtotal:	$ -
			Total Cost:	**$ 35,760.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

CRAIN HWY & HIDDEN BROOK DR wb Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	12696	**Route Priority:**	3
Street:	Crain Hwy	**Bus Stop Priority:**	3
Cross Street:	Hidden Brook Dr	**Crossing Priority:**	1

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	1	$ 1,210.00	$ 1,210.00
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 262.50	$ -
Lighting*	lump	0	$ 7,500.00	$ -
			subtotal:	**$ 1,210.00**

Crossing - Crain Hwy at No - Crossing Improvements included with bus stop #12695				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft		$ 70.00	$ -
New ADA Ramp	each		$ 2,710.00	$ -
Reconstructed ADA Ramp	each		$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each		$ 850.00	$ -
Push Button	each		$ 5,360.00	$ -
Timing Improvements	each		$ -	$ -
Pedestrian Refuge	each		$ 5,000.00	$ -
				$ -
				$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Shared Used Path	ft	0	$ 100.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
New Sidewalk/Curb	ft	0	$ 210.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Reconstruct Sidewalk/Curb	ft	0	$ 230.00	$ -
Bumpout around Horizontal Obstruction	ech	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
				$ -
				$ -
			subtotal:	$ -
			Total Cost:	**$ 1,210.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

RITCHIE HWY & MOUNTAIN RD nb ns Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	14038	**Route Priority:**	3
Street:	Ritchie Hwy	**Bus Stop Priority:**	3
Cross Street:	Mountain Rd	**Crossing Priority:**	1

Recommended Improvements: existing sidewalk in poor condition; sidewalk connection to adjacent dinner; consider safety upgrades for Mountain Rd crossings

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 175.00	$ 8,750.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,500.00**

Crossing - Ritchie Hwy at Mountain Rd

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	3	$ 2,910.00	$ 8,730.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,730.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	75	$ 160.00	$ 12,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Vegetation Trimming	lump	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 12,000.00
			Total Cost:	**$ 37,230.00**

Fort Meade Rd / Laurel Race Track Rd EB
Odenton/ Maryland City

Google Map Link

Stop ID:	20182	**Route Priority:**	3
Street:	Fort Meade Rd	**Bus Stop Priority:**	3
Cross Street:	Laurel Race Track Rd	**Crossing Priority:**	1

Recommended Improvements: bus landing pad; safe crossings of Fort Meade Rd and Laurel Race Track Rd: sidewalk, curb ramps, crosswalk striping, ped refuge, additional APS such as HAWK signal

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Fort Meade Rd at Laurel Race Track Rd				
		Quantity	Unit Cost	Cost
Crosswalks	ft	90	$ 70.00	$ 6,300.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal (incl. signage & median)	each	1	$ 150,000.00	$ 150,000.00
			$ -	$ -
			subtotal:	**$ 166,720.00**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 175,310.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Fort Meade Rd Laurel Race Track Rd WB
Odenton/ Maryland City

Google Map Link

Stop ID:	20183	**Route Priority:**	3
Street:	Fort Meade Rd	**Bus Stop Priority:**	3
Cross Street:	Laurel Race Track Rd	**Crossing Priority:**	1

Recommended Improvements: bus landing pad; safe crossings of Fort Meade Rd and Laurel Race Track Rd: sidewalk, curb ramps, crosswalk striping, ped refuge, additional APS such as HAWK signal

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,750.00**

Crossing - Fort Meade Rd at Laurel Race Track Rd

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 7,750.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Fort Meade Rd / Russett Green East
Odenton/ Maryland City

Google Map Link

Stop ID:	20187	**Route Priority:**	1
Street:	Fort Meade Rd	**Bus Stop Priority:**	1
Cross Street:	Russett Green E	**Crossing Priority:**	3

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - 6th St at Bay Ridge Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 38,280.00
			Total Cost:	**$ 46,870.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Fort Meade Rd / Maryland City Plaza EB Google Map Link
Odenton/ Maryland City

Stop ID:	20190	**Route Priority:**	3
Street:	Fort Meade Rd	**Bus Stop Priority:**	3
Cross Street:	Pet Hospital Entrance	**Crossing Priority:**	1

Recommended Improvements: bus landing pad; move bus stop location closer to signalized Maryland City Plaza entrance where there is a crossing of Fort Meade Rd provided.

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,023.00**

Crossing - Fort Meade Rd at Maryland City Plaza/Red Crown Inn Entrance

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,023.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 1. However, only Piority 1 Elements are included in the Prioirty 1 Cost Summary

Fort Meade Rd / Maryland City Plaza WB Google Map Link
Odenton/ Maryland City

Stop ID:	20191	**Route Priority:**	3
Street:	Fort Meade Rd	**Bus Stop Priority:**	1
Cross Street:	Maryland City Plaza Entra	**Crossing Priority:**	3

Recommended Improvements: bus landing pad; crosswalk striping across Red Crown Inn Entrance intersection cost improvements captured by companion stop #20190

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Fort Meade Rd at Maryland City Plaza/Red Crown Inn Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Priority 2 Bus Stops			
Stop ID	**Location**	**Bus Stop - Cost**	**Comment**
8	Admiral at Admiral Oaks (NB)	$ 43,200.00	
10	Bayridge Ave. at Bens Dr. (SB)	$ 43,200.00	
34	Chesapeake Ave. at 6th St. (WB)	$ 23,500.00	
35	Chesapeake Ave at Eastport Shopping Center	$ 94,200.00	
48	Forest Dr. at Fairfax Rd.	$ 23,200.00	
82	(Annapolis Rd Town Center Blvd)	$ 42,000.00	
86	Americana Dr. at Norman Dr.	$ 42,000.00	
2774	CRAIN HWY & JACKSON AVE sb	$ 46,400.00	
2794	7823 OAKWOOD ROAD nb	$ 25,800.00	
2795	OAKWOOD RD & MAYFLOWER CIR nb	$ 26,400.00	
2807	(Jumpers Hole at AMF Southdale Lanes)	$ 25,800.00	
2830	Rowe Blvd and College Creek	$ 25,500.00	
2836	Rowe Blvd & College Ave nb	$ 25,800.00	
2862	Ritchie HWY & Elvaton Dr NB	$ 23,200.00	
2873	OAKWOOD RD & MARY LN sb	$ 6,000.00	
2875	OAKWOOD RD & OAK MANOR DR sb	$ 29,100.00	
2876	200 Hospital Dr wb	$ 24,600.00	
2885	CRAIN HWY & AQUAHART RD nb	$ 26,200.00	
3304	NURSERY RD & Baltimore Annapolis BLVD fs wb	$ 24,500.00	
3306	NURSERY RD & BARKWOOD CT wb	$ 42,000.00	
3322	CANDLEWOOD RD & ASHTON RD (NB)	$ 21,800.00	
3324	RIDGE RD & MELLON RD (SB)	$ 23,200.00	
3329	RIDGE RD& MELLON RD nb	$ 23,200.00	
3331	CANDLEWOOD RD & ASHTON RD sb	$ 21,800.00	
3342	NURSERY RD & BARKWOOD CT eb	$ 42,000.00	
6300	West St at Somervillie Rd WB	$ 41,700.00	
7045	(Annapolis Rd Rockenbach Rd)	$ 42,000.00	
7510	(Odenton Rd Odenton Elementary School)	$ 21,800.00	
8430	MD 450 & King George St EB	$ 47,100.00	
8436	RT 450 & KING GEORGE ST wb	$ 23,200.00	
8868	CHARWOOD & NEW RIDGE mid wb	$ 42,000.00	
9014	Forest Dr and Spa Rd.	$ 23,500.00	
10799	CHARWOOD RD & NEW RIDGE RD fs eb	$ 42,000.00	
10921	ROWE BLVD & TAYLOR AVE fs	$ 21,800.00	
11173	NURSERY RD & RAYNOR AVE opp wb	$ 42,000.00	
11178	NURSERY RD & RAYNOR AVE fs eb	$ 23,500.00	
11703	WEST ST & HUDSON ST wb	$ 23,500.00	
12252	1120 CRAIN HWY sb	$ 42,000.00	
12253	8th Ave & Penrod Ct WB	$ 24,300.00	
12258	OAKWOOD RD & RT 100 nb	$ 28,000.00	
12259	AQUAHART RD & GREENWAY RD ns eb	$ 23,200.00	
12268	RT 450 & BRICE RD eb	$ 26,400.00	
12445	7476 NEW RIDGE RD (SB)	$ 23,200.00	
12450	CANDLEWOOD RD & MERCEDES DR sb	$ 21,800.00	
20231	Walmart at Russett Green East - Laurel	$ 26,400.00	
168634	(Dorsey Rd Holy Cross Rd (Monsenior Slade School))	$ 28,200.00	

Priority 2 Bus Stops			
Stop ID	**Location**	**Bus Stop - Cost**	**Comment**
EUZDLD	MD 450 & Lubrano Dr	$ 34,100.00	
EV3FTM	Roscoe Rowe Blvd & Taylor Ave	$ 23,500.00	
EVNL9P	Bestgate Rd & Tidewater Colony Dr	$ 2,900.00	
EVO8F9	Bestgate Rd & N Bestgate Rd (WB)	$ 21,800.00	
EVZDCK	Church of Latter Day Saints (MD 450)	$ 23,200.00	
EZST68	Piney Orchard Pkwy & Village Center Dr	$ 24,300.00	
EZT8K4	Casuarina Way & Stream Valley Dr WB	$ 23,200.00	
F0UQRG	Piney Orchard Pkwy & Odenton Rd EB	$ 4,100.00	
F14DZU	MD 175 & Winmeyer Ave	$ 23,500.00	
F16YMK	MD 175 & Town Center Blvd EB	$ 24,600.00	
F1MEAF	MD 175 & Berger St SB	$ 42,000.00	
F1UBS8	MD 175 & Llewellyn Ave	$ 42,000.00	
F2MM7K	Jacobs Rd & Stillmeadow Dr WB	$ 30,700.00	
F2P6W9	Youth Services (Reece Rd) EB	$ 24,300.00	
F2PEHS	Pioneer Dr & Richfield Dr NB	$ 23,200.00	
F2TOTK	Pioneer Dr & Arwell Ct NB	$ 23,200.00	
F2YEL7	Pioneer Dr & Deerfield Dr NB	$ 23,200.00	
F3NX0R	Severn Library	$ 23,200.00	
F41LL3	Heritage at Freetown	$ 24,600.00	
F48HPM	Ridge Rd & Bastille SB	$ 23,200.00	
F4OKDA	Ridge & Stoney Run SB	$ 42,300.00	
F4S7IW	Ridge & Thames River NB	$ 23,200.00	
F4VM50	Harundale Plaza SB	$ 25,800.00	
F59BXU	MD 648 & Chester	$ 21,800.00	
F59KDM	MD 176 & Candlewood EB	$ 39,100.00	
F59KF1	MD 176 & Leeds EB	$ 46,400.00	
F59ZTD	MD 176 & Candlewood WB	$ 42,000.00	
F59ZUK	MD 176 & Ashton	$ 43,200.00	
F5ATYL	MD 648 & Harding	$ 21,800.00	
F5CCRO	MD 176 & Ridge WB	$ 49,400.00	
F5FJRI	MD 648 & Kuethe	$ 42,000.00	
F5ICI1	MD 176 & McCormick WB	$ 30,700.00	
F5JF18	MD 176 & WB&A WB	$ 42,000.00	
F5MUC8	MD 176 & Stewart	$ 42,000.00	
F5N229	MD 176 & Aviation	$ 42,000.00	
F60D2C	7030 Dorsey Rd	$ 23,000.00	
F6B2SY	Magellan Circle	$ 21,800.00	
F6E233	8th Ave & Penrod Ct EB	$ 42,000.00	
F8DN6R	MD 2 & Cedar Hill Ln (NB)	$ 20,900.00	
F3V654	Freetown & Leonard	$ 23,200.00	
	TOTAL COST	**$ 2,601,600**	

Priority 2 Connections			
Stop ID	**Location**	**Connections - Cost**	**Comment**
18	Admiral Dr at Radio Park	$ 5,700.00	
55	Forest Dr. at Spa Rd. (7 Eleven)	$ 29,200.00	
128	West St and Old Solomons Island Rd	$ 16,800.00	
2768	RITCHIE HWY & CHESAPEAKE SHOPPING CENTER fs sb	$ 47,700.00	
2886	CRAIN HWY & MAIN AVE nb	$ 84,300.00	
3304	NURSERY RD & Baltimore Annapolis BLVD fs wb	$ 26,200.00	
3322	CANDLEWOOD RD & ASHTON RD (NB)	$ 18,900.00	
3331	CANDLEWOOD RD & ASHTON RD sb	$ 7,500.00	
3342	NURSERY RD & BARKWOOD CT eb	$ 7,500.00	
6300	West St at Somervillie Rd WB	$ 55,100.00	
8868	CHARWOOD & NEW RIDGE mid wb	$ 18,900.00	
10799	CHARWOOD RD & NEW RIDGE RD fs eb	$ 18,900.00	
11173	NURSERY RD & RAYNOR AVE opp wb	$ 187,200.00	
12252	1120 CRAIN HWY sb	$ 75,500.00	
12450	CANDLEWOOD RD & MERCEDES DR sb	$ 3,800.00	
12467	CRAIN HWY & CRAINMOUNT DR fs sb	$ 2,200.00	
20201	National Business Pkwy / Merritt Dr (Southbound)	$ 3,800.00	
EU0FT6	Solomons Island Rd & Wilelinor Dr	$ 84,900.00	
EUONUG	MVA (Harry s Truman Pkwy)	$ 113,200.00	
EV3FTM	Roscoe Rowe Blvd & Taylor Ave	$ 8,600.00	
EVO8F9	Bestgate Rd & N Bestgate Rd (WB)	$ 18,900.00	
F103PF	Odenton MARC Station (East Platform)	$ 40,800.00	
F1M6KK	MD 175 & Berger St NB	$ 71,200.00	
F1MEAF	MD 175 & Berger St SB	$ 18,900.00	
F3Y7DC	Ridge & Stone Castle	$ 69,000.00	
F4OKDA	Ridge & Stoney Run SB	$ 28,300.00	
F4UZYG	(Ritchie Hwy Guildford Rd)	$ 6,100.00	
F59KDM	MD 176 & Candlewood EB	$ 28,300.00	
F5AUQY	MD 176 & Ridge EB	$ 43,100.00	
F5IK6I	MD 176 & WB&A EB	$ 66,300.00	
F5MUC8	MD 176 & Stewart	$ 51,700.00	
F5R4I0	MD 648 & Oak Ln NB	$ 40,400.00	
F6B2SY	Magellan Circle	$ 18,900.00	
F6BP6F	Crain Hwy & 8th Ave (SB)	$ 188,700.00	
F8NPU7	MD 2 & Walton Ave (NB)	$ 6,600.00	
F8T2QL	MD 2 & Church St NB	$ 21,600.00	
	TOTAL COST	**$ 1,534,700**	

Priority 2 Crossings			
Stop ID	Location	Crossings - Cost	Comment
47	Forest Dr. and Crows Nest Ct.	$ 41,600.00	
58	Forest Dr. and Quiet Waters Pl.	$ 47,600.00	
83	Monroe St. at Bayridge Ave.	$ 54,000.00	
86	Americana Dr. at Norman Dr.	$ 14,600.00	
237	Robinwood Turnaround	$ 20,300.00	
240	Forest Dr. At Thom Dr.	$ -	Crossing improvement cost captured at 58
2768	RITCHIE HWY & CHESAPEAKE SHOPPING CENTER fs sb	$ 75,800.00	
2776	8TH AVE & MAY WAGNER LN sb	$ 33,500.00	
2800	AQUAHART RD & RITCHIE HWY fs wb	$ 78,500.00	
2805	RITCHIE HWY & KELLINGTON DR sb	$ 2,300.00	
2808	RITCHIE HWY & WATERFORD RD sb	$ 43,200.00	
2830	Rowe Blvd and College Creek	$ -	Crossing improvement cost captured at 2836
2836	Rowe Blvd & College Ave nb	$ 25,800.00	
2901	RITCHIE HWY & HOLSUM WAY	$ 38,300.00	
2902	RITCHIE HWY & GLEN BURNIE MALL nb	$ -	Crossing improvement cost captured at 2768
3322	CANDLEWOOD RD & ASHTON RD (NB)	$ 48,100.00	
3324	RIDGE RD & MELLON RD (SB)	$ 52,100.00	
3331	CANDLEWOOD RD & ASHTON RD sb	$ -	Crossing improvement cost captured at 3322
3342	NURSERY RD & BARKWOOD CT eb	$ 46,200.00	
6054	(Housely Rd Regatta Bay Ct) (EB)	$ 29,600.00	
8868	CHARWOOD & NEW RIDGE mid wb	$ -	Crossing improvement cost captured at 10799
9014	Forest Dr and Spa Rd.	$ 28,100.00	
10799	CHARWOOD RD & NEW RIDGE RD fs eb	$ 27,600.00	
11173	NURSERY RD & RAYNOR AVE opp wb	$ 33,500.00	
12445	7476 NEW RIDGE RD (SB)	$ 10,200.00	
12450	CANDLEWOOD RD & MERCEDES DR sb	$ 24,000.00	
12690	GEORGE CLAUSS BLVD & WAL MART wb	$ 164,300.00	
20201	National Business Pkwy / Merritt Dr (Southbound)	$ 45,100.00	
20233	National Business Pkwy / 430 (Northbound)	$ 41,300.00	
20240	National Business Pkwy / 430 (Southbound)	$ -	Crossing improvement cost captured at 20233
ETYAO3	Admiral Cochrane Dr & Broad Reach Blvd	$ 116,800.00	
EU0FT6	Solomons Island Rd & Wilelinor Dr	$ 24,000.00	
EU384X	The James Apts (Admiral Cochrane Dr)	$ 47,200.00	
EU5SR0	USPS (Admiral Cochrane Dr)	$ 49,300.00	
EU6864	Admirals Square Apts (Admiral Cochrane Dr)	$ -	Crossing improvement cost captured at EU5SR0
EU9NNJ	Senesta ES Suites (Admiral Cochrane Dr)	$ 29,000.00	
EUQDM0	AACO Department of Health	$ 24,000.00	
EUZ5VH	MD 450 & Oak Ct	$ -	Crossing improvement cost captured at EUZDLD
EUZDLD	MD 450 & Lubrano Dr	$ 26,300.00	
EV9VOZ	Housley Rd & Stone Point Dr (WB)	$ -	Crossing improvement cost captured at 6054
EVL0QZ	Bestgate Rd & Harbour Gates Dr WB	$ 37,500.00	
F1M6KK	MD 175 & Berger St NB	$ 50,900.00	
F1MEAF	MD 175 & Berger St SB	$ -	Crossing improvement cost captured at F1M6KK
F1UBS8	MD 175 & Llewellyn Ave	$ 72,100.00	
F2U4FK	MD 175 & 20th NB	$ 46,900.00	
F3P7BC	Ridge & Christiana	$ 25,900.00	

Priority 2 Crossings			
Stop ID	Location	Crossings - Cost	Comment
F3RQOY	MD 177 & Cameryn	$ 41,500.00	
F4OCNG	Ridge & Stoney Run NB	$ 55,000.00	
F59KDM	MD 176 & Candlewood EB	$ 90,400.00	
F59KF1	MD 176 & Leeds EB	$ 73,500.00	
F59ZTD	MD 176 & Candlewood WB	$ -	Crossing improvement cost captured at F59KDM
F59ZUK	MD 176 & Ashton	$ 11,300.00	
F5ICI1	MD 176 & McCormick WB	$ 73,700.00	
F60D2C	7030 Dorsey Rd	$ 26,700.00	
F60SHR	Amazon (7021 Dorsey Rd)	$ -	Crossing improvement cost captured at F60D2SC
F6BP6F	Crain Hwy & 8th Ave (SB)	$ 46,700.00	
F6E21Q	Crain Hwy & 9th Ave	$ 22,200.00	
F6H9S6	CRAIN HWY & JACKSON AVE nb fs	$ 24,000.00	
F6SUFH	Crain Hwy & Crain Ct fs nb	$ 22,200.00	
F8DN6R	MD 2 & Cedar Hill Ln (NB)	$ 66,400.00	
	TOTAL COST	**$ 2,129,100**	

NET TOTAL PRIORITY 2 $ 6,265,400

Development of Multiplier that was applied to Cost Estimate worksheets to achieve loaded project costs:

Allowances for incomplete design	30%
General Conditions	10%
Contingency	25%
Escalation to 2029 (3 years)	112%
Factored Multiplier	2.011
Design Fee	13%
Owner Administration	8%
CMI	13%
Factor applied to raw estimated cost worksheets	**2.695**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Admiral at Admiral Oaks (NB) Google Map Link
West Annapolis/ Parole

Stop ID:	8	**Route Priority:**	3 Extended
Street:	Admiral Dr	**Bus Stop Priority:**	2
Cross Street:	Captains Cir	**Crossing Priority:**	3 Extended

Recommended Improvements: Option 1- bus landing pad, sidewalk, ramp at bus stop and realign crosswalk across Admiral Dr; crosswalk striping for Captains Cir crossing..... Option 2- move bus stop location south of Captains Cir closer to companion bus stop; provide bus landing pad, sidewalk, curb ramp, crosswalk from new bus stop location to SW corner of Captains Cir/Admiral Dr intersection; crosswalk striping for Captains Cir crossing

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,023.00**

Crossing - Admiral Dr at Captains Cir				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	40	$ 70.00	$ 2,800.00
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 5,510.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 21,533.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Bayridge Ave. at Bens Dr. (SB) Google Map Link
West Annapolis/ Parole

Stop ID:	10	**Route Priority:**	3 Extended
Street:	Bay Ridge Ave	**Bus Stop Priority:**	2
Cross Street:	Bens Dr	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad; sidewalk; sidewalk; curb ramp; crosswalk stiping across Bens Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,023.00**
Crossing - Bay Ridge Ave at Bens Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	4	$ 2,910.00	$ 11,640.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 11,640.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 27,663.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Admiral Dr at Radio Park
West Annapolis/ Parole

Google Map Link

Stop ID:	18	**Route Priority:**	2
Street:	Admiral Dr	**Bus Stop Priority:**	Deferred
Cross Street:	Radio Park	**Crossing Priority:**	3 Extended

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 14,933.00**
Crossing - Admiral Dr at Midblock				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	30	$ 70.00	$ 2,100.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,520.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	15	$ 140.00	$ 2,100.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 2,100.00
			Total Cost:	**$ 24,553.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Chesapeake Ave. at 6th St. (WB) Google Map Link
West Annapolis/ Parole

Stop ID:	34	**Route Priority:**	Deferred
Street:	Chesapeake Ave	**Bus Stop Priority:**	2
Cross Street:	Dignan Ally	**Crossing Priority:**	3 Extended

Recommended Improvements: safe crossing of Chesapeake Ave? low speed & low volume roadway, crosswalk may not be warranted… crossing provided at Burnside St

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,710.00**

Crossing - Chesapeake Ave at Dignan Ally				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,710.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Chesapeake Ave at Eastport Shopping Center Google Map Link
West Annapolis/ Parole

Stop ID:	35	**Route Priority:**	3 Extended
Street:	Chesapeake Ave	**Bus Stop Priority:**	2
Cross Street:	Bay Ridge Ave	**Crossing Priority:**	3 Extended

Recommended Improvements: Safe crossing of Chesapeake Ave- curb ramps, crosswalk striping

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	150	$ 175.00	$ 26,250.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 34,960.00**

Crossing - Chesapeake Ave at Bay Ridge Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	2	$ 817.50	$ 1,635.00
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,055.00
			Total Cost:	**$ 42,015.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Forest Dr. and Crows Nest Ct.
West Annapolis/ Parole

Google Map Link

Stop ID:	47	**Route Priority:**	3 Extended
Street:	Forest Dr	**Bus Stop Priority:**	3 Extended
Cross Street:	Crows Nest Ct	**Crossing Priority:**	2

Recommended Improvements: curb ramp upgrades

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	-	$ -	
			$ -	$ -
			$ -	$ -
			subtotal:	

Crossing - Forest Dr at Crows Nest Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	60	$ 70.00	$ 4,200.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	2	$ 2,910.00	$ 5,820.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,440.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Forest Dr. at Fairfax Rd.
West Annapolis/ Parole

Google Map Link

Stop ID:	48	**Route Priority:**	3 Extended
Street:	Forest Dr	**Bus Stop Priority:**	2
Cross Street:	Fairfax Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; curb ramp upgrades; provide safe crossing of Forest Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Forest Dr at Fairfax Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	4	$ 850.00	$ 3,400.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,400.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 18,990.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Forest Dr. at Spa Rd. (7 Eleven)
West Annapolis/ Parole

Google Map Link

Stop ID:	55	**Route Priority:**	2
Street:	Forest Dr	**Bus Stop Priority:**	Deferred
Cross Street:	Castlegate Dr	**Crossing Priority:**	Deferred

Recommended Improvements: bus stop pole/sign

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	25	$ 175.00	$ 4,375.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 12,308.00**

Crossing - Forest Dr at Gemini Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 10,840.00
			Total Cost:	**$ 23,148.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Forest Dr. and Quiet Waters Pl. Google Map Link
West Annapolis/ Parole

Stop ID:	58	**Route Priority:**	3 Extended
Street:	Forest Dr	**Bus Stop Priority:**	3 Extended
Cross Street:	Quiet Waters Pl	**Crossing Priority:**	2

Recommended Improvements: bus stop pole/sign; curb ramp upgrades; safe crossing of Forest Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,933.00**

Crossing - Forest Dr at Quiet Waters Pl/Thom Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	86	$ 70.00	$ 6,020.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	4	$ 2,910.00	$ 11,640.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,660.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 25,593.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

(Annapolis Rd Town Center Blvd)
Odenton/ Maryland City

Google Map Link

Stop ID:	82	**Route Priority:**	3 Extended
Street:	Annapolis Rd	**Bus Stop Priority:**	2
Cross Street:	Town Center Blvd	**Crossing Priority:**	3 Extended

Recommended Improvements: bus pad; provide sidewalk connection to Town Center Blvd on north side of Annapolis Rd; upgrade curb ramps/sidewalks/APS/Crosswalks at Annapolis Rd and Town Center Blvd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Annapolis Rd at Town Center Blvd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	1	$ 817.50	$ 817.50
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,817.50
			Total Cost:	**$ 23,407.50**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Monroe St. at Bayridge Ave.
West Annapolis/ Parole

Google Map Link

Stop ID:	83	**Route Priority:**	3 Extended
Street:	Monroe St	**Bus Stop Priority:**	Deferred
Cross Street:	Bay Ridge Ave	**Crossing Priority:**	2

Recommended Improvements: safe crossing of Monroe st and Bay Ridge Ave

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,500.00**

Crossing - Monroe St at Bay Ridge Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	120	$ 70.00	$ 8,400.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	4	$ 2,910.00	$ 11,640.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 20,040.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 28,540.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Americana Dr. at Norman Dr.
West Annapolis/ Parole

Google Map Link

Stop ID:	86	**Route Priority:**	3 Extended
Street:	Norman Dr	**Bus Stop Priority:**	2
Cross Street:	Americana Dr	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Norman Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**
Crossing - Norman Dr at Americana Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 5,420.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	25	$ 140.00	$ 3,500.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 3,500.00
			Total Cost:	**$ 24,510.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

West St and Old Solomons Island Rd
West Annapolis/ Parole

Google Map Link

Stop ID:	128	**Route Priority:**	2
Street:	West St	**Bus Stop Priority:**	3 Extended
Cross Street:	Old Solomons Island Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; protect bus shelter from vehicular traffic; address fire hydrant obstruction in front of bus shelter; crosswalk striping and curb ramp upgrades for driveway/mall entrance crossings

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Crossing - West St at Old Solomons Island Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	1	$ 817.50	$ 817.50
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 6,237.50
			Total Cost:	**$ 6,237.50**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Robinwood Turnaround
West Annapolis/ Parole

Google Map Link

Stop ID:	237	**Route Priority:**	Deferred
Street:	Tyler Ave	**Bus Stop Priority:**	Deferred
Cross Street:	Robinwood Circle	**Crossing Priority:**	2

Recommended Improvements: midblock crossing of Tyler Ave at bus stop location

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**
Crossing - Tyler Ave at at circle				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	30	$ 70.00	$ 2,100.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,520.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 7,520.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Forest Dr. At Thom Dr.
West Annapolis/ Parole

Google Map Link

Stop ID:	240	**Route Priority:**	3 Extended
Street:	Forest Dr	**Bus Stop Priority:**	Deferred
Cross Street:	Thom Dr	**Crossing Priority:**	2

Recommended Improvements: bus stop pole/sign; curb ramp upgrades; safe crossing of Forest Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 433.00**

Crossing - Forest Dr at Quiet Waters Pl/Thom Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 433.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RITCHIE HWY & CHESAPEAKE SHOPPING CENTER fs sb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID: 2768 **Route Priority:** 2

Street: Ritchie Hwy **Bus Stop Priority:** Deferred

Cross Street: Chesapeake Shopping Ce **Crossing Priority:** 2

Recommended Improvements: crosswalk striping, curb ramps upgrades, ped refuge and push button activation across shopping center entrance; safe crossing of Ritchie Hwy

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	20	$ 175.00	$ 3,500.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 11,250.00**

Crossing - Ritchie Hwy at Chesapeake Shopping Center Entrace / Glen Burnie Mall Entrance				
		Quantity	Unit Cost	Cost
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 28,140.00**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 17,710.00
			Total Cost:	**$ 57,100.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CRAIN HWY & JACKSON AVE sb Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	2774	**Route Priority:**	3 Extended
Street:	Crain Hwy	**Bus Stop Priority:**	2
Cross Street:	Jackson Ave	**Crossing Priority:**	3 Extended

Recommended Improvements: consider combining/consolidating bus stops at Jackson Ave and 11th Ave; provided marked crossing of Crain Hwy with ADA complaint curb ramps

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,233.00**

Crossing - Crain Hwy at Jackson Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 17,233.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

8TH AVE & MAY WAGNER LN sb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2776	**Route Priority:**	3 Extended
Street:	8th Ave	**Bus Stop Priority:**	3 Extended
Cross Street:	May Wagner Ln	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; safe crossing of 8th Ave - curb ramp, sidewalk, crosswalk striping

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - 8th Ave at May Wagner Ln

		Quantity	Unit Cost	Cost
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 12,420.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	25	$ 140.00	$ 3,500.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 3,500.00
			Total Cost:	**$ 24,010.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

7823 OAKWOOD ROAD nb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2794	**Route Priority:**	Deferred
Street:	Oakwood Rd	**Bus Stop Priority:**	2
Cross Street:	Oakwood Village Dr	**Crossing Priority:**	3

Recommended Improvements: recommend moving bus stop location south closer to Oakwood Rd/Funke Rd intersection where a safe crossing of Oakwood rd is provided

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,576.00**

Crossing - Oakwood Rd at Oakwood Village Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 3,500.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 13,076.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

OAKWOOD RD & MAYFLOWER CIR nb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	2795	**Route Priority:**	Deferred
Street:	Oakwood Rd	**Bus Stop Priority:**	2
Cross Street:	Mayflower Cir	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; Safe crossing of Oakwood Rd or move bus stop location north to Oakwood Station Rd/Whitman Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,800.00**

Crossing - Oakwood Rd at Mayflower Cir				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,800.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

AQUAHART RD & RITCHIE HWY fs wb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2800	**Route Priority:**	Deferred
Street:	Aquahart Rd	**Bus Stop Priority:**	Deferred
Cross Street:	Westway Rd	**Crossing Priority:**	2

Recommended Improvements: Safe crossing of Aquahart Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 175.00	$ 8,750.00
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,000.00**

Crossing - Aquahart Rd at Westway Rd/Ritchie Hwy				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	105	$ 70.00	$ 7,350.00
New ADA Ramp	each	3	$ 2,710.00	$ 8,130.00
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 29,110.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	125	$ 160.00	$ 20,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 20,000.00
			Total Cost:	**$ 58,110.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RITCHIE HWY & KELLINGTON DR sb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2805	**Route Priority:**	Deferred
Street:	Ritchie Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Kellington Dr	**Crossing Priority:**	2

Recommended Improvements: stop bar at Kellington Dr; crosswalk across Kellington Dr; safe crossing of Ritchie Hwy

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,500.00**

Crossing - Ritchie Hwy at Kellington Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 28,140.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 35,640.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

(Jumpers Hole at AMF Southdale Lanes) Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	2807	**Route Priority:**	3 Extended
Street:	Jumpers Hole Rd	**Bus Stop Priority:**	2
Cross Street:	Woodholme Cir	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Jumpers Hole Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,590.00**

Crossing - Jumpers Hole Rd at AMF Shopping Center Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RITCHIE HWY & WATERFORD RD sb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2808	**Route Priority:**	3 Extended
Street:	Ritchie Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Waterford Rd	**Crossing Priority:**	2

Recommended Improvements: safe crossing of Ritchie Hwy; sidewalk connection to Waterford Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,500.00**
Crossing - Ritchie Hwy at Waterford Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	80	$ 70.00	$ 5,600.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,020.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 23,520.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Rowe Blvd and College Creek
West Annapolis/ Parole

Google Map Link

Stop ID:	2830	**Route Priority:**	Deferred
Street:	Rowe Blvd	**Bus Stop Priority:**	2
Cross Street:	Herbert M Sachs Dr	**Crossing Priority:**	2

Recommended Improvements: Bus landing pad and sconnecting sidewalk; recommend moving bus stop location north closer to Herbert M Sachs Dr intersection where a safe crossing of Rowe Blvd is provided

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,456.00**

Crossing - Rowe Blvd at Herbert M Sachs Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,456.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Rowe Blvd & College Ave nb
West Annapolis/ Parole

Google Map Link

Stop ID:	2836	**Route Priority:**	Deferred
Street:	Rowe Blvd	**Bus Stop Priority:**	2
Cross Street:	College Ave	**Crossing Priority:**	2

Recommended Improvements: Landing pad bumpout; recommend moving bus stop location north closer to Herbert M Sachs Dr intersection where a safe crossing of Rowe Blvd is provided

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,576.00**

Crossing - Rowe Blvd at Maryland State Archives				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	3	$ 2,910.00	$ 8,730.00
Install ADA Detectable Warning Surface	each	1	$ 850.00	$ 850.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,580.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 19,156.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Ritchie HWY & Elvaton Dr NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2862	**Route Priority:**	3 Extended
Street:	Ritchie Hwy	**Bus Stop Priority:**	2
Cross Street:	Elvaton Dr	**Crossing Priority:**	3 Extended

Recommended Improvements: Safe crossing of Ritchie Hwy to link companion stop, striping and ADA accomodtions for Elvaton crossing

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Ritchie Hwy at Elvaton				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

OAKWOOD RD & MARY LN sb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2873	**Route Priority:**	Deferred
Street:	Oakwood Rd	**Bus Stop Priority:**	2
Cross Street:	Mary Ln	**Crossing Priority:**	3 Extended

Recommended Improvements: safe crossing of Oakwood Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 2,210.00**

Crossing - Oakwood Rd at Mary Ln				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 2,210.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

OAKWOOD RD & OAK MANOR DR sb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2875	**Route Priority:**	Deferred
Street:	Oakwood Rd	**Bus Stop Priority:**	2
Cross Street:	Funke Rd	**Crossing Priority:**	3

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,800.00**

Crossing - Oakwood Rd at Funke Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	2	$ 850.00	$ 1,700.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,700.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 12,500.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

200 Hospital Dr wb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2876	**Route Priority:**	Deferred
Street:	Hospital Dr	**Bus Stop Priority:**	2
Cross Street:	200 Hospital Dr Entrance	**Crossing Priority:**	3 Extended

Recommended Improvements: Safe crossing of Hospital Dr and crosswalk striping across 200 Hospital's driveway

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,143.00**

Crossing - Hospital Dr at 200 Hospital Dr Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,143.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CRAIN HWY & AQUAHART RD nb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2885	**Route Priority:**	Deferred
Street:	Crain Hwy	**Bus Stop Priority:**	2
Cross Street:	Aquahart Rd	**Crossing Priority:**	Deferred

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,710.00**

Crossing - Crain Hwy at Aquahart Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	2	$ 2,910.00	$ 5,820.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 5,820.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 15,530.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CRAIN HWY & MAIN AVE nb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	2886	**Route Priority:**	2
Street:	Crain Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Main Ave	**Crossing Priority:**	1

Recommended Improvements: Safe crossing of Crain Hwy - curb ramps, crosswalk, push button activation

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 175.00	$ 8,750.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,500.00**

Crossing - Crain Hwy at Main Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 12,420.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 160.00	$ 8,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 31,280.00
			Total Cost:	**$ 60,200.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RITCHIE HWY & HOLSUM WAY Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	2901	**Route Priority:**	Deferred
Street:	Ritchie Hwy	**Bus Stop Priority:**	3 Extended
Cross Street:	Holsum Way	**Crossing Priority:**	2

Recommended Improvements: 1) bus pad; sidewalk; safe crossing of Holsum Way…. 2) consider moving bus stop location north of Holsum way where there are existing sidewalk facilities

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,000.00**

Crossing - Ritchie Hwy at Holsum Way				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 14,220.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 15,220.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RITCHIE HWY & GLEN BURNIE MALL nb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	2902	**Route Priority:**	Deferred
Street:	Ritchie Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Glen Burnie Mall Entrance	**Crossing Priority:**	2

Recommended Improvements: crosswalk striping and push button activation at Mall Entrance; safe crossing of Ritchie Hwy

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 23,500.00**

Crossing - Ritchie Hwy at Chesapeake Shopping Center Entrace / Glen Burnie Mall Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 23,500.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

NURSERY RD & Baltimore Annapolis BLVD fs wb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	3304	**Route Priority:**	2
Street:	Nursery Rd	**Bus Stop Priority:**	2
Cross Street:	Baltimore Annapolis Blvd	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad, sidewalk connection to Baltimore Annapolis Rd; crosswalk striping across Baltimore Annapolis Rd and Nursery Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,090.00**

Crossing - Nursery Rd at Baltimore Annapolis Blvd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 9,710.00
			Total Cost:	**$ 18,800.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

NURSERY RD & BARKWOOD CT wb Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	3306	**Route Priority:**	3 Extended
Street:	Nursery Rd	**Bus Stop Priority:**	2
Cross Street:	Barkwood Ct	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Nursery Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Nursery Rd at Barkwood Ct / Rommel Construction Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	35	$ 140.00	$ 4,900.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 4,900.00
			Total Cost:	**$ 20,490.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CANDLEWOOD RD & ASHTON RD (NB) Google Map Link

Odenton/ Maryland City

Stop ID:	3322	**Route Priority:**	2
Street:	Candlewood Rd	**Bus Stop Priority:**	2
Cross Street:	Ashton Rd	**Crossing Priority:**	2

Recommended Improvements: bus landing pad, sidewalk; stop sign/stop bar/crosswalk striping for 7471 Candlewood Road driveway; move bus stop south closer to intersection

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Candlewood Rd at Ashton Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,840.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 32,930.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RIDGE RD & MELLON RD (SB) Google Map Link
Odenton/ Maryland City

Stop ID:	3324	**Route Priority:**	Deferred
Street:	Ridge Rd	**Bus Stop Priority:**	2
Cross Street:	Mellon Rd	**Crossing Priority:**	2

Recommended Improvements: Bus landing pad; safe crossing of Ridge Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Ridge Rd at Mellon Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 19,340.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 27,930.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RIDGE RD& MELLON RD nb
Odenton/ Maryland City

Google Map Link

Stop ID:	3329	**Route Priority:**	Deferred
Street:	Ridge Rd	**Bus Stop Priority:**	2
Cross Street:	Mellon Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: Bus landing pad; crosswalk striping across Mellon Rd; safe crossing of Ridge Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Ridge Rd at Mellon Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CANDLEWOOD RD & ASHTON RD sb
Odenton/ Maryland City

Google Map Link

Stop ID:	3331	**Route Priority:**	2
Street:	Candlewood Rd	**Bus Stop Priority:**	2
Cross Street:	Ashton Rd	**Crossing Priority:**	2

Recommended Improvements: bus landing pad, sidewalk

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Candlewood Rd at Ashton Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	20	$ 140.00	$ 2,800.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 2,800.00
			Total Cost:	**$ 10,890.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

NURSERY RD & BARKWOOD CT eb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	3342	**Route Priority:**	2
Street:	Nursery Rd	**Bus Stop Priority:**	2
Cross Street:	Barkwood Ct / Rommel Cc	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Nursery Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Nursery Rd at Barkwood Ct / Rommel Construction Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	90	$ 70.00	$ 6,300.00
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,140.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	20	$ 140.00	$ 2,800.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 2,800.00
			Total Cost:	**$ 35,530.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

(Housely Rd Regatta Bay Ct) (EB)
West Annapolis/ Parole

Google Map Link

Stop ID:	6054	**Route Priority:**	Deferred
Street:	Housely Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Regatta Bay Ct	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; DWS; safe crossing of Housley Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - Housely Rd at Regatta Bay Ct/Stone Point Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	55	$ 70.00	$ 3,850.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	2	$ 850.00	$ 1,700.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,970.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 12,060.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

West St at Somervillie Rd WB
West Annapolis/ Parole

Google Map Link

Stop ID:	6300	**Route Priority:**	2
Street:	West St	**Bus Stop Priority:**	2
Cross Street:	Somerville Rd	**Crossing Priority:**	1

Recommended Improvements: DWS/Curb ramp upgrades; stop bar/crosswalk striping at entrance; recommend moving bus stop east closer to Solomons Island intersection

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	30	$ 175.00	$ 5,250.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,483.00**

Crossing - West St at Holly Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	40	$ 140.00	$ 5,600.00
Reconstruct Sidewalk	ft	20	$ 160.00	$ 3,200.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 20,440.00
			Total Cost:	**$ 35,923.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

(Annapolis Rd Rockenbach Rd)
Odenton/ Maryland City

Google Map Link

Stop ID:	7045	**Route Priority:**	Deferred
Street:	Annapolis Rd	**Bus Stop Priority:**	2
Cross Street:	Rockenbach Rd	**Crossing Priority:**	Deferred

Recommended Improvements: move bus stop closer to Rockenbach Rd; bus landing pad; connection to shared use path

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**
Crossing - Annapolis Rd at Rockenbach Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	30	$ 140.00	$ 4,200.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Clearing Trees for new connection to SUP	lump	1	$ 5,000.00	$ 5,000.00
			$ -	$ -
			subtotal:	$ 9,200.00
			Total Cost:	**$ 24,790.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

(Odenton Rd Odenton Elementary School) Google Map Link
Odenton/ Maryland City

Stop ID:	7510	**Route Priority:**	3 Extended
Street:	Odenton Rd	**Bus Stop Priority:**	2
Cross Street:	Odenton Elementary Schc	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad; sidewalk connection to crosswalk

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Odenton Rd at Odenton Elementary School Entrance				
		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 15,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 450 & King George St EB
West Annapolis/ Parole

Google Map Link

Stop ID:	8430	**Route Priority:**	Deferred
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	2
Cross Street:	King George Dr	**Crossing Priority:**	Deferred

Recommended Improvements: ADA complaint curb ramps with DWS; wider sidewalk at intersection; push button activation for both crossings

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 175.00	$ 8,750.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,460.00**

Crossing - Baltimore Annapolis Blvd at King George St				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	325	$ 160.00	$ 52,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 52,000.00
			Total Cost:	**$ 69,460.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RT 450 & KING GEORGE ST wb Google Map Link
West Annapolis/ Parole

Stop ID:	8436	**Route Priority:**	Deferred
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	2
Cross Street:	King George Dr	**Crossing Priority:**	Deferred

Recommended Improvements: Bus landing pad; ADA complaint curb ramps with DWS; wider sidewalk at intersection; push button activation for both crossings

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Baltimore Annapolis Blvd at King George St				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CHARWOOD & NEW RIDGE mid wb Google Map Link
Odenton/ Maryland City

Stop ID:	8868	**Route Priority:**	2
Street:	Charwood Rd	**Bus Stop Priority:**	2
Cross Street:	1328 Charwood Rd driveway	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Charwood Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Charwood Rd at 1328 Charwood Rd driveway				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 22,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Forest Dr and Spa Rd.
West Annapolis/ Parole

Google Map Link

Stop ID:	9014	**Route Priority:**	3 Extended
Street:	Forest Dr	**Bus Stop Priority:**	2
Cross Street:	Spa Rd	**Crossing Priority:**	2

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,710.00**
Crossing - Forest Dr at Spa Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	3	$ 2,910.00	$ 8,730.00
Install ADA Detectable Warning Surface	each	2	$ 850.00	$ 1,700.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,430.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 5,420.00
			Total Cost:	**$ 24,560.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CHARWOOD RD & NEW RIDGE RD fs eb Google Map Link

Odenton/ Maryland City

Stop ID:	10799	**Route Priority:**	2
Street:	Charwood Rd	**Bus Stop Priority:**	2
Cross Street:	7455 New Ridge Rd drive\	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Charwood Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Charwood Rd at 7455 New Ridge Rd driveway				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	30	$ 70.00	$ 2,100.00
New ADA Ramp	each	3	$ 2,710.00	$ 8,130.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,230.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 32,820.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

ROWE BLVD & TAYLOR AVE fs
West Annapolis/ Parole

Google Map Link

Stop ID:	10921	**Route Priority:**	Deferred
Street:	Rowe Blvd	**Bus Stop Priority:**	2
Cross Street:	Taylor Ave	**Crossing Priority:**	Deferred

Recommended Improvements: consolidate bus stop locations; bus stop landing pad; connection to existing sidewalk

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Rowe Blvd at Taylor Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 15,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

NURSERY RD & RAYNOR AVE opp wb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID: 11173 **Route Priority:** 2

Street: Nursery Rd **Bus Stop Priority:** 2

Cross Street: Raynor Ave **Crossing Priority:** 2

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Nursery Rd

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Nursery Rd at Raynor Ave				
		Quantity	Unit Cost	Cost
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 12,420.00**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	380	$ 140.00	$ 53,200.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	6	$ 2,710.00	$ 16,260.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 69,460.00
			Total Cost:	**$ 97,470.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

NURSERY RD & RAYNOR AVE fs eb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	11178	**Route Priority:**	Deferred
Street:	Nursery Rd	**Bus Stop Priority:**	2
Cross Street:	Raynor Ave	**Crossing Priority:**	3 Extended

Recommended Improvements: safe crossing of Nursery Rd; crosswalk striping for Raynor Ave crossing

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,710.00**

Crossing - Nursery Rd at Raynor Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,710.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

WEST ST & HUDSON ST wb Google Map Link
West Annapolis/ Parole

Stop ID:	11703	**Route Priority:**	3 Extended
Street:	West St	**Bus Stop Priority:**	2
Cross Street:	Hudson St	**Crossing Priority:**	Deferred

Recommended Improvements: crosswalk striping across Hudson St; address utility poles obstructing travel ways

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,710.00**

Crossing - West St at Hudson St				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,710.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

1120 CRAIN HWY sb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	12252	**Route Priority:**	2
Street:	Crain Hwy	**Bus Stop Priority:**	2
Cross Street:	E Furance Branch Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: bus pad; sidewalk at bus stop and connection to proposed crossing of Crain Hwy at E Furnance Branch Rd; facilities for safe crossing of Crain Hwy; crosswalk striping for Furnace Branch Rd crossing

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Crain Hwy at E Furnace Branch Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	200	$ 140.00	$ 28,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 28,000.00
			Total Cost:	**$ 43,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

8th Ave & Penrod Ct WB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	12253	**Route Priority:**	3 Extended
Street:	8th Ave	**Bus Stop Priority:**	2
Cross Street:	Penrod Ct	**Crossing Priority:**	3

Recommended Improvements: Move bus stop location to (39.177348, -76.622691) where there is existing sidewalk; No safe crossing of 8th Ave provided; bus stop landing pad; bus stop pole/sign

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,023.00**

Crossing - 8th Ave at Penrod Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,023.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

OAKWOOD RD & RT 100 nb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	12258	**Route Priority:**	Deferred
Street:	Oakwood Rd	**Bus Stop Priority:**	2
Cross Street:	Paul T. Pitcher Memorial H	**Crossing Priority:**	3

Recommended Improvements: consider concolidating with bus stop #2794 which is 660' north; bus landing pad;

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,393.00**

Crossing - Oakwood Rd at Funke Rd				
		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 10,393.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

AQUAHART RD & GREENWAY RD ns eb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	12259	**Route Priority:**	Deferred
Street:	Aquahart Rd	**Bus Stop Priority:**	2
Cross Street:	Shopping Center Entrance	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; safe crossing of Aquahart Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Aquahart Rd at Westway Rd/Ritchie Hwy				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

RT 450 & BRICE RD eb Google Map Link
West Annapolis/ Parole

Stop ID:	12268	**Route Priority:**	3 Extended
Street:	Ritchie Hwy	**Bus Stop Priority:**	2
Cross Street:	Ritchie Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad, sidewalk; move crosswalk striping and stop bar away from roadway/turn lane

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,800.00**

Crossing - Ritchie Hwy at Ritchie Rd

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,800.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

7476 NEW RIDGE RD (SB) Google Map Link
Odenton/ Maryland City

Stop ID:	12445	**Route Priority:**	Deferred
Street:	New Ridge Rd	**Bus Stop Priority:**	2
Cross Street:	US Post Office Driveway	**Crossing Priority:**	2

Recommended Improvements: Bus landing pad; curb ramp upgrades; crosswalk striping across US Post Office driveway

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - New Ridge Rd at US Post Office Driveway				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	30	$ 70.00	$ 2,100.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	2	$ 850.00	$ 1,700.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 3,800.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 12,390.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CANDLEWOOD RD & MERCEDES DR sb Google Map Link
Odenton/ Maryland City

Stop ID:	12450	**Route Priority:**	2
Street:	Candlewood Rd	**Bus Stop Priority:**	2
Cross Street:	Mercedes Dr	**Crossing Priority:**	2

Recommended Improvements: bus landing pad, sidewalk; provide safe crossing of Candlewood Rd at Mercedes Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Candlewood Rd at Mercedes Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,920.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	10	$ 140.00	$ 1,400.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 1,400.00
			Total Cost:	**$ 18,410.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CRAIN HWY & CRAINMOUNT DR fs sb Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	12467	**Route Priority:**	2
Street:	Crain Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Crainmont Dr	**Crossing Priority:**	3

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	1	$ 15,000.00	$ 15,000.00
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,250.00**
Crossing - Crain Hwy at Crainmont Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	1	$ 817.50	$ 817.50
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 817.50
			Total Cost:	**$ 17,067.50**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

GEORGE CLAUSS BLVD & WAL MART wb Google Map Link

Glen Burnie/ Brooklyn Park

Stop ID:	12690	**Route Priority:**	3 Extended
Street:	George Clauss Blvd	**Bus Stop Priority:**	3 Extended
Cross Street:	Quarterfield Park Dr	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; Quarterfield Park Dr crossing: curb ramp rework, crosswalk striping, push button activation

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 2,090.00**

Crossing - George Clauss Blvd at Quarterfield Park Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	210	$ 70.00	$ 14,700.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	4	$ 850.00	$ 3,400.00
Push Button	each	8	$ 5,360.00	$ 42,880.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 60,980.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 63,070.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

National Business Pkwy / Merritt Dr (Southbound) Google Map Link
Odenton/ Maryland City

Stop ID:	20201	**Route Priority:**	2
Street:	National Business Pkwy	**Bus Stop Priority:**	3 Extended
Cross Street:	Merritt Dr	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; sidewalk; safe crossing of National Business Pkwy - crosswalk striping, ped refuge, curb ramps

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - National Business Pkwy at Merritt Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	90	$ 70.00	$ 6,300.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,720.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	10	$ 140.00	$ 1,400.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 1,400.00
			Total Cost:	**$ 26,210.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Walmart at Russett Green East - Laurel
Odenton/ Maryland City

Google Map Link

Stop ID:	20231	**Route Priority:**	3 Extended
Street:	Walmart	**Bus Stop Priority:**	2
Cross Street:	Russett Green E	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad and sidewalk connection; DWS and crosswalk striping

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,800.00**

Crossing - Walmart at Shopping Center				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,800.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

National Business Pkwy / 430 (Northbound)
Odenton/ Maryland City

Google Map Link

Stop ID:	20233	**Route Priority:**	Deferred
Street:	National Business Pkwy	**Bus Stop Priority:**	Deferred
Cross Street:	430 National Business Pk	**Crossing Priority:**	2

Recommended Improvements: May want to add crosswalk striping and DWS at driveway crossing

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - National Business Pkwy at 430 National Business Pkwy Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	70	$ 70.00	$ 4,900.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,320.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 16,410.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

National Business Pkwy / 430 (Southbound)
Odenton/ Maryland City

Google Map Link

Stop ID:	20240	**Route Priority:**	Deferred
Street:	National Business Pkwy	**Bus Stop Priority:**	Deferred
Cross Street:	430 National Business Pk	**Crossing Priority:**	2

Recommended Improvements: May want to add crosswalk striping and DWS at driveway crossing

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - National Business Pkwy at 430 National Business Pkwy Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 1,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

(Dorsey Rd Holy Cross Rd (Monsenior Slade School)) Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	168634	**Route Priority:**	Deferred
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Holy Cross Rd	**Crossing Priority:**	3

Recommended Improvements: move bus stop closer to Holy Cross Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	10	$ 175.00	$ 1,750.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,460.00**
Crossing - Dorsey Rd at Holy Cross Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 10,460.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Admiral Cochrane Dr & Broad Reach Blvd Google Map Link
West Annapolis/ Parole

Stop ID:	ETYAO3	**Route Priority:**	Deferred
Street:	Admiral Cochrane Dr	**Bus Stop Priority:**	Deferred
Cross Street:	Broad Reach Blvd	**Crossing Priority:**	2

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - Admiral Cochrane Dr at Solomons Island Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	170	$ 70.00	$ 11,900.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	4	$ 5,360.00	$ 21,440.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	2	$ 5,000.00	$ 10,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 43,340.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 44,430.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Solomons Island Rd & Wilelinor Dr
West Annapolis/ Parole

Google Map Link

Stop ID:	EU0FT6	**Route Priority:**	2
Street:	Solomons Island Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Wilelinor Dr	**Crossing Priority:**	2

Recommended Improvements: Recommend relocating the bus stop location south closer to the Admiral Cochrane Dr/Lake Shore Dr & Solomons Island Rd intersection. Provide bus sign/pole; bus landing pad; new sidewalk; new curb ramps; safe crossing of Solomons Island Rd/MD 2. There No safe crossing of Solomons Island Rd/MD 2 >1 mile from the bus stop. The residential area east of the corridor has no access to shopping and other uses west of the corridor. No companion bus stop; however, riders traveling to Harbour Center will likely get off at the Admiral Cochrane Dr & Broad Reach Blvd bus stop on their return trip

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,523.00**

Crossing - Solomons Island Rd at Wilelinor Dr

		Quantity	Unit Cost	Cost
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,920.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	225	$ 140.00	$ 31,500.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 31,500.00
			Total Cost:	**$ 48,943.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

The James Apts (Admiral Cochrane Dr) Google Map Link
West Annapolis/ Parole

Stop ID:	EU384X	**Route Priority:**	3 Extended
Street:	Admiral Cochrane Dr	**Bus Stop Priority:**	Deferred
Cross Street:	Mizzenmast Cir	**Crossing Priority:**	2

Recommended Improvements: bus pad; stop sign and stop bar at The James driveway entrance; upgrade curb ramps; crosswalk striping; safe crossing of Admiral Cochrane Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - Admiral Cochrane Dr at Mizzenmast Cir/The James Driveway				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	130	$ 70.00	$ 9,100.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	4	$ 850.00	$ 3,400.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,500.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 18,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

USPS (Admiral Cochrane Dr)
West Annapolis/ Parole

Google Map Link

Stop ID:	EU5SR0	**Route Priority:**	Deferred
Street:	Admiral Cochrane Dr	**Bus Stop Priority:**	Deferred
Cross Street:	USPS	**Crossing Priority:**	2

Recommended Improvements: Striping across USPS entrance

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,523.00**

Crossing - Admiral Cochrane Dr at USPS Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	65	$ 70.00	$ 4,550.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	3	$ 2,910.00	$ 8,730.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 18,280.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 19,803.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Admirals Square Apts (Admiral Cochrane Dr) Google Map Link
West Annapolis/ Parole

Stop ID:	EU6864	**Route Priority:**	Deferred
Street:	Admiral Cochrane Dr	**Bus Stop Priority:**	Deferred
Cross Street:	Womack Dr	**Crossing Priority:**	2

Recommended Improvements: bus pad; stop sign and stop bar at 185 Admiral Cochrane Dr; crosswalk striping across 185 Admiral Cochrane Dr driveway entrance (shared use path); curb ramp at NW corner

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - Admiral Cochrane Dr at 185 Admiral Cochrane Dr Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 1,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Senesta ES Suites (Admiral Cochrane Dr) Google Map Link
West Annapolis/ Parole

Stop ID:	EU9NNJ	**Route Priority:**	Deferred
Street:	Admiral Cochrane Dr	**Bus Stop Priority:**	Deferred
Cross Street:	180 Admiral Cochrane Dr	**Crossing Priority:**	2

Recommended Improvements: upgrade curb ramps at NW, SW corners; crosswalk striping across both crossings; stop sign and stop bar at 180 Admiral Cochrane Dr entrance

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 250.00**

Crossing - Admiral Cochrane Dr at 180 Admiral Cochrane Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	1	$ 850.00	$ 850.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 10,760.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 11,010.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MVA (Harry s Truman Pkwy)
West Annapolis/ Parole

Google Map Link

Stop ID:	EUONUG	**Route Priority:**	2
Street:	Harry S Truman Pkwy	**Bus Stop Priority:**	3 Extended
Cross Street:	Motor Vehicle Administrati	**Crossing Priority:**	3 Extended

Recommended Improvements: Move bus stop south close to MVA entrance; provide sidewalk connection to MVA building; bus pad

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,000.00**

Crossing - Harry S Truman Pkwy at Motor Vehicle Administration				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	300	$ 140.00	$ 42,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 42,000.00
			Total Cost:	**$ 49,000.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

AACO Department of Health
West Annapolis/ Parole

Google Map Link

Stop ID:	EUQDM0	**Route Priority:**	Deferred
Street:	Anne Arundel County Dep	**Bus Stop Priority:**	Deferred
Cross Street:	Harry S Truman Pkwy	**Crossing Priority:**	2

Recommended Improvements: safe crossing of Harry S Truman Pkwy and sidewalk connections

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 250.00**
Crossing - Anne Arundel County Department of Health at Harry S Truman Pkwy				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,920.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,170.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 450 & Oak Ct
West Annapolis/ Parole

Google Map Link

Stop ID:	EUZ5VH	**Route Priority:**	3 Extended
Street:	Defense Hwy	**Bus Stop Priority:**	3 Extended
Cross Street:	Oak Ct	**Crossing Priority:**	2

Recommended Improvements: bus landing pad, sidewalk upgrades; crosswalk striping across Oak Ct; May want to consider midblock crossing(s) along this Defense Hwy corridor. Crossings provided at Housley Rd and Generals Hwy are ~2,200' apart.

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 175.00	$ 8,750.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,340.00**

Crossing - Defense Hwy at Lubrano Dr/Oak Ct

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 17,340.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 450 & Lubrano Dr
West Annapolis/ Parole

Google Map Link

Stop ID:	EUZDLD	**Route Priority:**	Deferred
Street:	Defense Hwy	**Bus Stop Priority:**	2
Cross Street:	Lubrano Dr	**Crossing Priority:**	2

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	20	$ 175.00	$ 3,500.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 12,643.00**

Crossing - Defense Hwy at Lubrano Dr/Oak Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	1	$ 850.00	$ 850.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,770.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 22,413.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Roscoe Rowe Blvd & Taylor Ave
West Annapolis/ Parole

Google Map Link

Stop ID:	EV3FTM	**Route Priority:**	2
Street:	Rowe Blvd	**Bus Stop Priority:**	2
Cross Street:	Taylor Ave	**Crossing Priority:**	Deferred

Recommended Improvements: move bus stop location closer to Taylor Ave

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,710.00**

Crossing - Rowe Blvd at Taylor Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	20	$ 160.00	$ 3,200.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 3,200.00
			Total Cost:	**$ 11,910.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Housley Rd & Stone Point Dr (WB)
West Annapolis/ Parole

Google Map Link

Stop ID:	EV9VOZ	**Route Priority:**	Deferred
Street:	Housely Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Stone Point Dr	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; DWS; safe crossing of Housley Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - Housely Rd at Regatta Bay Ct/Stone Point Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 1,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Bestgate Rd & Harbour Gates Dr WB
West Annapolis/ Parole

Google Map Link

Stop ID:	EVL0QZ	**Route Priority:**	Deferred
Street:	Bestgate Rd	**Bus Stop Priority:**	Deferred
Cross Street:	Harbour Gates Dr	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; safe crossing of Bestgate Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 250.00**

Crossing - Bestgate Rd at Harbour Gates Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 13,920.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	35	$ 160.00	$ 5,600.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 5,600.00
			Total Cost:	**$ 19,770.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Bestgate Rd & Tidewater Colony Dr Google Map Link
West Annapolis/ Parole

Stop ID:	EVNL9P	**Route Priority:**	3 Extended
Street:	Rowe Blvd	**Bus Stop Priority:**	2
Cross Street:	Tidewater Colony Dr	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; sidewalk connection to Tidewater Colony Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - Rowe Blvd at Tidewater Colony Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 1,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Bestgate Rd & N Bestgate Rd (WB) Google Map Link
West Annapolis/ Parole

Stop ID:	EVO8F9	**Route Priority:**	2
Street:	Bestgate Rd	**Bus Stop Priority:**	2
Cross Street:	N Bestgate Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; sidewalk connection to N Bestgate Rd; safe crossing of N Bestgate Rd w/ crosswalk striping, push button activation and curb ramps

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Bestgate Rd at N Bestgate Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 5,620.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 20,710.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Church of Latter Day Saints (MD 450) Google Map Link
West Annapolis/ Parole

Stop ID:	EVZDCK	**Route Priority:**	3 Extended
Street:	Ritchie Hwy	**Bus Stop Priority:**	2
Cross Street:	1875 Ritchie Hwy	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; sidewalk connection

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Ritchie Hwy at 1875 Ritchie Hwy				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Piney Orchard Pkwy & Village Center Dr
Odenton/ Maryland City

Google Map Link

Stop ID:	EZST68	**Route Priority:**	Deferred
Street:	Piney Orchard Pkwy	**Bus Stop Priority:**	2
Cross Street:	Village Center Dr	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; connection from bus stop to sidewalk; DWS

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,023.00**

Crossing - Piney Orchard Pkwy at Village Center Dr / Roaming Ridge Way				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	8	$ 850.00	$ 6,800.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 6,800.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 15,823.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Casuarina Way & Stream Valley Dr WB
Odenton/ Maryland City

Google Map Link

Stop ID:	EZT8K4	**Route Priority:**	Deferred
Street:	Casuarina Way	**Bus Stop Priority:**	2
Cross Street:	Stream Valley Dr	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad; Pedestrian crossings of Stream Valley Dr look common here bc Casuarina Way connects neighborhoods and trips to/from The Market Place Piney Orchard Shopping Center: ramp upgrades with DWS (ramp on SE corner is asphalt & no DWS currently), striped crosswalk across Stream Valley Dr.

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Casuarina Way at Stream Valley Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 160.00	$ 8,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 8,000.00
			Total Cost:	**$ 16,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Piney Orchard Pkwy & Odenton Rd EB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F0UQRG	**Route Priority:**	Deferred
Street:	Piney Orchard Pkwy	**Bus Stop Priority:**	2
Cross Street:	Odenton Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,523.00**

Crossing - Piney Orchard Pkwy at Odenton Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	2	$ 2,910.00	$ 5,820.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 5,820.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 7,343.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Odenton MARC Station (East Platform)
Odenton/ Maryland City

Google Map Link

Stop ID:	F103PF	**Route Priority:**	2
Street:	Odenton MARC Train	**Bus Stop Priority:**	3 Extended
Cross Street:	Lot A (Eastside)	**Crossing Priority:**	Deferred

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,000.00**

Crossing - Odenton MARC Train at Lot A (Eastside)				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	3	$ 2,710.00	$ 8,130.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 15,130.00
			Total Cost:	**$ 22,130.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 175 & Winmeyer Ave
Odenton/ Maryland City

Google Map Link

Stop ID:	F14DZU	**Route Priority:**	3 Extended
Street:	Annapolis Rd	**Bus Stop Priority:**	2
Cross Street:	Winmeyer Ave	**Crossing Priority:**	3

Recommended Improvements: upgrade curb ramps

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,710.00**

Crossing - Annapolis Rd at Winmeyer Ave NB approach				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,710.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 175 & Town Center Blvd EB
Odenton/ Maryland City

Google Map Link

Stop ID:	F16YMK	**Route Priority:**	3 Extended
Street:	Annapolis Rd	**Bus Stop Priority:**	2
Cross Street:	Town Center Blvd	**Crossing Priority:**	3

Recommended Improvements: bus pad; move bus stop location closer to Town center blvd; upgrade curb ramps/sidewalks/APS/Crosswalks

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,143.00**

Crossing - Annapolis Rd at Town Center Blvd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,143.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 175 & Berger St NB
Odenton/ Maryland City

Google Map Link

Stop ID:	F1M6KK	**Route Priority:**	2
Street:	Annapolis Rd	**Bus Stop Priority:**	Deferred
Cross Street:	Berger St	**Crossing Priority:**	2

Recommended Improvements: bus pad; sidewalk connection; safe crossing of Annapolis Rd, next closest is at Charter Oaks Blvd/Mapes Rd 0.8 miles north

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Annapolis Rd at Berger St				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	115	$ 70.00	$ 8,050.00
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 18,890.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	150	$ 140.00	$ 21,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 26,420.00
			Total Cost:	**$ 53,400.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 175 & Berger St SB
Odenton/ Maryland City

Google Map Link

Stop ID:	F1MEAF	**Route Priority:**	2
Street:	Annapolis Rd	**Bus Stop Priority:**	2
Cross Street:	Berger St	**Crossing Priority:**	2

Recommended Improvements: bus pad; safe crossing of Annapolis Rd, next closest is at Charter Oaks Blvd/Mapes Rd 0.8 miles north

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Annapolis Rd at Berger St				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 22,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 175 & Llewellyn Ave
Odenton/ Maryland City

Google Map Link

Stop ID:	F1UBS8	**Route Priority:**	3 Extended
Street:	Annapolis Rd	**Bus Stop Priority:**	2
Cross Street:	Llewelyn Ave	**Crossing Priority:**	2

Recommended Improvements: bus pad; connection to shared use path on west side of Annapolis Rd; safe crossing of Annapolis Rd at Llewellyn Ave/Blue Water Blvd w/ new sidewalk, curb, crosswalk striping, APS

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Annapolis Rd at Llewelyn Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	80	$ 70.00	$ 5,600.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 26,740.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 42,330.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Jacobs Rd & Stillmeadow Dr WB
Odenton/ Maryland City

Google Map Link

Stop ID:	F2MM7K	**Route Priority:**	3 Extended
Street:	Jacobs Rd	**Bus Stop Priority:**	2
Cross Street:	Stillmeadows Dr	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; sidewalk at bus stop; crosswalk striping across Jacobs Rd and Stillmeadows Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	20	$ 140.00	$ 2,800.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 11,390.00**

Crossing - Jacobs Rd at Stillmeadows Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	120	$ 70.00	$ 8,400.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,400.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 19,790.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Youth Services (Reece Rd) EB
Odenton/ Maryland City

Google Map Link

Stop ID:	F2P6W9	**Route Priority:**	Deferred
Street:	Reece Rd	**Bus Stop Priority:**	2
Cross Street:	Child and Youth Services	**Crossing Priority:**	Deferred

Recommended Improvements: replace missing bus stop pole/sign; bus landing pad; curb ramps, upgrades to Reece Rd crossing

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,023.00**

Crossing - Reece Rd at Child and Youth Services Entrance				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,023.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Pioneer Dr & Richfield Dr NB
Odenton/ Maryland City

Google Map Link

Stop ID:	F2PEHS	**Route Priority:**	Deferred
Street:	Pioneer Dr	**Bus Stop Priority:**	2
Cross Street:	Richfield Dr	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad; crosswalk striping across Richfield Dr; curb ramp upgrades; consider moving bus stop north to the other side of Ritchfield Dr adjacent to designated mid block crossing; add crosswalk striping for midblock crossing

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Pioneer Dr at Richfield Dr

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Pioneer Dr & Arwell Ct NB
Odenton/ Maryland City

Google Map Link

Stop ID:	F2TOTK	**Route Priority:**	Deferred
Street:	Pioneer Dr	**Bus Stop Priority:**	2
Cross Street:	Arwell Ct	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad, crosswalk striping across Arwell Ct; ADA compliant curb ramps with DWS

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Pioneer Dr at Arwell Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 175 & 20th NB
Odenton/ Maryland City

Google Map Link

Stop ID:	F2U4FK	**Route Priority:**	Deferred
Street:	Annapolis Rd	**Bus Stop Priority:**	Deferred
Cross Street:	20th St	**Crossing Priority:**	2

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,523.00**

Crossing - Annapolis Rd at 20th St				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,420.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 25,943.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Pioneer Dr & Deerfield Dr NB
Odenton/ Maryland City

Google Map Link

Stop ID:	F2YEL7	**Route Priority:**	Deferred
Street:	Pioneer Dr	**Bus Stop Priority:**	2
Cross Street:	Deerfield Rd	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Pioneer Dr at Deerfield Rd				
		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Severn Library
Odenton/ Maryland City

Google Map Link

Stop ID:	F3NX0R	**Route Priority:**	Deferred
Street:	Ridge Rd	**Bus Stop Priority:**	2
Cross Street:	Christiana Ct	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; crosswalk striping across Christiana Ct; Midblock crossing of Ridge Rd at Christiana Ct if companion bus stop #2388 is not moved SW closer to Annapolis Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Ridge Rd at Christiana Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Ridge & Christiana
Odenton/ Maryland City

Google Map Link

Stop ID:	F3P7BC	**Route Priority:**	Deferred
Street:	Ridge Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Christiana Ct	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; move bus stop location closer to Annapolis Rd and add sidewalk for safe travel to Annapolis Rd/Ridge Rd crosswalk…... Alternatively provide a midblock crossing at Christiana Ct

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Ridge Rd at Christiana Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	60	$ 70.00	$ 4,200.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,620.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 18,210.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 177 & Cameryn
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F3RQOY	**Route Priority:**	3 Extended
Street:	Mountain Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Cameryn Pl	**Crossing Priority:**	2

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,523.00**

Crossing - Mountain Rd at Cameryn Pl/ Freetown Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	220	$ 70.00	$ 15,400.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,400.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 16,923.00**

Freetown & Leonard
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F3V654	**Route Priority:**	1
Street:	Freetown Rd	**Bus Stop Priority:**	2
Cross Street:	Leonard Dr	**Crossing Priority:**	Deferred

Recommended Improvements: Fill sidewalk gap north of Leanord Dr, bus landing pad

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Freetown Rd at Leonard Dr				
		Quantity	Unit Cost	Cost
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal (incl. signage & median work)	lump	0	$ 150,000.00	$ -
			$ -	$ -
			subtotal:	**$ 7,000.00**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	2	$ 11,640.00	$ 23,280.00
New Sidewalk	ft	400	$ 140.00	$ 56,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 96,990.00
			Total Cost:	**$ 112,580.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Ridge & Stone Castle
Odenton/ Maryland City

Google Map Link

Stop ID:	F3Y7DC	**Route Priority:**	2
Street:	Ridge Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Stone Castle Dr	**Crossing Priority:**	3 Extended

Recommended Improvements: Bus landing pad; sidewalk connection; safe crossing of Ridge Rd; crosswalk striping across Stone Castle Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Ridge Rd at Stone Castle Dr / Metacomet Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,420.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	160	$ 160.00	$ 25,600.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 25,600.00
			Total Cost:	**$ 51,110.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Heritage at Freetown
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F41LL3	**Route Priority:**	3 Extended
Street:	Willie Johnson Ln	**Bus Stop Priority:**	2
Cross Street:	Coutros Ct	**Crossing Priority:**	3

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,143.00**

Crossing - Willie Johnson Ln at Coutros Ct.				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,143.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Ridge Rd & Bastille SB
Odenton/ Maryland City

Google Map Link

Stop ID:	F48HPM	**Route Priority:**	3 Extended
Street:	Ridge Rd	**Bus Stop Priority:**	2
Cross Street:	Bastille Pl	**Crossing Priority:**	3 Extended

Recommended Improvements: bus stop landing pad; safe crossing of Ridge Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Ridge Rd at Bastille Pl				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Ridge & Stoney Run NB
Odenton/ Maryland City

Google Map Link

Stop ID:	F4OCNG	**Route Priority:**	2
Street:	Ridge Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Stoney Run Dr	**Crossing Priority:**	2

Recommended Improvements: curb ramps for Stoney Run Dr and Ridge Rd crossings; stop bar striping on Stoney Run Dr; crosswalk striping across Stoney Run Dr; safe crossing of Ridge Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - Ridge Rd at Stoney Run Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	65	$ 70.00	$ 4,550.00
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 20,390.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 21,480.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Ridge & Stoney Run SB
Odenton/ Maryland City

Google Map Link

Stop ID:	F4OKDA	**Route Priority:**	Deferred
Street:	Ridge Rd	**Bus Stop Priority:**	2
Cross Street:	Stoney Run Dr	**Crossing Priority:**	3 Extended

Recommended Improvements: Bus landing pad; safe crossing of Ridge Rd

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,710.00**

Crossing - Ridge Rd at Stoney Run Dr				
		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	75	$ 140.00	$ 10,500.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 10,500.00
			Total Cost:	**$ 26,210.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Ridge & Thames River NB
Odenton/ Maryland City

Google Map Link

Stop ID:	F4S7IW	**Route Priority:**	Deferred
Street:	Ridge Rd	**Bus Stop Priority:**	2
Cross Street:	Thames River Dr	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; crosswalk striping across Thames River Dr

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,590.00**

Crossing - Ridge Rd at Thames River Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

(Ritchie Hwy Guildford Rd)
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4UZYG	**Route Priority:**	2
Street:	Ritchie Hwy	**Bus Stop Priority:**	3 Extended
Cross Street:	Guildford Rd	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad; connection from bus stop to sidewalk; add DWS to Guildford curb ramps; move stop bar on Guildford Rd to behind the crosswalk striping to protect pedestrians and keep cars from block Eastway; APS for Guildford Rd crossing?

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Ritchie Hwy at Guildford Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	10	$ 140.00	$ 1,400.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	2	$ 433.00	$ 866.00
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 2,266.00
			Total Cost:	**$ 17,856.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Harundale Plaza SB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F4VM50	**Route Priority:**	3 Extended
Street:	Ritchie Hwy	**Bus Stop Priority:**	2
Cross Street:	Farrington Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: bus landing pad; connection from bus stop to sidewalk; add DWS to Guildford curb ramps; move stop bar on Guildford Rd to behind the crosswalk striping to protect pedestrians and keep cars from block Eastway; APS for Guildford Rd crossing?

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,590.00**

Crossing - Ritchie Hwy at Guildford Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 9,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 648 & Chester
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F59BXU	**Route Priority:**	3 Extended
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	2
Cross Street:	Chester Cir	**Crossing Priority:**	Deferred

Recommended Improvements: move bus stop location closer to Amberly Rd/Harding Rd; bus pad and sidewalk; curb ramp at Harding Rd and poles obstructing sidewalk

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Baltimore Annapolis Blvd at Harding Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	310	$ 140.00	$ 43,400.00
Reconstruct Sidewalk	ft	200	$ 160.00	$ 32,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	6	$ 2,710.00	$ 16,260.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 91,660.00
			Total Cost:	**$ 99,750.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & Candlewood EB
Odenton/ Maryland City

Google Map Link

Stop ID:	F59KDM	**Route Priority:**	2
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Candlewood Rd	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Dorsey Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 14,500.00**
Crossing - Dorsey Rd at Candlewood Rd/Candlewood Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 33,560.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	75	$ 140.00	$ 10,500.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 10,500.00
			Total Cost:	**$ 58,560.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & Leeds EB
Odenton/ Maryland City

Google Map Link

Stop ID:	F59KF1	**Route Priority:**	3 Extended
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Leeds Rd	**Crossing Priority:**	2

Recommended Improvements: Move bus stop location further west closer to Ashton Rd; bus landing pad, sidewalk and safe crossing of Dorsey Rd; sidewalk along Dorsey Rd to improve sidewalk connectivity

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,233.00**

Crossing - Dorsey Rd at Ashton Rd/Leeds Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	80	$ 70.00	$ 5,600.00
New ADA Ramp	each	4	$ 2,710.00	$ 10,840.00
Reconstructed ADA Ramp	each	2	$ 2,910.00	$ 5,820.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 27,260.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 44,493.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & Candlewood WB
Odenton/ Maryland City

Google Map Link

Stop ID:	F59ZTD	**Route Priority:**	3 Extended
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Candlewood Rd	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; sidewalk; safe crossing of Dorsey Rd and Candlewood Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Dorsey Rd at Candlewood Rd/Candlewood Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	300	$ 140.00	$ 42,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
			$ -	$ -
			$ -	$ -
			subtotal:	$ 44,710.00
			Total Cost:	**$ 60,300.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & Ashton
Odenton/ Maryland City

Google Map Link

Stop ID:	F59ZUK	**Route Priority:**	3 Extended
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Leeds Rd	**Crossing Priority:**	2

Recommended Improvements: Move bus stop location further west closer to Ashton Rd; bus landing pad, sidewalk and safe crossing of Dorsey Rd and Ashton Rd; sidewalk along Dorsey Rd to improve sidewalk connectivity

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 16,023.00**

Crossing - Dorsey Rd at Ashton Rd/Leeds Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	60	$ 70.00	$ 4,200.00
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 4,200.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	70	$ 140.00	$ 9,800.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 9,800.00
			Total Cost:	**$ 30,023.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 648 & Harding
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F5ATYL	**Route Priority:**	3 Extended
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	2
Cross Street:	Harding Rd	**Crossing Priority:**	Deferred

Recommended Improvements: move bus stop location closer to Harding Rd/Amberly Rd; bus pad and sidewalk; curb ramp at Harding Rd and poles obstructing sidewalk

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Baltimore Annapolis Blvd at Harding Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	3	$ 11,640.00	$ 34,920.00
New Sidewalk	ft	400	$ 140.00	$ 56,000.00
Reconstruct Sidewalk	ft	50	$ 160.00	$ 8,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 64,000.00
			Total Cost:	**$ 72,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & Ridge EB
Odenton/ Maryland City

Google Map Link

Stop ID:	F5AUQY	**Route Priority:**	2
Street:	Dorsey Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Ridge Rd	**Crossing Priority:**	Deferred

Recommended Improvements: Sidewalk along Dorsey Rd in disrepair.... Crosswalk striping across Ridge Rd SB approach..... Replace non ADA compliant ramps and add DWS were missing..... Crossings of right-turn-only lanes have safety issues in regards to visibility of pedestrians in the crosswalk (SB Ridge Rd approach right only lane not marked)

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,460.00**

Crossing - Dorsey Rd at Ridge Rd

		Quantity	Unit Cost	Cost
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	1	$ 2,910.00	$ 2,910.00
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 2,910.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	100	$ 160.00	$ 16,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 16,000.00
			Total Cost:	**$ 20,370.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & Ridge WB
Odenton/ Maryland City

Google Map Link

Stop ID:	F5CCRO	**Route Priority:**	3 Extended
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Ridge Rd	**Crossing Priority:**	Deferred

Recommended Improvements: Sidewalk along Dorsey Rd in disrepair.... Crosswalk striping across Ridge Rd SB approach….. Replace non ADA compliant ramps and add DWS were missing..... Crossings of right-turn-only lanes have safety issues in regards to visibility of pedestrians in the crosswalk (SB Ridge Rd approach right only lane not marked)

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	1	$ 1,000.00	$ 1,000.00
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 175.00	$ 8,750.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 18,340.00**

Crossing - Dorsey Rd at Ridge Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 18,340.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 648 & Kuethe
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F5FJRI	**Route Priority:**	3 Extended
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	2
Cross Street:	Kuethe Rd NE	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad; sidewalk connection; upgrade curb ramps

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Baltimore Annapolis Blvd at Kuethe Rd NE				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	240	$ 140.00	$ 33,600.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 33,600.00
			Total Cost:	**$ 49,190.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & McCormick WB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F5ICI1	**Route Priority:**	Deferred
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	McCormick Dr	**Crossing Priority:**	2

Recommended Improvements: bus landing pad, connection to BWI Trail shared use path; safe crossing of Dorsey Rd

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	20	$ 140.00	$ 2,800.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 11,390.00**

Crossing - Dorsey Rd at McCormick Dr				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	160	$ 70.00	$ 11,200.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 27,340.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 38,730.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & WB&A EB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F5IK6I	**Route Priority:**	2
Street:	Dorsey Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Old WB&A Rd	**Crossing Priority:**	3

Recommended Improvements: bus landing pad and sidewalk linkage to WB&A Rd and BWI Trail shared use path

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	1	$ 1,210.00	$ 1,210.00
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,893.00**
Crossing - Dorsey Rd at WB&A Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	170	$ 140.00	$ 23,800.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	1	$ 817.50	$ 817.50
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 24,617.50
			Total Cost:	**$ 26,510.50**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & WB&A WB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F5JF18	**Route Priority:**	3 Extended
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	WB&A Rd	**Crossing Priority:**	3

Recommended Improvements: Move bus stop location west along Dorsey Rd to after BWI trail. Provide bus landing pad and sidewalk connection to BWI Trail shared use path. ADA accessibility and protection from vehicular traffic at the bus stop location are primary concerns.

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**
Crossing - Dorsey Rd at WB&A Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 15,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & Stewart
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F5MUC8	**Route Priority:**	2
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Stewart Ave	**Crossing Priority:**	3

Recommended Improvements: Bus landing pad and connection to BWI Trail connection.

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Dorsey Rd at Stewart Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	1	$ 11,640.00	$ 11,640.00
New Sidewalk	ft	30	$ 140.00	$ 4,200.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 19,200.00
			Total Cost:	**$ 34,790.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 176 & Aviation
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F5N229	**Route Priority:**	3 Extended
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Aviation Blvd	**Crossing Priority:**	Deferred

Recommended Improvements: bus landing pad; move bus stop location closer to Aviation Rd and provide sidewalk connection to BWI Trail connection.

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**

Crossing - Dorsey Rd at Aviation Blvd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	100	$ 140.00	$ 14,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 14,000.00
			Total Cost:	**$ 29,590.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 648 & Oak Ln NB Google Map Link
Glen Burnie/ Brooklyn Park

Stop ID:	F5R4I0	**Route Priority:**	2
Street:	Baltimore Annapolis Blvd	**Bus Stop Priority:**	Deferred
Cross Street:	Oak Ln	**Crossing Priority:**	Deferred

Recommended Improvements: utility pole in curb ramp SE corner of Baltimore Annapolis Blvd and Oak ln; crosswalk stripping across Oak Ln

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 433.00**

Crossing - Baltimore Annapolis Blvd at Oak Ln				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	1	$ 15,000.00	$ 15,000.00
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 15,000.00
			Total Cost:	**$ 15,433.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

7030 Dorsey Rd
Odenton/ Maryland City

Google Map Link

Stop ID:	F60D2C	**Route Priority:**	3 Extended
Street:	Dorsey Rd	**Bus Stop Priority:**	2
Cross Street:	Vibrint Engineering	**Crossing Priority:**	2

Recommended Improvements: 0

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	1	$ 433.00	$ 433.00
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,523.00**

Crossing - Dorsey Rd at Amazon DBA 8/7030 Dorsey Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	40	$ 70.00	$ 2,800.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	2	$ 850.00	$ 1,700.00
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,920.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 18,443.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Amazon (7021 Dorsey Rd)
Odenton/ Maryland City

Google Map Link

Stop ID:	F60SHR	**Route Priority:**	Deferred
Street:	Dorsey Rd	**Bus Stop Priority:**	3 Extended
Cross Street:	Amazon DBA 8	**Crossing Priority:**	2

Recommended Improvements: bus landing pad; DWS; crosswalk striping across Amazon Driveway

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 1,090.00**

Crossing - Dorsey Rd at Amazon DBA 8/7030 Dorsey Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 1,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Magellan Circle
Odenton/ Maryland City

Google Map Link

Stop ID:	F6B2SY	**Route Priority:**	2
Street:	Magellan Rd	**Bus Stop Priority:**	2
Cross Street:	Dorsey Rd	**Crossing Priority:**	3 Extended

Recommended Improvements: Move the bus stop location, or..... provide bus pad and connection to existing SW on Magellan Rd. Also provide sidewalk to the south along Lednura Rd (are most trips going to the parking lot/entrace of Owens & Minor - Baltimore Distribution Center which is behind the bus stop?)

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,090.00**

Crossing - Magellan Rd at Dorsey Rd				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 15,090.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Crain Hwy & 8th Ave (SB)
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F6BP6F	**Route Priority:**	2
Street:	Crain Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	8th Ave	**Crossing Priority:**	2

Recommended Improvements: move bus stop pole/sign to bus landing pad area; Safe crossing of Crain Hwy- crosswalk striping, push button activation; add push button activation for 8th ave crossings

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	1	$ 433.00	$ 433.00
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 433.00**

Crossing - Crain Hwy at 8th Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	170	$ 70.00	$ 11,900.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 17,320.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	500	$ 140.00	$ 70,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 70,000.00
			Total Cost:	**$ 87,753.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Crain Hwy & 9th Ave
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F6E21Q	**Route Priority:**	Deferred
Street:	Crain Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	9th Ave NW	**Crossing Priority:**	2

Recommended Improvements: 0

Bus Stop				
		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 250.00**

Crossing - Crain Hwy at 9th Ave				
		Quantity	Unit Cost	Cost
Crosswalks	ft	40	$ 70.00	$ 2,800.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,220.00**

Connections				
		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 7,000.00
			Total Cost:	**$ 15,470.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

8th Ave & Penrod Ct EB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F6E233	**Route Priority:**	3 Extended
Street:	8th Ave	**Bus Stop Priority:**	2
Cross Street:	Penrod Ct	**Crossing Priority:**	3

Recommended Improvements: bus pad, sidewalk; safe crossing of 8th Ave

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	1	$ 1,090.00	$ 1,090.00
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	50	$ 140.00	$ 7,000.00
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 15,590.00**
Crossing - 8th Ave at Penrod Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	100	$ 70.00	$ 7,000.00
New ADA Ramp	each	1	$ 2,710.00	$ 2,710.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 9,710.00**
Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 25,300.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

CRAIN HWY & JACKSON AVE nb fs
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F6H9S6	**Route Priority:**	Deferred
Street:	Crain Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Jackson Ave	**Crossing Priority:**	2

Recommended Improvements: consider combining/consolidating bus stops at Jackson Ave and 11th Ave; provided marked crossing of Crain Hwy with ADA complaint curb ramps

Bus Stop

		Quantity	Unit Cost	Cost
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Crossing - Crain Hwy at Jackson Ave

		Quantity	Unit Cost	Cost
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,920.00**

Connections

		Quantity	Unit Cost	Cost
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,920.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

Crain Hwy & Crain Ct fs nb
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F6SUFH	**Route Priority:**	Deferred
Street:	Crain Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Crain Ct	**Crossing Priority:**	2

Recommended Improvements: safe crossing of Crain Hwy - curb ramps, crosswalk

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	0	$ 7,500.00	$ -
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Crossing - Crain Hwy at Crain Ct				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	40	$ 70.00	$ 2,800.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 8,220.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 8,220.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 2 & Cedar Hill Ln (NB)
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F8DN6R	**Route Priority:**	3 Extended
Street:	Ritchie Hwy	**Bus Stop Priority:**	2
Cross Street:	Cedar Hill Ln	**Crossing Priority:**	2

Recommended Improvements: safe crossing of Ritchie Hwy

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,750.00**

Crossing - Ritchie Hwy at Cedar Hill Ln				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	50	$ 70.00	$ 3,500.00
New ADA Ramp	each	2	$ 2,710.00	$ 5,420.00
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	2	$ 5,360.00	$ 10,720.00
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	1	$ 5,000.00	$ 5,000.00
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 24,640.00**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ -
			Total Cost:	**$ 32,390.00**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 2 & Walton Ave (NB)
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F8NPU7	**Route Priority:**	2
Street:	Ritchie Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Walton Ave	**Crossing Priority:**	3

Recommended Improvements: utility pole obstructing sidewalk; obstructions to curb ramps at intersection

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	0	$ 250.00	$ -
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	40	$ 175.00	$ 7,000.00
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 14,500.00**

Crossing - Ritchie Hwy at Walton Ave				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 160.00	$ -
Bumpout around Horizontal Obstruction	each	3	$ 817.50	$ 2,452.50
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 2,452.50
			Total Cost:	**$ 16,952.50**

Note: Some costs may be shown below for elements that are not categorized as Priority 2. However, only Piority 2 Elements are included in the Prioirty 2 Cost Summary

MD 2 & Church St NB
Glen Burnie/ Brooklyn Park

Google Map Link

Stop ID:	F8T2QL	**Route Priority:**	2
Street:	Ritchie Hwy	**Bus Stop Priority:**	Deferred
Cross Street:	Church St	**Crossing Priority:**	3

Recommended Improvements: Curb ramp improvements

Bus Stop				
		Quantity	**Unit Cost**	**Cost**
Shelters	each	0	$ 15,000.00	$ -
Bench	each	0	$ 1,000.00	$ -
New Bus Stop Sign	each	0	$ 433.00	$ -
Move Bus Stop Sign	each	0	$ 433.00	$ -
New Landing Pad	each	0	$ 1,090.00	$ -
Reconstruct Landing Pad	each	0	$ 1,210.00	$ -
Clear Landing Pad of Debris or Vegetation	lump	1	$ 250.00	$ 250.00
Bumpout for Undersized Landing Pad	lump	0	$ 1,210.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	0	$ 175.00	$ -
Lighting	lump	1	$ 7,500.00	$ 7,500.00
Vegetation Trimming	lump	1	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ 7,750.00**

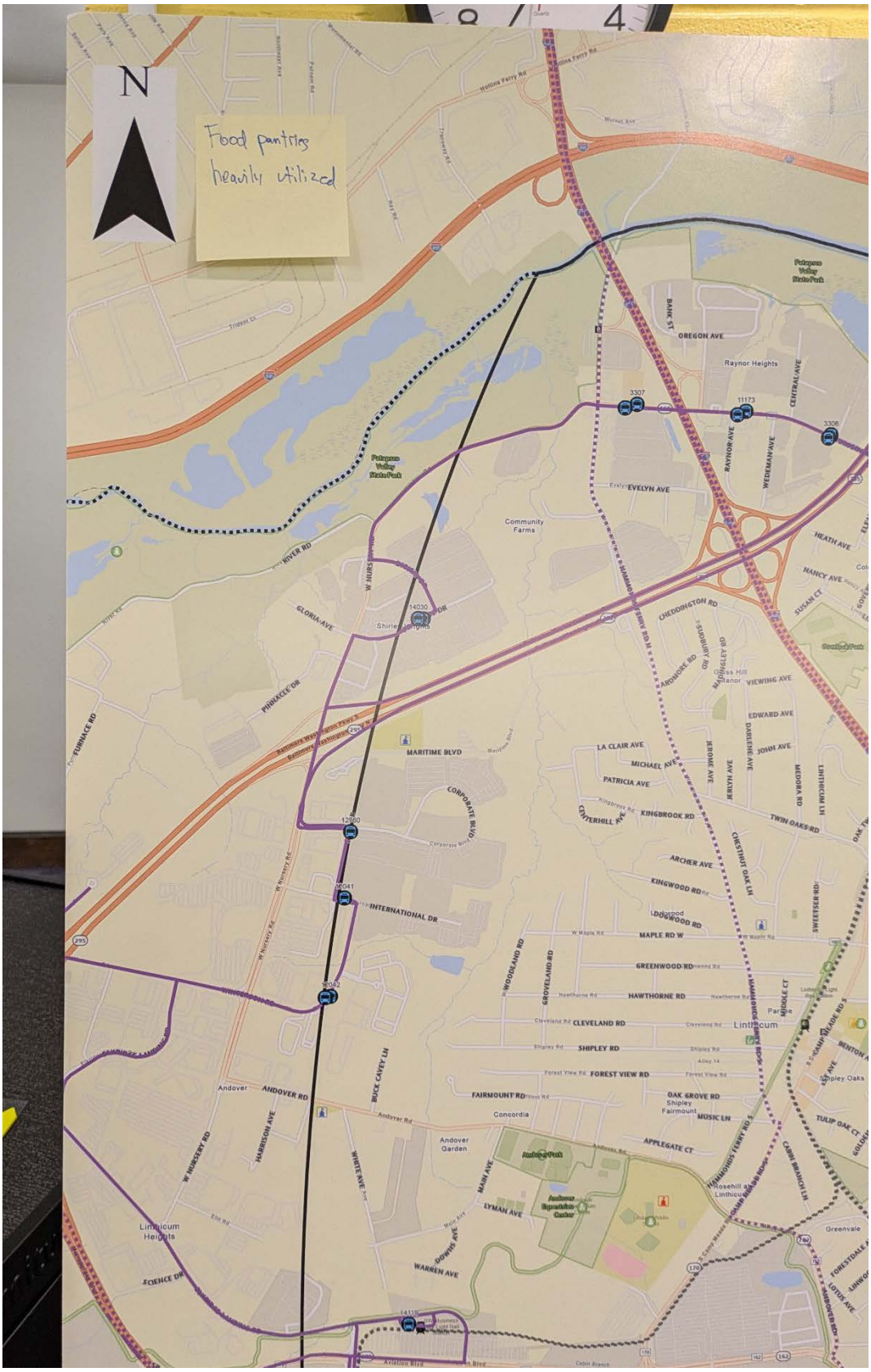
Crossing - Ritchie Hwy at Church St				
		Quantity	**Unit Cost**	**Cost**
Crosswalks	ft	0	$ 70.00	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
Reconstructed ADA Ramp	each	0	$ 2,910.00	$ -
Install ADA Detectable Warning Surface	each	0	$ 850.00	$ -
Push Button	each	0	$ 5,360.00	$ -
Timing Improvements	each	0	$ -	$ -
Pedestrian Refuge	each	0	$ 5,000.00	$ -
HAWK Signal	each	0	$ -	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	**$ -**

Connections				
		Quantity	**Unit Cost**	**Cost**
ADA Driveway Apron Resconstruction	each	0	$ 11,640.00	$ -
New Sidewalk	ft	0	$ 140.00	$ -
Reconstruct Sidewalk	ft	50	$ 160.00	$ 8,000.00
Bumpout around Horizontal Obstruction	each	0	$ 817.50	$ -
Relocating Sign	each	0	$ 433.00	$ -
Relocating Utility Pole	each	0	$ 15,000.00	$ -
Relocating Light Pole	each	0	$ 7,500.00	$ -
Relocating Other Utility	lump	0	$ -	$ -
Vegetation Trimming	lump	0	$ -	$ -
New ADA Ramp	each	0	$ 2,710.00	$ -
			$ -	$ -
			$ -	$ -
			subtotal:	$ 8,000.00
			Total Cost:	**$ 15,750.00**

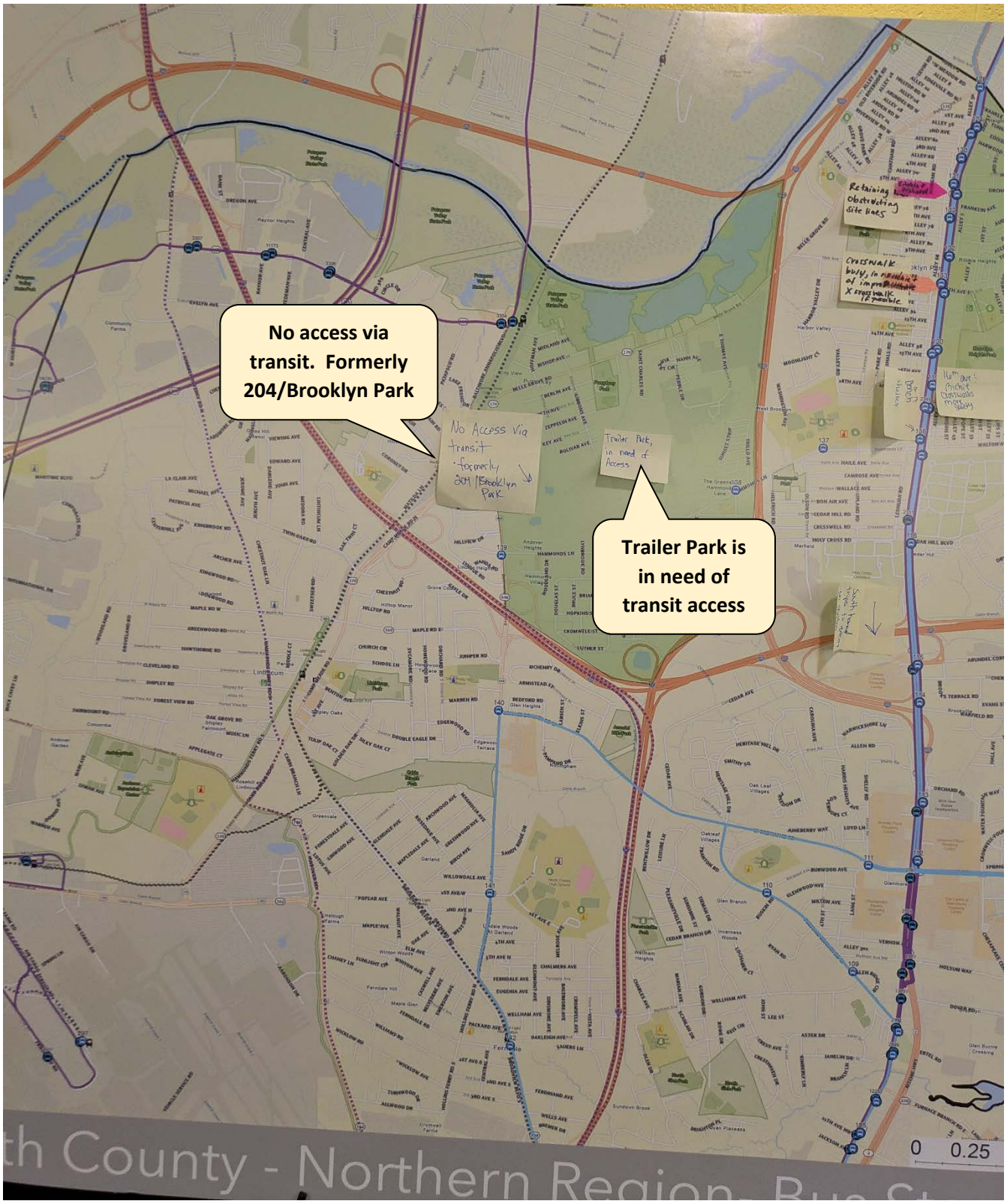
APPENDIX F
Public and Stakeholder Comments

Collected Display Board
Comments from Public Meetings

SRTT North County Public Meeting
March 18, 2025

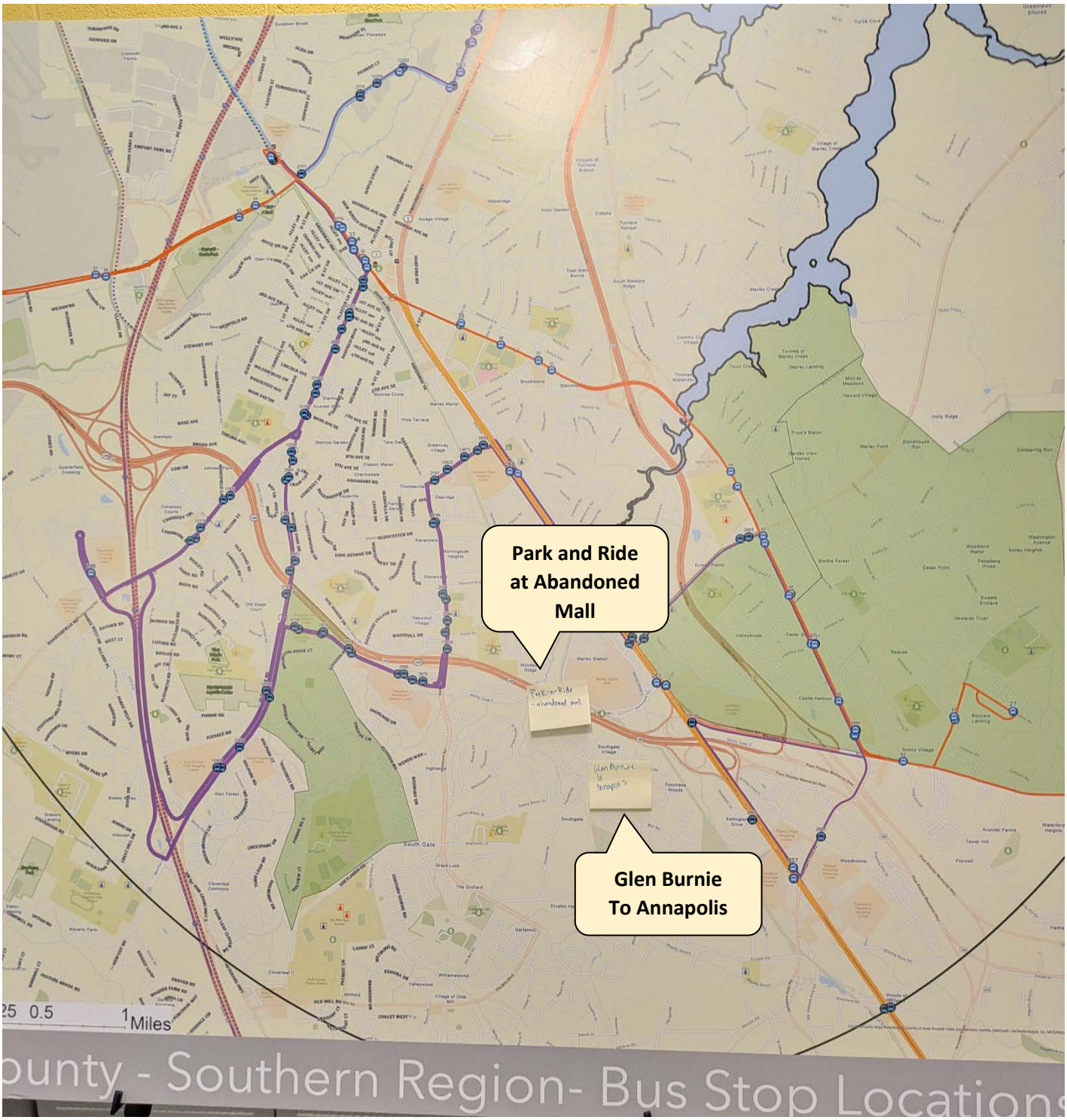


SRTT North County Public Meeting
March 18, 2025

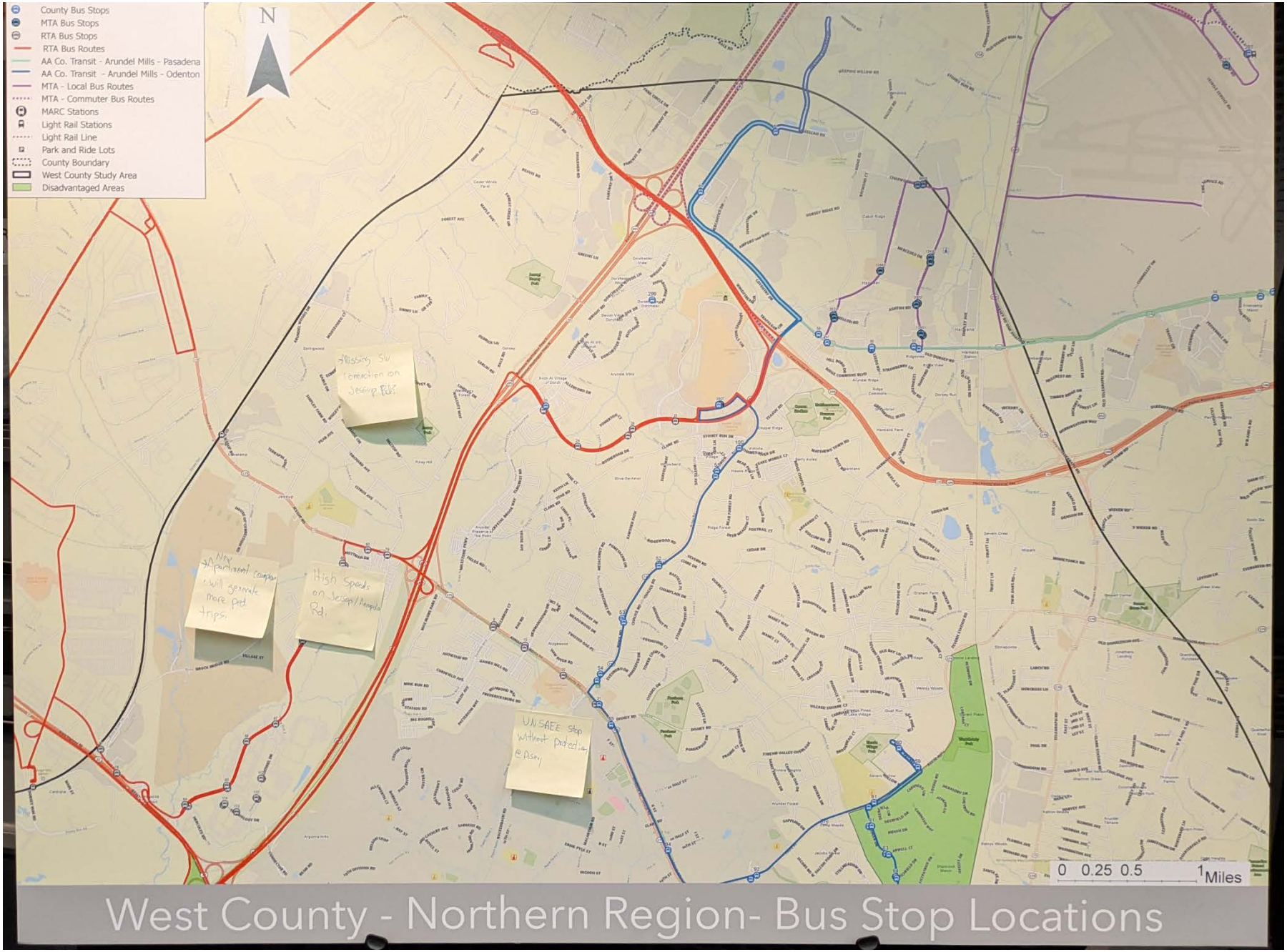


SRTT North County Public Meeting
March 18, 2025

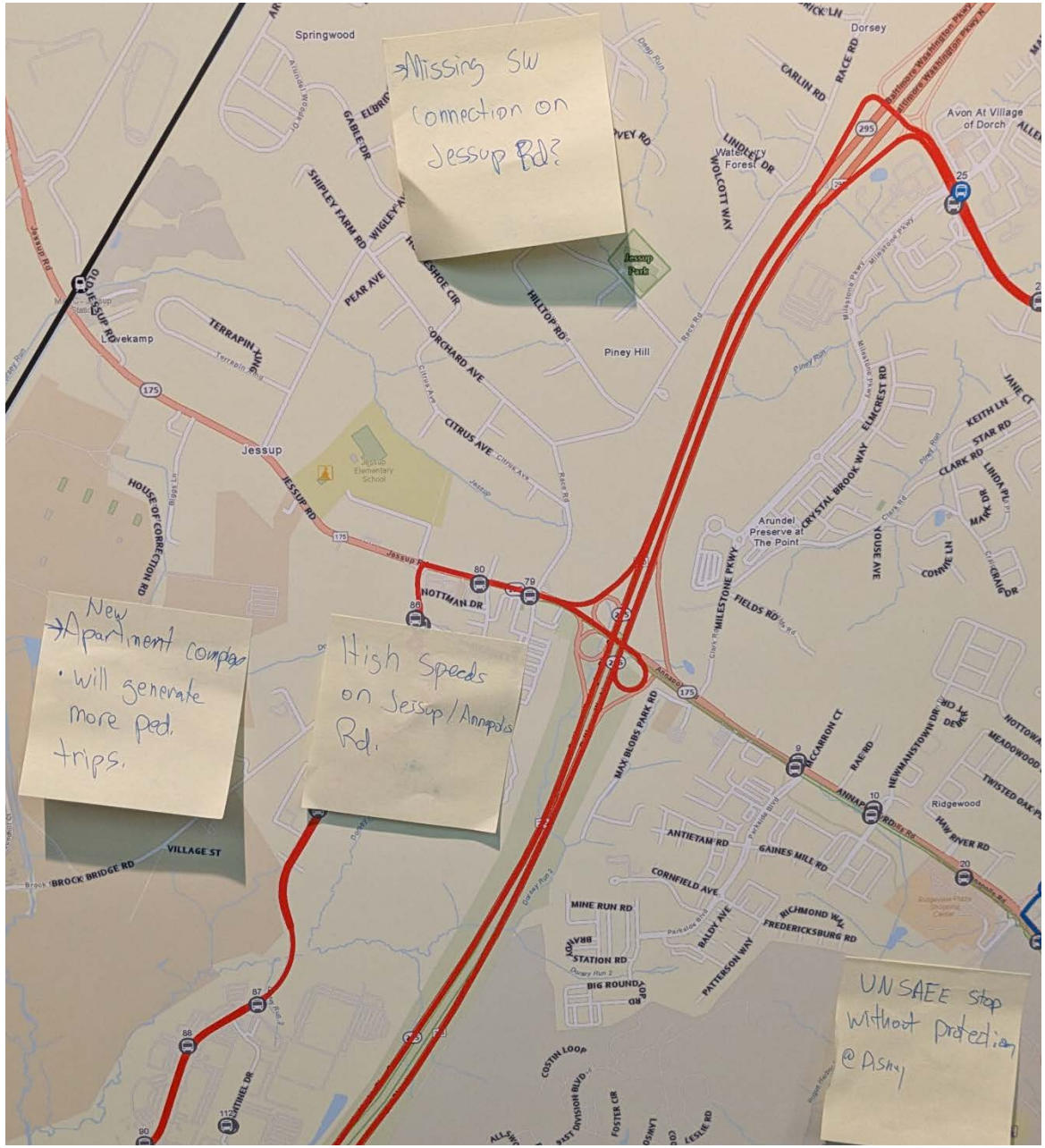
SRTT North County Public Meeting
March 18, 2025



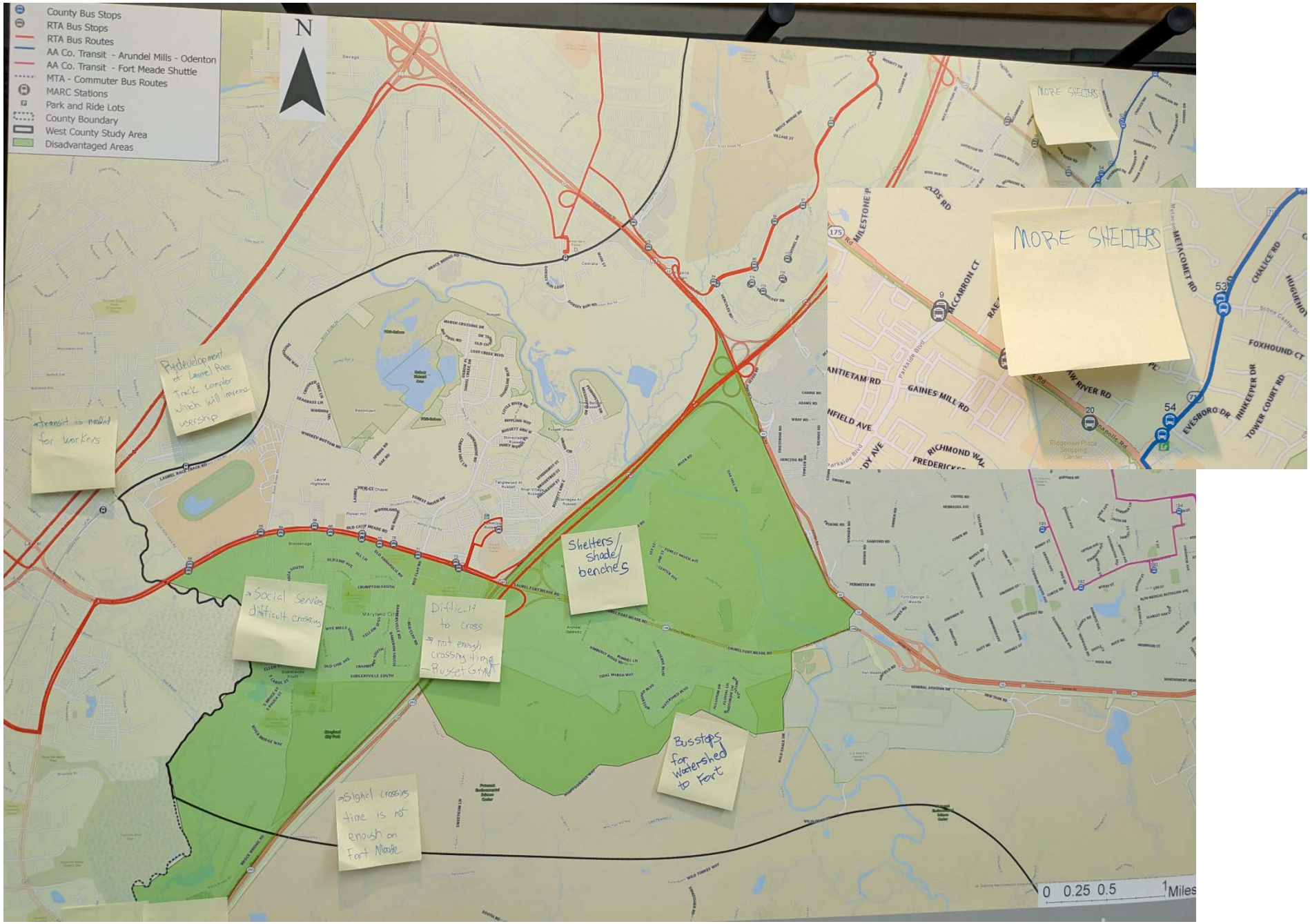
SRTT West County Public Meeting
April 1, 2025



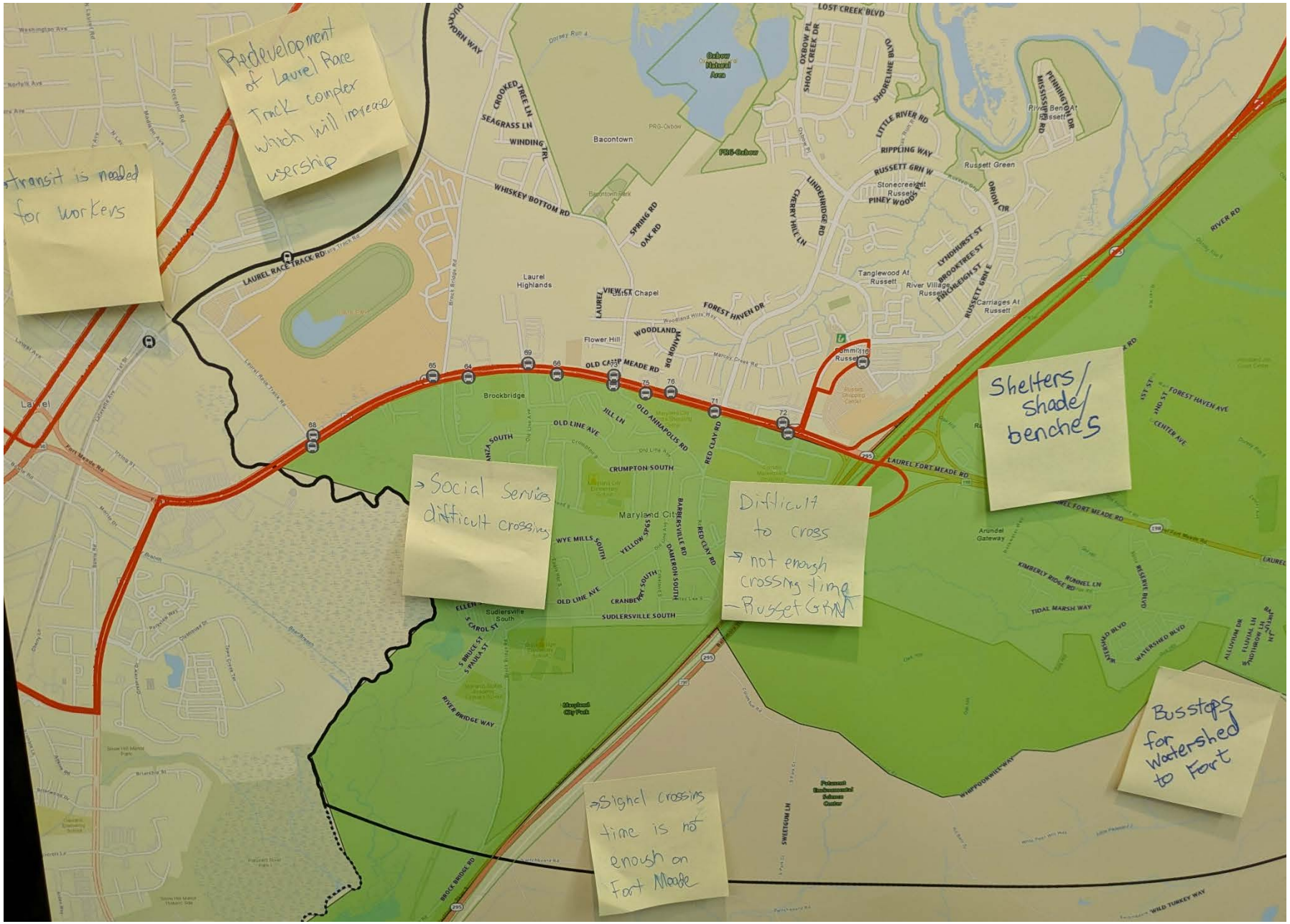
SRTT West County Public Meeting
April 1, 2025



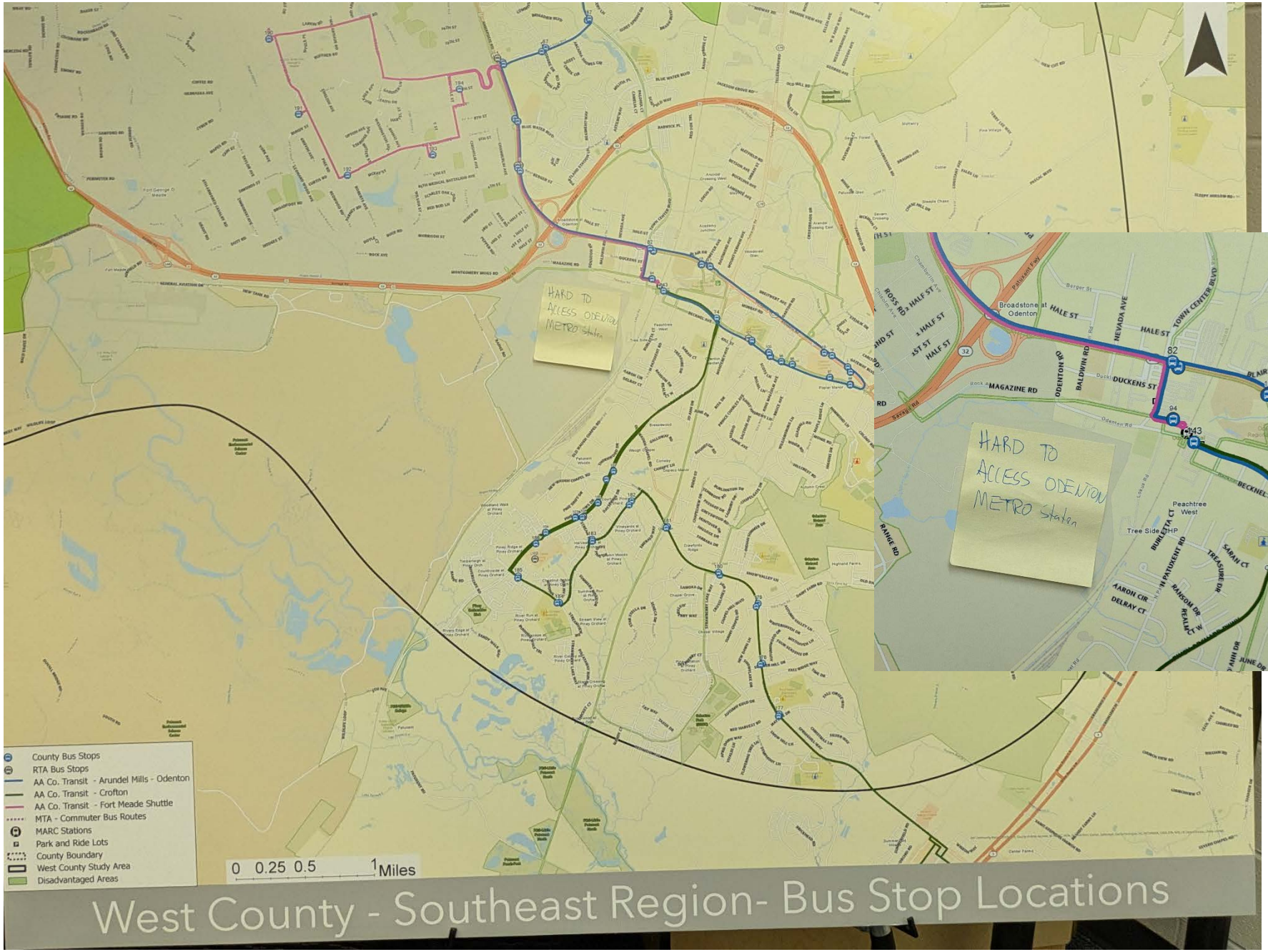
SRTT West County Public Meeting
April 1, 2025



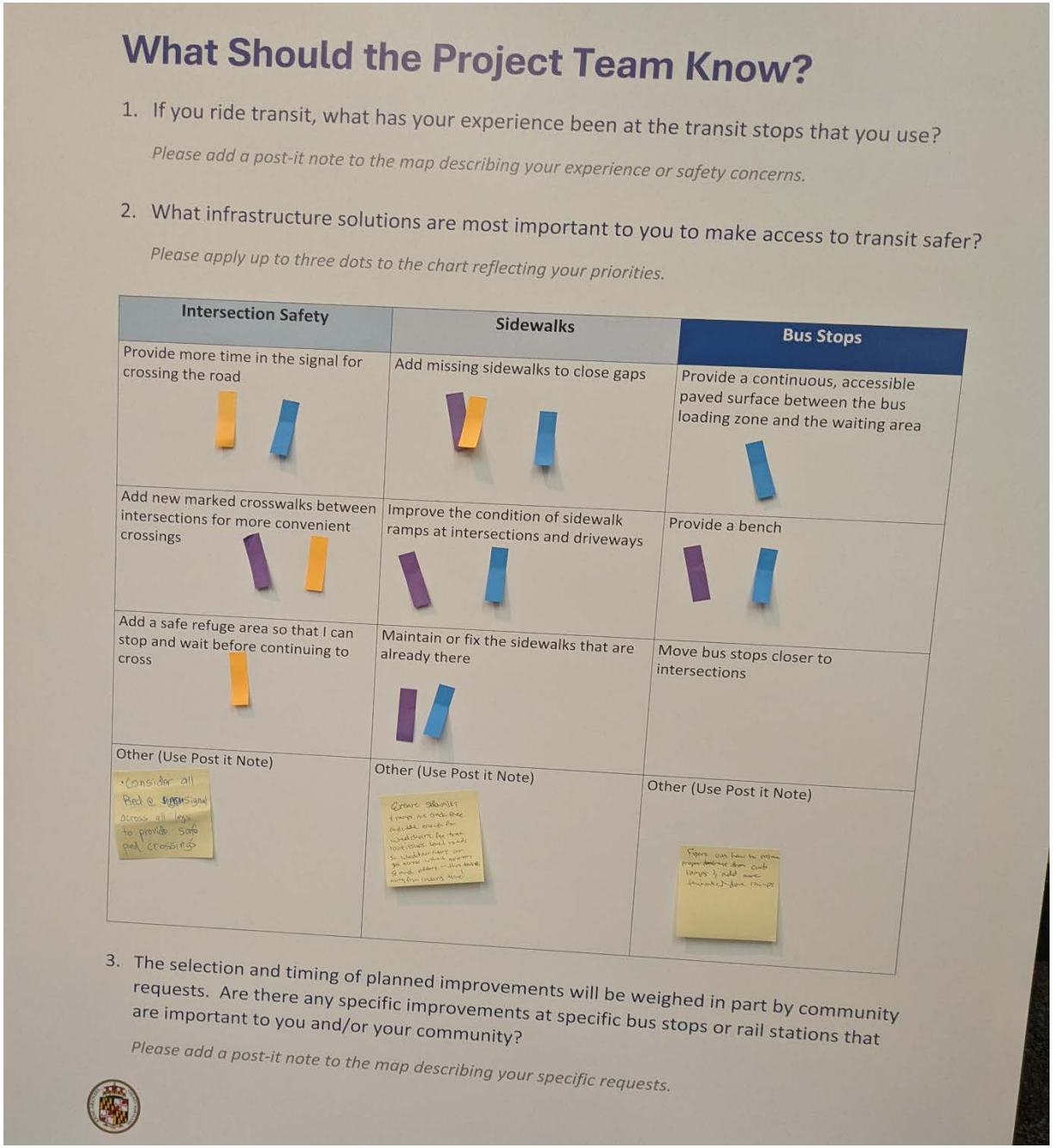
SRTT West County Public Meeting
April 1, 2025



SRTT West County Public Meeting
April 1, 2025



SRTT West County Public Meeting
April 1, 2025



What Should the Project Team Know?

1. If you ride transit, what has your experience been at the transit stops that you use?

   Please add a post-it note to the map describing your experience or safety concerns.

2. What infrastructure solutions are most important to you to make access to transit safer?

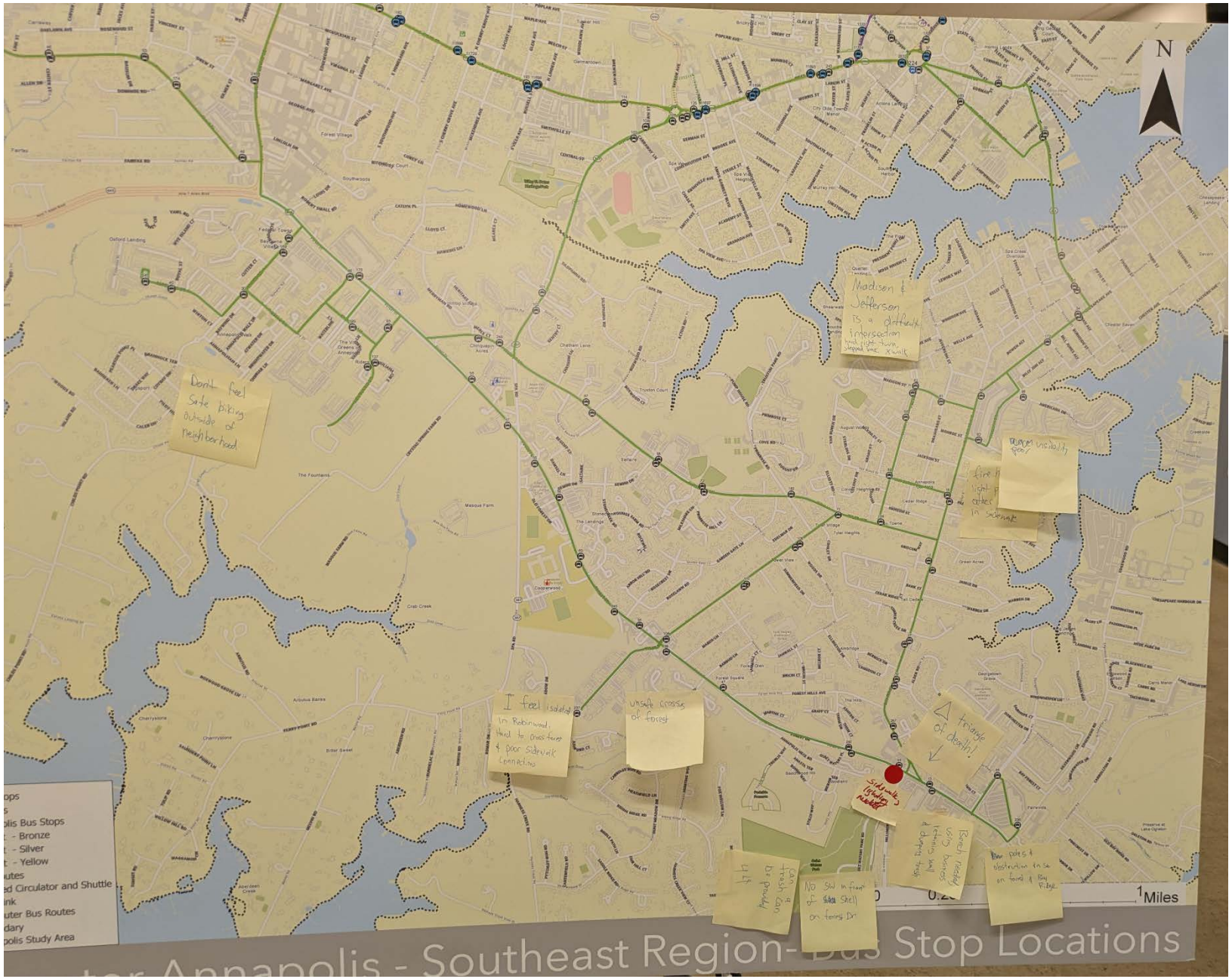
   Please apply up to three dots to the chart reflecting your priorities.

Intersection Safety	Sidewalks	Bus Stops
Provide more time in the signal for crossing the road	Add missing sidewalks to close gaps	Provide a continuous, accessible paved surface between the bus loading zone and the waiting area
Add new marked crosswalks between intersections for more convenient crossings	Improve the condition of sidewalk ramps at intersections and driveways	Provide a bench
Add a safe refuge area so that I can stop and wait before continuing to cross	Maintain or fix the sidewalks that are already there	Move bus stops closer to intersections
Other (Use Post it Note)	Other (Use Post it Note)	Other (Use Post it Note)

3. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?

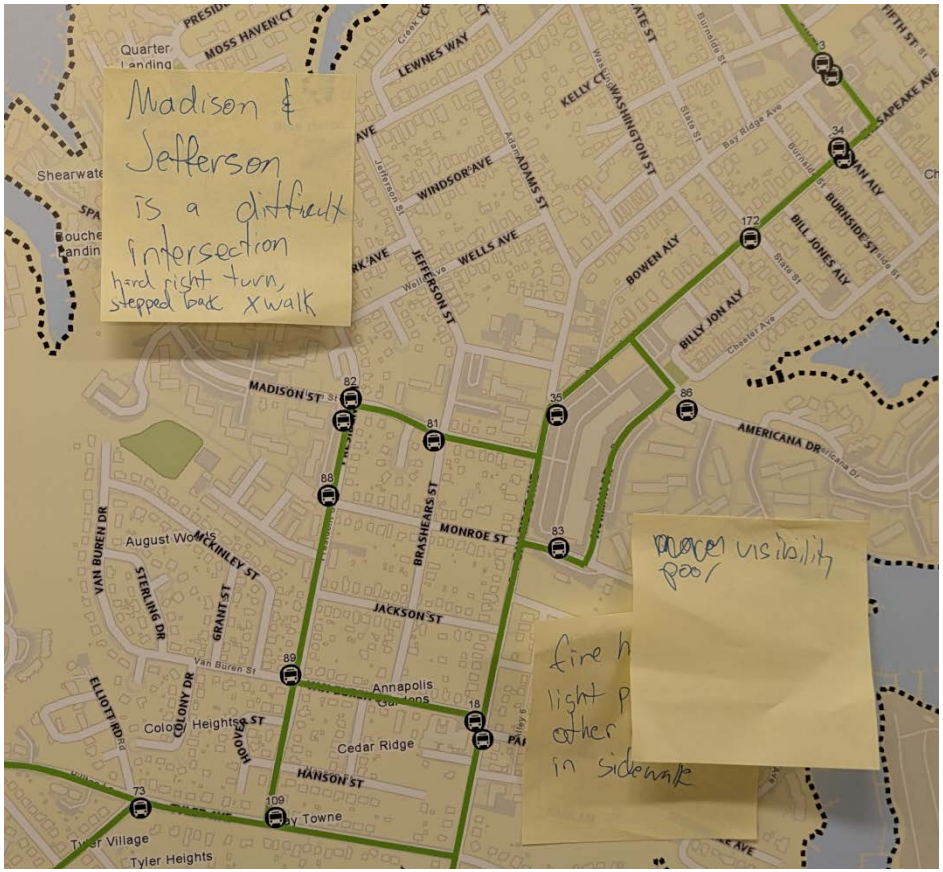
   Please add a post-it note to the map describing your specific requests.

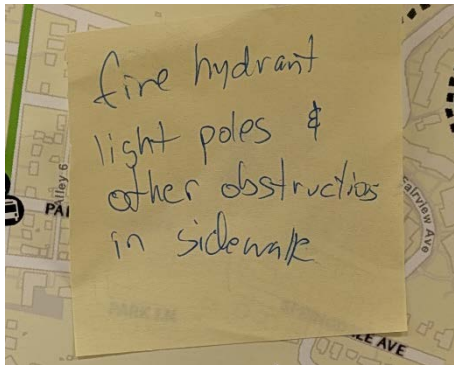
SRTT Greater Annapolis Public Meeting
July 15, 2025

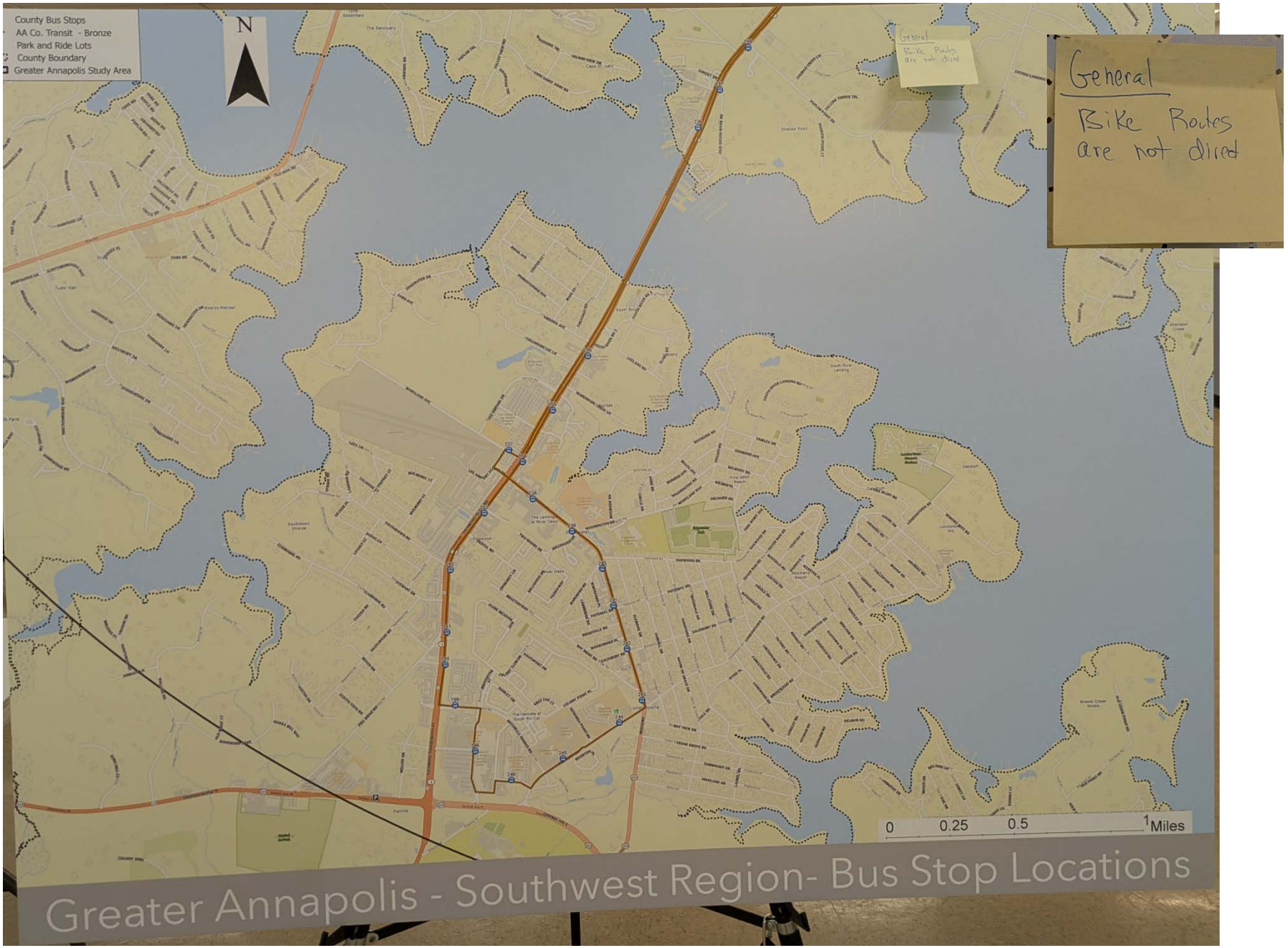

N
Madison & Jefferson is a difficult intersection
Don't feel Safe biking outside of Neighborhood
I feel isolated in Robinwood. Hard to cross ferry & poor sidewalk connections
unsafe crossing of forest
triangle of death!
Sidewalks lighting needed
No Sid in front of Shell on ferry Dr
Bus stop needed
Bus stop needed
Bus stop needed

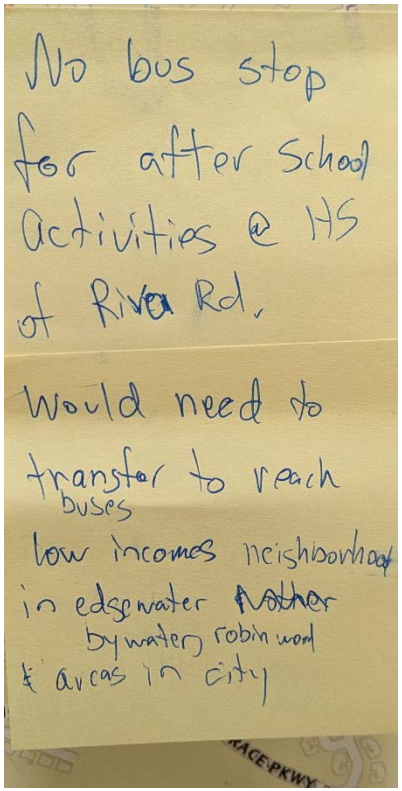
I feel isolated in Robinwood. Hard to cross forest & poor Sidewalk Connections
unsafe crossing of forest
unsafe crossing of forest
triangle of death!
Sidewalks (including marked)
Bench Partial using business retaining wall & dumping trash
Can't trash a Can to be placed 4th
No SW in front of Shell on forest Dr.
poles & obstruction in SW on forest & Bay Ridge
Miles
theast Region- Bus Stop Locations

SRTT Greater Annapolis Public Meeting July 15, 2025






County Bus Stops
AA Co. Transit - Bronze
Park and Ride Lots
County Boundary
Greater Annapolis Study Area
N
General
Bike Routes are not dlied
0 0.25 0.5 1 Miles
Greater Annapolis - Southwest Region- Bus Stop Locations


No bus stop
for after School
Activities @ HS
of River Rd.
Would need to
transfer to reach
buses
low incomes neighborhood
in edgewater Another
by water robin wood
& areas in city

County Bus Stops
MTA Bus Stops
City of Annapolis Bus Stops
AA Co. Transit - Bronze
AA Co. Transit - Crofton
AA Co. Transit - Gold
AA Co. Transit - Silver
AA Co. Transit - Yellow
COA - Bus Routes
COA - Modified Circulator and Shuttle
MTA - LocalLink
MTA - Commuter Bus Routes
Park and Ride Lots
County Boundary
Greater Annapolis Study Area
N
0 0.25 0.5 1 Miles
Stop nab everything
NIMITZ DR
232
BOWMAN DR
Poplar Woods

SRTT Greater Annapolis Public Meeting
July 15, 2025

What Should the Project Team Know?

1. If you ride transit, what has your experience been at the transit stops that you use?

   Please add a post-it note to the map describing your experience or safety concerns.

2. What infrastructure solutions are most important to you to make access to transit safer?

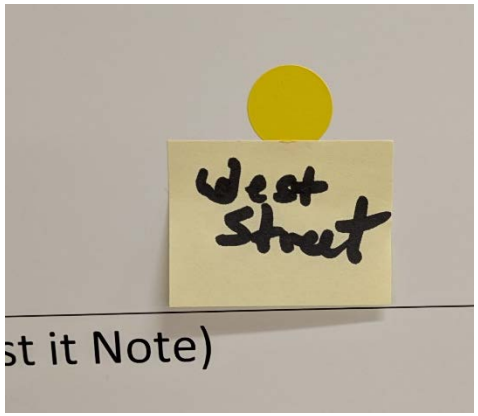
   Please apply up to three dots to the chart reflecting your priorities.

Intersection Safety	Sidewalks	Bus Stops
Provide more time in the signal for crossing the road	Add missing sidewalks to close gaps	Provide a continuous, accessible paved surface between the bus loading zone and the waiting area
Add new marked crosswalks between intersections for more convenient crossings	Improve the condition of sidewalk ramps at intersections and driveways	Provide a bench
Add a safe refuge area so that I can stop and wait before continuing to cross	Maintain or fix the sidewalks that are already there	Move bus stops closer to intersections
Other (Use Post it Note)	Other (Use Post it Note)	Other (Use Post it Note)

3. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?

   Please add a post-it note to the map describing your specific requests.

Anne Arundel County
Safe Routes to Transit Study



Survey

6 Handwritten Responses
15 Online Responses

Anne Arundel County Safe Routes to Transit Survey

1. In a typical week, approximately how many trips do you take by each mode? *Make one selection in each row*

	None	1-5 trips	6-12 trips	More than 12 trips
Car:				✓
Bus:				
Train:				
Bike:				
Walking:				

2. If you ride transit, what has your experience been at and near the transit stops that you use?

Unreliable does not go where I need to go

3. How would you rate the level of traffic safety when walking or biking to bus stops or rail stations?

- ☐ Very safe
- ☑ Somewhat safe
- ☐ Neither safe or unsafe
- ☐ Somewhat unsafe
- ☐ Very unsafe

4. "I would travel by bus or rail more if:" *Select all that apply*

- ☐ I could limit my transit travel to daylight hours only
- ☑ The sidewalks connecting to stops/stations were continuous and in good condition
- ☐ The intersections I need to cross have traffic signals
- ☐ The bus stop features allow me to easily board or get off the bus
- ☐ The bus stop has seating
- ☐ The bus stop has a shelter
- ☐ The bus stop has lighting
- ☐ I could take my bike on the bus
- ☑ Other:
- ☐ Not applicable – nothing would make me travel by bus or rail more

5. What infrastructure solutions are most important to you to make access to transit stops safer? *Select up to three*

- ☐ Construct new sidewalks
- ☑ Maintain or fix the sidewalks that are already there
- ☐ Improve the condition of sidewalk ramps at intersections and driveways
- ☐ Provide more signal time for crossing the road
- ☐ Add new crosswalks between intersections for more convenient crossings
- ☐ Add a safe refuge area so that I can stop and wait before continuing to cross the road
- ☑ Provide a continuous, accessible paved surface between the bus loading zone and the waiting area
- ☐ Provide a bench
- ☐ Move bus stops closer to the corner of an intersection or to a different part of the intersection
- ☐ Other: _____

6. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?

_____

_____

_____

7. Have you or someone you know been involved in a crash or a "near miss" while walking or biking in the vicinity of a bus stop or rail station? If so, please describe: _____

_____

_____

8. What is your home zip code? 21229

9. OPTIONAL Demographic questions | The following questions on this page are optional. The results will help us understand who this survey reached and if we have heard from a representative sample of the community. All information you share is anonymous and will not be used to identify you or be associated with the feedback you share.

What year were you born? Md

What races/ethnicities do you identify with? *Please check all that apply*

☐ American Indian or Alaskan Native ☐ Asian ☑ Black or African ☐ Hispanic or Latino

☐ Middle Eastern or North African ☐ Native Hawaiian or other Pacific Islander ☐ White ☐ Something Else

Is English your first language? ☑ Yes ☐ No

Do you own or have access to a car? ☑ Yes ☐ No

What is your employment status? ☑ Employed full time ☐ Employed part time ☐ Unemployed ☐ Retired ☐ Student

What is your approximate annual income? _____

What is your highest level of education? ☑ College degree ☐ Some college ☐ High school ☐ Less than high school ☐ Current Student

Do you rent or own your residence? ☐ Rent ☐ Own

Are you or someone in your household living with a disability? ☐ Yes ☑ No

If you would like to share how your disability or that of a household member affects your transportation mobility, you may do so here: _____

_____

_____

Anne Arundel County Safe Routes to Transit Survey

1. In a typical week, approximately how many trips do you take by each mode? *Make one selection in each row*

	None	1-5 trips	6-12 trips	More than 12 trips
Car:				7
Bus:				0
Train:				0
Bike:				0
Walking:				3

2. If you ride transit, what has your experience been at and near the transit stops that you use?

I have seen persons sitting and being protected in the glass case/shelter

3. How would you rate the level of traffic safety when walking or biking to bus stops or rail stations?

- [ ] Very safe
- [x] Somewhat safe
- [ ] Neither safe or unsafe
- [ ] Somewhat unsafe
- [ ] Very unsafe

4. "I would travel by bus or rail more if:" *Select all that apply*

- [x] I could limit my transit travel to daylight hours only
- [ ] The sidewalks connecting to stops/stations were continuous and in good condition
- [ ] The intersections I need to cross have traffic signals
- [ ] The bus stop features allow me to easily board or get off the bus
- [ ] The bus stop has seating
- [ ] The bus stop has a shelter
- [x] The bus stop has lighting
- [ ] I could take my bike on the bus
- [ ] Other:
- [ ] Not applicable – nothing would make me travel by bus or rail more

5. What infrastructure solutions are most important to you to make access to transit stops safer? *Select up to three*

- [x] Construct new sidewalks
- [x] Maintain or fix the sidewalks that are already there
- [x] Improve the condition of sidewalk ramps at intersections and driveways
- [ ] Provide more signal time for crossing the road
- [x] Add new crosswalks between intersections for more convenient crossings
- [ ] Add a safe refuge area so that I can stop and wait before continuing to cross the road
- [ ] Provide a continuous, accessible paved surface between the bus loading zone and the waiting area
- [x] Provide a bench
- [ ] Move bus stops closer to the corner of an intersection or to a different part of the intersection
- [ ] Other: _____

6. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?
add street lights at the stops or cameras

7. Have you or someone you know been involved in a crash or a "near miss" while walking or biking in the vicinity of a bus stop or rail station? If so, please describe: no

8. What is your home zip code? 21401

9. **OPTIONAL Demographic questions |** The following questions on this page are optional. The results will help us understand who this survey reached and if we have heard from a representative sample of the community. All information you share is anonymous and will not be used to identify you or be associated with the feedback you share.

What year were you born? annapolis

What races/ethnicities do you identify with? *Please check all that apply*

☐ American Indian or Alaskan Native ☐ Asian ☒ Black or African ☐ Hispanic or Latino

☐ Middle Eastern or North African ☐ Native Hawaiian or other Pacific Islander ☐ White ☐ Something Else

Is English your first language? ☒ Yes ☐ No

Do you own or have access to a car? ☒ Yes ☐ No

What is your employment status? ☐ Employed full time ☐ Employed part time ☐ Unemployed ☒ Retired ☐ Student

What is your approximate annual income? 50,000

What is your highest level of education? ☐ College degree ☐ Some college ☒ High school ☐ Less than high school ☐ Current Student

Do you rent or own your residence? ☐ Rent ☒ Own

Are you or someone in your household living with a disability? ☐ Yes ☒ No

If you would like to share how your disability or that of a household member affects your transportation mobility, you may do so here:

Anne Arundel County Safe Routes to Transit Survey

1. In a typical week, approximately how many trips do you take by each mode? *Make one selection in each row*

	None	1-5 trips	6-12 trips	More than 12 trips
Car:			X	
Bus:	X			
Train:	X			
Bike:	X			
Walking:		X		

2. If you ride transit, what has your experience been at and near the transit stops that you use?

Great

3. How would you rate the level of traffic safety when walking or biking to bus stops or rail stations?

- [x] Very safe
- [ ] Somewhat safe
- [ ] Neither safe or unsafe
- [ ] Somewhat unsafe
- [ ] Very unsafe

4. "I would travel by bus or rail more if:" *Select all that apply*

- [x] I could limit my transit travel to daylight hours only
- [ ] The sidewalks connecting to stops/stations were continuous and in good condition
- [x] The intersections I need to cross have traffic signals
- [ ] The bus stop features allow me to easily board or get off the bus
- [x] The bus stop has seating
- [x] The bus stop has a shelter
- [x] The bus stop has lighting
- [ ] I could take my bike on the bus
- [ ] Other:
- [ ] Not applicable – nothing would make me travel by bus or rail more

5. What infrastructure solutions are most important to you to make access to transit stops safer? *Select up to three*

- [ ] Construct new sidewalks
- [x] Maintain or fix the sidewalks that are already there
- [ ] Improve the condition of sidewalk ramps at intersections and driveways
- [ ] Provide more signal time for crossing the road
- [x] Add new crosswalks between intersections for more convenient crossings
- [ ] Add a safe refuge area so that I can stop and wait before continuing to cross the road
- [ ] Provide a continuous, accessible paved surface between the bus loading zone and the waiting area
- [x] Provide a bench
- [x] Move bus stops closer to the corner of an intersection or to a different part of the intersection
- [ ] Other: _____

6. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?

Yes Admiral drive bus stop. Plant of Curb at bus stop Need for more parking

7. Have you or someone you know been involved in a crash or a "near miss" while walking or biking in the vicinity of a bus stop or rail station? If so, please describe: No

8. What is your home zip code? 21401

9. **OPTIONAL Demographic questions |** The following questions on this page are optional. The results will help us understand who this survey reached and if we have heard from a representative sample of the community. All information you share is anonymous and will not be used to identify you or be associated with the feedback you share.

What year were you born? 50

What races/ethnicities do you identify with? *Please check all that apply*

☐ American Indian or Alaskan Native ☐ Asian ☐ Black or African ☐ Hispanic or Latino

☐ Middle Eastern or North African ☐ Native Hawaiian or other Pacific Islander ☒ White ☐ Something Else

Is English your first language? ☑ Yes ☐ No

Do you own or have access to a car? ☑ Yes ☐ No

What is your employment status? ☐ Employed full time ☐ Employed part time ☐ Unemployed ☑ Retired ☐ Student

What is your approximate annual income? 0

What is your highest level of education? ☐ College degree ☐ Some college ☑ High school ☐ Less than high school ☐ Current Student

Do you rent or own your residence? ☒ Rent ☐ Own

Are you or someone in your household living with a disability? ☐ Yes ☑ No

If you would like to share how your disability or that of a household member affects your transportation mobility, you may do so here:

Anne Arundel County Safe Routes to Transit Survey

1. In a typical week, approximately how many trips do you take by each mode? *Make one selection in each row*

	None	1-5 trips	6-12 trips	More than 12 trips
Car:				✓
Bus:				
Train:				
Bike:				
Walking:		✓		

2. If you ride transit, what has your experience been at and near the transit stops that you use?

_____

_____

3. How would you rate the level of traffic safety when walking or biking to bus stops or rail stations?

- ☐ Very safe
- ☒ Somewhat safe
- ☐ Neither safe or unsafe
- ☐ Somewhat unsafe
- ☐ Very unsafe

4. "I would travel by bus or rail more if:" *Select all that apply*

- ☐ I could limit my transit travel to daylight hours only
- ☒ The sidewalks connecting to stops/stations were continuous and in good condition
- ☐ The intersections I need to cross have traffic signals
- ☐ The bus stop features allow me to easily board or get off the bus
- ☐ The bus stop has seating
- ☒ The bus stop has a shelter
- ☒ The bus stop has lighting
- ☐ I could take my bike on the bus
- ☐ Other:
- ☐ Not applicable – nothing would make me travel by bus or rail more

5. What infrastructure solutions are most important to you to make access to transit stops safer? *Select up to three*

- ☒ Construct new sidewalks
- ☒ Maintain or fix the sidewalks that are already there
- ☐ Improve the condition of sidewalk ramps at intersections and driveways
- ☐ Provide more signal time for crossing the road
- ☐ Add new crosswalks between intersections for more convenient crossings
- ☐ Add a safe refuge area so that I can stop and wait before continuing to cross the road
- ☐ Provide a continuous, accessible paved surface between the bus loading zone and the waiting area
- ☒ Provide a bench
- ☐ Move bus stops closer to the corner of an intersection or to a different part of the intersection
- ☐ Other: _____

6. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?

_____

_____

_____

7. Have you or someone you know been involved in a crash or a "near miss" while walking or biking in the vicinity of a bus stop or rail station? If so, please describe: _____

_____

_____

8. What is your home zip code? 20724

9. OPTIONAL Demographic questions | The following questions on this page are optional. The results will help us understand who this survey reached and if we have heard from a representative sample of the community. All information you share is anonymous and will not be used to identify you or be associated with the feedback you share.

What year were you born? 1968

What races/ethnicities do you identify with? *Please check all that apply*

☐ American Indian or Alaskan Native ☐ Asian ☐ Black or African ☐ Hispanic or Latino

☐ Middle Eastern or North African ☐ Native Hawaiian or other Pacific Islander ☒ White ☐ Something Else

Is English your first language? ☒ Yes ☐ No

Do you own or have access to a car? ☒ Yes ☐ No

What is your employment status? ☐ Employed full time ☒ Employed part time ☐ Unemployed ☐ Retired ☐ Student

What is your approximate annual income? $200k+

What is your highest level of education? ☑ College degree ☐ Some college ☐ High school ☐ Less than high school ☐ Current Student

Do you rent or own your residence? ☐ Rent ☑ Own

Are you or someone in your household living with a disability? ☐ Yes ☒ No

If you would like to share how your disability or that of a household member affects your transportation mobility, you may do so here: _____

_____

_____

Anne Arundel County Safe Routes to Transit Survey

1. In a typical week, approximately how many trips do you take by each mode? *Make one selection in each row*

	None	1-5 trips	6-12 trips	More than 12 trips
Car:				✓
Bus:				
Train:				
Bike:				
Walking:				

2. If you ride transit, what has your experience been at and near the transit stops that you use?

No

3. How would you rate the level of traffic safety when walking or biking to bus stops or rail stations?

- [x] Very safe
- [ ] Somewhat safe
- [ ] Neither safe or unsafe
- [ ] Somewhat unsafe
- [ ] Very unsafe

4. "I would travel by bus or rail more if:" *Select all that apply*

- [ ] I could limit my transit travel to daylight hours only
- [ ] The sidewalks connecting to stops/stations were continuous and in good condition
- [ ] The intersections I need to cross have traffic signals
- [ ] The bus stop features allow me to easily board or get off the bus
- [ ] The bus stop has seating
- [ ] The bus stop has a shelter
- [ ] The bus stop has lighting
- [ ] I could take my bike on the bus
- [x] Other: Closer to home & more areas included
- [ ] Not applicable – nothing would make me travel by bus or rail more

5. What infrastructure solutions are most important to you to make access to transit stops safer? *Select up to three*

- [ ] Construct new sidewalks
- [ ] Maintain or fix the sidewalks that are already there
- [ ] Improve the condition of sidewalk ramps at intersections and driveways
- [ ] Provide more signal time for crossing the road
- [ ] Add new crosswalks between intersections for more convenient crossings
- [ ] Add a safe refuge area so that I can stop and wait before continuing to cross the road
- [ ] Provide a continuous, accessible paved surface between the bus loading zone and the waiting area
- [ ] Provide a bench
- [x] Move bus stops closer to the corner of an intersection or to a different part of the intersection
- [ ] Other: Closer to home

6. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?
Benches / Shelter / Need Schedules.

7. Have you or someone you know been involved in a crash or a "near miss" while walking or biking in the vicinity of a bus stop or rail station? If so, please describe: No

8. What is your home zip code? 20724

9. OPTIONAL Demographic questions | The following questions on this page are optional. The results will help us understand who this survey reached and if we have heard from a representative sample of the community. All information you share is anonymous and will not be used to identify you or be associated with the feedback you share.

What year were you born? 1929

What races/ethnicities do you identify with? *Please check all that apply*

☐ American Indian or Alaskan Native ☐ Asian ☐ Black or African ☐ Hispanic or Latino

☐ Middle Eastern or North African ☐ Native Hawaiian or other Pacific Islander ☑ White ☐ Something Else

Is English your first language? ☑ Yes ☐ No

Do you own or have access to a car? ☑ Yes ☐ No

What is your employment status? ☐ Employed full time ☐ Employed part time ☐ Unemployed ☑ Retired ☐ Student

What is your approximate annual income? $25K

What is your highest level of education? ☑ College degree ☐ Some college ☐ High school ☐ Less than high school ☐ Current Student
PHD

Do you rent or own your residence? ☐ Rent ☑ Own

Are you or someone in your household living with a disability? ☐ Yes ☑ No

If you would like to share how your disability or that of a household member affects your transportation mobility, you may do so here:

Anne Arundel County Safe Routes to Transit Survey

1. In a typical week, approximately how many trips do you take by each mode? *Make one selection in each row*

	None	1-5 trips	6-12 trips	More than 12 trips
Car:		✓		
Bus: Used to Ride Daily ✓				
Train:				
Bike:				
Walking:		✓		

2. If you ride transit, what has your experience been at and near the transit stops that you use?

Oakwood Rd bus stop near Royal Farms was too close to the Road + no cover when it Rained

(Stop name? Oakwood RD + Rt 100 NB)

3. How would you rate the level of traffic safety when walking or biking to bus stops or rail stations?

- ☐ Very safe
- ☐ Somewhat safe
- ☐ Neither safe or unsafe
- ☐ Somewhat unsafe
- ☑ Very unsafe

4. "I would travel by bus or rail more if:" *Select all that apply*

- ☐ I could limit my transit travel to daylight hours only
- ☑ The sidewalks connecting to stops/stations were continuous and in good condition
- ☐ The intersections I need to cross have traffic signals
- ☐ The bus stop features allow me to easily board or get off the bus
- ☐ The bus stop has seating
- ☑ The bus stop has a shelter
- ☐ The bus stop has lighting
- ☐ I could take my bike on the bus
- ☐ Other:
- ☐ Not applicable – nothing would make me travel by bus or rail more

5. What infrastructure solutions are most important to you to make access to transit stops safer? *Select up to three*

- ☑ Construct new sidewalks
- ☑ Maintain or fix the sidewalks that are already there
- ☐ Improve the condition of sidewalk ramps at intersections and driveways
- ☐ Provide more signal time for crossing the road
- ☐ Add new crosswalks between intersections for more convenient crossings
- ☐ Add a safe refuge area so that I can stop and wait before continuing to cross the road
- ☐ Provide a continuous, accessible paved surface between the bus loading zone and the waiting area
- ☑ Provide a bench
- ☐ Move bus stops closer to the corner of an intersection or to a different part of the intersection
- ☐ Other: _____

6. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?
accessability to Hospital dr Bus stop- hard to travel to via quarterfield Rd.
Oakwood Rd bus stop has no cover or Bench.

7. Have you or someone you know been involved in a crash or a "near miss" while walking or biking in the vicinity of a bus stop or rail station? If so, please describe:
Yes. I was a Pedestrian that was struck exiting the bus stop on Rowe Blvd @ tyler Ave. WB there was Poor lighting it was early in the morning before the Sun Rose up. Incident occured 1.23.2025
Also saw a couple "near misses" at the Ritchie Hwy + Americana Cir NB stop w/ Pedestrians crossing Ritchie Hwy in front of Bus.

8. What is your home zip code? 21144

9. **OPTIONAL Demographic questions** | The following questions on this page are optional. The results will help us understand who this survey reached and if we have heard from a representative sample of the community. All information you share is anonymous and will not be used to identify you or be associated with the feedback you share.

What year were you born? 1991

What races/ethnicities do you identify with? *Please check all that apply*

☐ American Indian or Alaskan Native ☐ Asian ☐ Black or African ☐ Hispanic or Latino

☐ Middle Eastern or North African ☐ Native Hawaiian or other Pacific Islander ☑ White ☐ Something Else

Is English your first language? ☑ Yes ☐ No

Do you own or have access to a car? ☑ Yes ☐ No

What is your employment status? ☑ Employed full time ☐ Employed part time ☐ Unemployed ☐ Retired ☐ Student

What is your approximate annual income? 50K

What is your highest level of education? ☑ College degree ☐ Some college ☐ High school ☐ Less than high school ☐ Current Student

Do you rent or own your residence? ☑ Rent ☐ Own

Are you or someone in your household living with a disability? ☑ Yes ☐ No

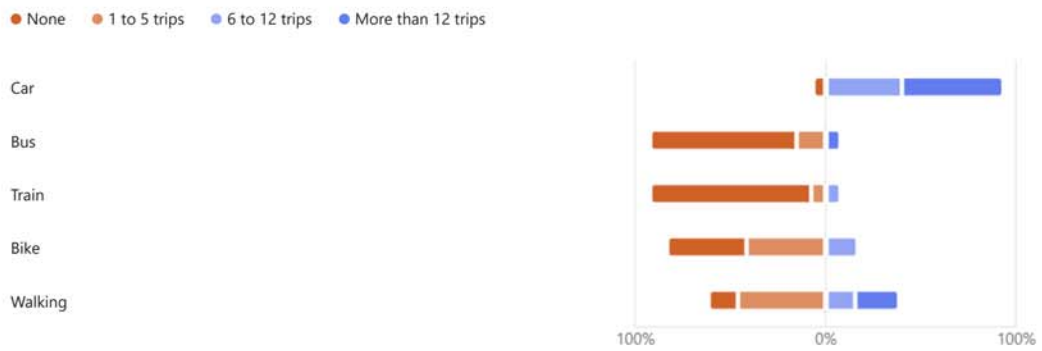
If you would like to share how your disability or that of a household member affects your transportation mobility, you may do so here:

Responses Overview

Closed

Responses	Average Time	Duration
15	07:00	132 Days

1. In a typical week, approximately how many trips do you take by each mode? (Make one selection in each row)



2. If you ride transit, what has your experience been at and near the transit stops that you use?

5
Responses

Latest Responses

"Pretty good. The park and ride at Harry Truman needs some TLC though. There ar..."

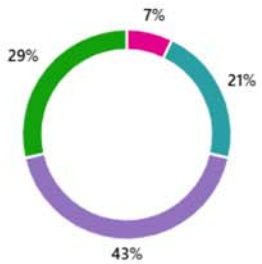
"Within Annapolis, it's alright. When there was snow, walking the sidewalks betwe... "

...

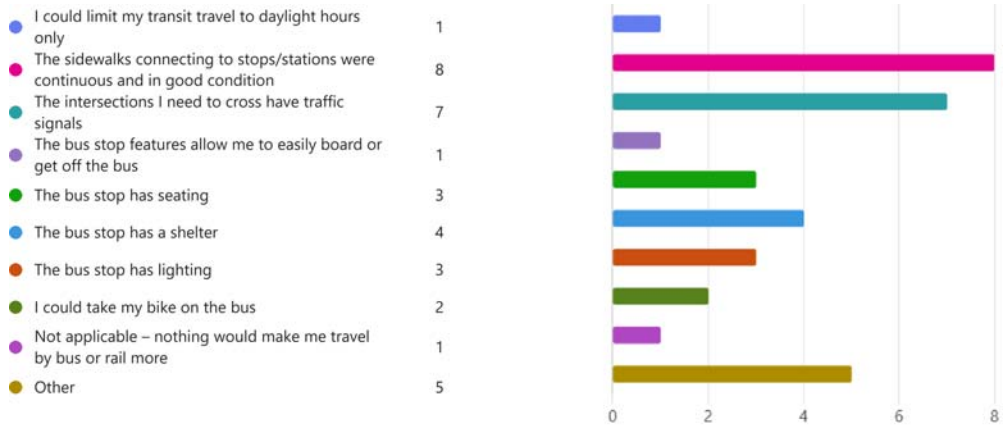
4 respondents (80%) answered bus for this question.

3. How would you rate the level of traffic safety when walking or biking to bus stops or rail stations?

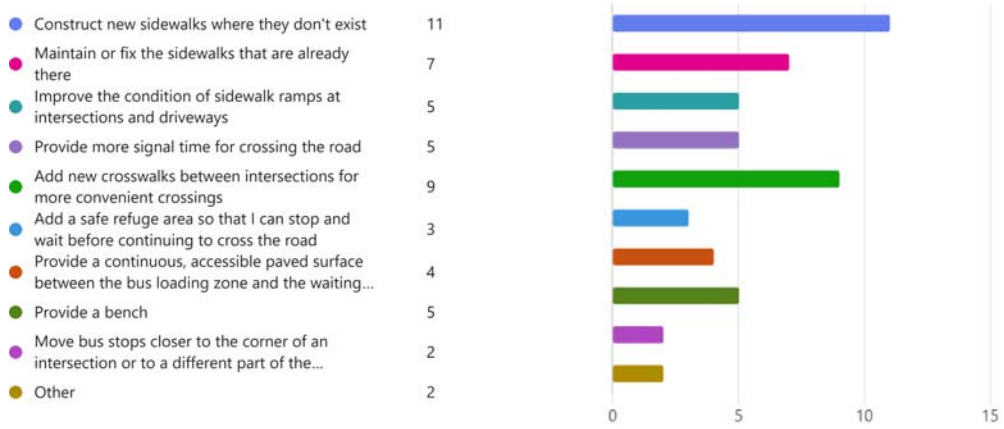
Very safe	0
Safe	1
Neither safe nor unsafe	3
Somewhat unsafe	6
Very unsafe	4



4. "I would travel by bus or rail more if..." *(select all that apply)*



5. What infrastructure solutions are most important to you to make access to transit stops safer? *Select up to three*



6. The selection and timing of planned improvements will be weighed in part by community requests. Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?

4
Responses

Latest Responses

"Under 665 on Riva road there's no cross walk. It's EXTREMELY DANGEROUS. I hav... "

• • •

7. Have you or someone you know been involved in a crash or a "near miss" while walking or biking in the vicinity of a bus stop or rail station? If so, please describe:

6
Responses

Latest Responses
"I have personally had numerous close pass situations on Harry Truman and Aris T ..."
...

3 respondents (50%) answered biking for this question.

8. What is your home zip code?

15
Responses

Latest Responses
"21037"
"21401"
"21401"
...

4 respondents (27%) answered 21403 for this question.

9. What year were you born?

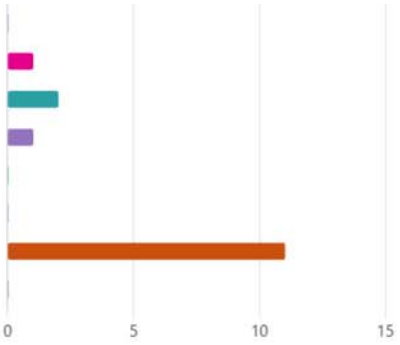
15
Responses

Latest Responses
"1985"
"1983"
"1985"
...

2 respondents (13%) answered 1956 for this question.

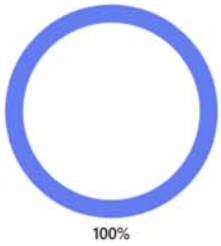
10. What races/ethnicities do you identify with? *P*

American Indian or Alaskan Native	0
Asian	1
Black or African	2
Hispanic or Latino	1
Middle Eastern or North African	0
Native Hawaiian or other Pacific Islander	0
White	11
Other	0



11. Is English your first language?

Yes	15
No	0

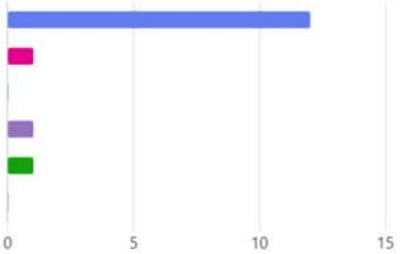


12. Do you own or have access to a car?

Yes	14
No	1

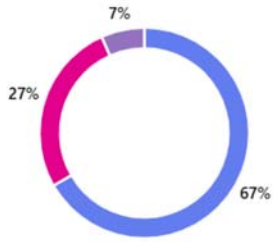
13. What is your employment status?

Employed full time	12
Employed part time	1
Unemployed	0
Retired	1
Student	1
Other	0



14. What is your highest level of education?

College Degree (any level)	10
Some college	4
High school or equivalent	0
Less than high school	1
Current student	0



15. What is your approximate annual income?

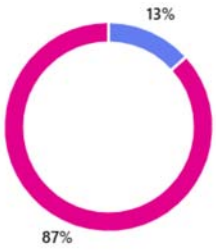
11
Responses

Latest Responses
"140k"
"55000"
"115000"
...

1 respondents (9%) answered 15000 for this question.

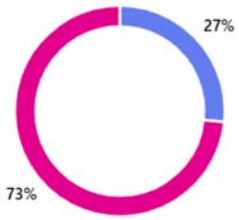
16. Do you rent or own your residence?

Rent	2
Own	13
Other	0



17. Are you or is someone in your household living with a disability?

Yes	4
No	11



18. If you would like to share how your disability or that of a household member affects your transportation mobility, you may do so here:

1
Responses

Latest Responses

Safe Routes to Transit Community Input Survey
Compilation of Answers to "write in" questions, Online and Hand-written Surveys

2 If you ride transit, what has your experience been at and near the transit stops that you use?

ID	Name	Responses
1	anonymous	Odenton Marc train station cars always full and majority of the time standing only in the morning, parking is always full before 7:30am, the handicap parking spaces are never available, need to add more handicap parking to the overflow parking lot, the lighting is adequate, lately a lot of late trains or delays like 31 March stuck on Marc train and at Union station for 4 hours, traffic is too bad to drive to dc and causes major anxiety with driving to Dc. Maybe offer a commute bus like the one in Burtonsville that has 3 buses in the morning and not sure how many in the afternoon/evening
2	anonymous	Not accessible need amenities like seating and trash
3	anonymous	I do not use transit because it most cases it takes 5 times as long to ride the bus as it would to drive. It's not practical to have to go to the mall and change buses.
4	anonymous	Within Annapolis, it's alright. When there was snow, walking the sidewalks between bus stops was tough. And I tried to go to the community college, but felt very unsafe crossing to/from stops that were open that day. (Saturday, and it had snowed the night before.)
5	anonymous	Pretty good. The park and ride at Harry Truman needs some TLC though. There are no working bike racks. Trash overflowing and the actual bus shelters are too small and falling apart.
6	anonymous	I have seen persons sitting and being protected in the glass case/shelter
7	anonymous	Great
8	anonymous	Oakwood Rd bus stop near Royal Farms was too close to the road and no cover when it rained.
9	anonymous	Unreliable. Does not go where I need to go.

Safe Routes to Transit Community Input Survey
Compilation of Answers to "write in" questions, Online and Hand-written Surveys

6 The selection and timing of planned improvements will be weighed in part by community requests.
Are there any specific improvements at specific bus stops or rail stations that are important to you and/or your community?

ID	Name	Responses
1	anonymous	More train cars so it's not standing only in the morning, more handicap parking in overflow parking lot
2	anonymous	More segregated bike lines
3	anonymous	Students and families in Annapolis cannot quickly or easily reach Annapolis High School or the county pool on Riva Road. It takes over an hour by bus from the Bay Ridge Giant, plus up to an hour wait time. That's not practical for people who work at the school, families who want to attend school events, or students who want to participate in extracurricular events.
4	anonymous	Under 665 on Riva road there's no cross walk. It's EXTREMELY DANGEROUS. I have made multiple 311 requests. West Street between rt 2 and Gibraltar Ave has no bicycle or pedestrian crossing that is safe. Pretty unsafe for cars even. Rt needs a sidewalk/path from West Street all the way to the south river bridge. There was a planned pedestrian bridge for Spruill Road over 665 that should definitely be implemented. Has been in the plans for decades and now parole is busier and more populated than ever and it seems to have been scrapped.
5	anonymous	Add street lights to the stops or cameras
6	anonymous	Yes, Admiral Drive bus stops. Paint curb red at bus stops to prevent parking.
7	anonymous	Benches, Shelters, Need Schedules
8	anonymous	Accessibility to Hospital Drive bus stop, hard to travel to via Quarterfield Road. Oakwood Road bus stop has no shelter or bench.

7 Have you or someone you know been involved in a crash or "near miss" while walking or biking in the vicinity of a bus stop or rail station?

ID	Name	Responses
1	anonymous	Many crashes and near misses reported from biking friends but I'm not sure they were near a bus or rail station.
2	anonymous	A family member killed on Ritchie Hwy South hit by a car.
3	anonymous	No
4	anonymous	Yes. Riding our bikes sharing the lane on bay ridge rd near giant and quiet waters, people are too fast on the road and don't take much caution when we are out there.
5	anonymous	Forest Drive is simply not pedestrian safe. I live near Quiet Waters, and there is a pedestrian accident or near miss by the McDonald's almost every month. I would not allow my children to cross Forest Drive on foot or bike to reach Quiet Waters or the Library.
6	anonymous	I have personally had numerous close pass situations on Harry Truman and Aris T Allen. Multiple near misses at the clover leaf interchange under 665 heading towards the festival at Riva from Truman parkway.
7	anonymous	Yes. I was a pedestrian who was struck exiting the bus on Rowe Blvd at Tyler Ave WB. There was poor lighting, it was very early in the morning before sunrise. Incident occurred 1-23-2025. Also saw a couple of "near misses" at Ritchie Hwy and American Cir NB stop with pedestrians crossing Ritchie Highway from the bus.

Overall Theme – Online Survey

Residents want to use transit more, but access to stops often feels unsafe, inconvenient, or inaccessible—especially for walking and biking.

Major Themes Identified

1. Safety Concerns Near Transit Stops

This is the strongest and most consistent theme.

- Respondents frequently cite **fast-moving traffic**, wide roads, and unsafe crossings.
- Poor visibility, lack of lighting, and vehicles not yielding to pedestrians are common concerns.
- Several people referenced **near-misses or crashes** involving pedestrians or cyclists close to bus stops or stations.

Core sentiment: *Getting to the stop is more dangerous than the transit ride itself.*

---

2. Inadequate Pedestrian & Bicycle Infrastructure

Many respondents emphasized missing or poor-quality infrastructure:

- **No sidewalks or incomplete sidewalks**
- Lack of **crosswalks, curb ramps, or ADA-compliant access**
- Few or unsafe **bike lanes** and limited secure bike parking
- Long walking distances through auto-oriented environments

Core sentiment: *Stops exist, but there's no safe way to reach them without a car.*

---

3. Accessibility Barriers

Accessibility issues appear both directly and indirectly:

- Transit stops lacking seating, shelter, or level boarding
- Difficult terrain or long distances for people with mobility limitations
- Respondents noted challenges for older adults, people with disabilities, and caregivers

Core sentiment: *Transit access does not adequately account for physical limitations or aging riders.*

---

4. Desire for Amenities and Comfort

While safety dominates, comfort also matters:

- Requests for **shelters, benches, shade, and lighting**
- Park-and-ride locations are viewed more positively when they are well-maintained
- Poor stop conditions discourage regular use, especially in bad weather

Core sentiment: *Small improvements could make a big difference in usability.*

---

5. Latent Demand for Transit

Many respondents said they **would use bus or rail more often if conditions improved**, specifically:

- Safer walking/biking routes
- Better crossings and traffic calming
- More reliable service and easier connections

Only 4 of 15 online survey respondents (and 4 of 21 overall survey respondents) are currently regular transit users.

Core sentiment: *Interest in transit exists, but current access conditions and reliability suppress ridership.*

---

6. Location-Specific Concerns

Several respondents named **specific stations or corridors** where:

- Parking is overcrowded
- Traffic conflicts are severe
- Pedestrian access is particularly poor

This suggests opportunities for **targeted, high-impact improvements** rather than only systemwide changes.

Summary

Survey responses indicate strong interest in using transit but widespread concern about the safety, accessibility, and comfort of walking and biking to transit stops. Respondents consistently identified unsafe traffic conditions, missing sidewalks and crossings, and lack of basic amenities as key barriers. Improving pedestrian and bicycle infrastructure around transit stops is likely to increase both safety and transit ridership.

Alignment with Scope of SRTT Project

The vast majority of concerns and issues noted in survey responses were also observed by the project team in our analysis of access to transit throughout the study area. However, comments about the frequency of bus service and location of bus routes were made by several respondents, which is beyond the scope of this study. That said, implementing seating or shelters at the bus stop could offset the concern about long wait times.

Comment Cards

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:
Mrs Lee Don't take the bus
her self but she has notice
the Bus stop been just a single Pole
- NO sitting
- NO Light

Name: Lee fugin

Address:
Brooklyn Park

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:
Margerita Travels by bus to work
all the way to Annapolis.
she would like bus every 15 min
better bus stops

Name: Margerita Juarez

Address:
11th st Brooklyn Park

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Name:

Address:

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Name:

Address:

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Takes a really long time

Name: Divine Mesumbe

Address: 20724

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Transit system does not have Security at the lightrail Stations.

Name: Wanda Sweeney

Address: 521 Brookwood Rd

E-Mail: wsweeney07@gmail.com

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Las paradas son muy solas

NO luz NO sillas

se tarden mucho tiempo.

Name: Braidy Montoya

Address: 329 10th AVE

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Takes to Long to pass by

needs siting area

more lighting more bus Per Hr.

Name: Gabriel Perez

Address: Belle Grove rd

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Todo bien en el trasporte

Name: Matilde Gonzales

Address: 21225

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Todo bien en el trasporte

Name: Mirna

Address: 21225

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

La Ruta de bus 29 y 70 se toman mucho tiempo Asta 30 minutos en llegar.

Name: Charline Johnson

Address: 21225

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Ruta 70 y 29 Para anapolis mucho olor a mariguana un poco Tardado Tambien

Name: Suseli Godoy

Address: 21225

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY
CITIZEN COMMENT CARD
Customer Relations: 410-222-7582

Comment/Concern:
3 Times per week
Takes to long! goes all the
way to Annapolis on Bus!

Name: Marta Cruz

Address: 21228!

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY
CITIZEN COMMENT CARD
Customer Relations: 410-222-7582

Comment/Concern:
Takes bus 4 Thrs.
Sometimes takes long

Name: Sergio Enrique

Address: 21228

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY
CITIZEN COMMENT CARD
Customer Relations: 410-222-7582

Comment/Concern:
Takes to long Takes 2 busses
69 and 70 Takes to long
also takes 29 to work.

Name: Elva Gabriel

Address: 21228

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY
CITIZEN COMMENT CARD
Customer Relations: 410-222-7582

Comment/Concern:
29 Brooklyn takes a long time

Name: Agatha

Address: 21228

E-Mail:

Phone Number:

facebook @annearundeldpw follow us on twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY
CITIZEN COMMENT CARD
Customer Relations: 410-222-7582

Comment/Concern:
deberian tener mas precaucion por
que Aveces van muy Rapido

Name: mana rayas
Address: 21225
E-Mail:
Phone Number: 443 854 07 83

facebook @annearundeldpw twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY
CITIZEN COMMENT CARD
Customer Relations: 410-222-7582

Comment/Concern:
muy tardado

Name: Imelda walton
Address: 21225
E-Mail:
Phone Number:

facebook @annearundeldpw twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY
CITIZEN COMMENT CARD
Customer Relations: 410-222-7582

Comment/Concern:
la Ruta 69 muy Lento

Name: Paula Reeder
Address: 21225
E-Mail:
Phone Number:

facebook @annearundeldpw twitter @AACoDPW annearundelcountydpw

---

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY
CITIZEN COMMENT CARD
Customer Relations: 410-222-7582

Comment/Concern:
Todo bien en el trasporte

Name: Xian Regin
Address: 21225
E-Mail:
Phone Number:

facebook @annearundeldpw twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

El trasporte muy lento dasta 30 minutos de demora

Name: Reina chavez

Address: 21225

E-Mail:

Phone Number:

facebook @annearundeldpw twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

mal olor en el trasporte necesita un poco mas de limpieza

Name: Aura

Address: 21225

E-Mail:

Phone Number:

facebook @annearundeldpw twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

el trasporte muy lento, necesita mas Trasporte

Name: Sergio Rene

Address: 21225

E-Mail:

Phone Number:

facebook @annearundeldpw twitter @AACoDPW annearundelcountydpw

DPW & YOU
Making a difference, together

PLEASE PRINT CLEARLY

CITIZEN COMMENT CARD

Customer Relations: 410-222-7582

Comment/Concern:

Todo bien solo un poco lento el trasporte

Name: Benjamin

Address: 21225

E-Mail:

Phone Number:

facebook @annearundeldpw twitter @AACoDPW annearundelcountydpw

Stakeholder Comments

Rocio Bolanos
3501 Seventh St
Baltimore MD 21225
rocio@greaterbaybrookalliance.org
240-810-2336

04-18-2025

Anne Arundel County Department of Public Works
2662 Riva Road
Annapolis, MD 21401

Subject: Community Feedback on the Safe Routes Project

Dear Anne Arundel County Department of Public Works,

On behalf of the local residents of Brooklyn Park, I am writing to formally submit the enclosed community feedback concerning the ongoing Safe Routes to transit project proposed for our area.

Our community strongly supports the goals of the Safe Routes to Transit initiative and appreciates the County's investment in safer, more accessible infrastructure for pedestrians and bicyclists. The attached document reflects input gathered from neighbors and families directly impacted by the proposed changes. It highlights both our shared enthusiasm for safer walking and bus routes, as well as constructive suggestions to improve the effectiveness and responsiveness of the final design. Based on this feedback, we would strongly suggest a focus on the infrastructure serving the local link 70 southbound to Annapolis.

We are especially grateful for the opportunity to participate in this process and respectfully request that the community's voice be considered in your final planning and implementation phases. We look forward to continued collaboration and a safer future for all children and families in our neighborhood.

Please feel free to reach out with any questions or if additional input would be helpful.

Sincerely,

Rocio Bolanos
On behalf of Brooklyn Park residents and GBA.

Questions from BRCA regarding
County Safe Routes To Transit Study

Lily Openshaw, PE, PMP
BRCA Outreach Chair

April 16, 2025

1. Data correction is needed to the Vision Zero Data Dashboard that lists fatal crashes along the Forest Drive Corridor. Ensuring accurate fatality information is Important because Vision Zero material is being used as a source document for this study and is used in some of the warranting processes for evaluating roadway improvement options. Between 2023 and 2024, there were five (5) fatalities in the Forest Drive Corridor according to County police reports and news articles. The Vision Zero Data Dashboard only lists two (2).

2. Why was the decision made not to use the following documents as source documents for this new study? As is noted below, two of these documents incorporated input from the general public and appointed community stakeholders that met for many months to review issues along the Forest Drive corridor.
    a. Forest Drive Safety Study
    b. Region 7 Comprehensive Plan – Transportation section. (traffic safety was a top priority for the 12 person Region 7 Stakeholders Committee)
    c. Forest Drive Task Force – (first Task Force that worked with Community representatives from County and City, and all three government agencies: State, County & City.)

3. How was the Forest Drive Safety Study (2024) implemented? The study includes immediate/mid-term/long-term action items. What is the status of implementation of this program?

4. What is the safety improvement toolbox that will be used to recommend action items? The Forest Drive Safety Study listed six (6) primary safety countermeasures on page 45:
    - Speed limit adjustment
    - Signal hardware upgrades
    - Signal operations
    - Access management
    - Crosswalk improvements
    - Relocate bus stops signing and marking improvements

5. Request that **pedestrian lighting** be added to the safety improvement toolbox used for this project. According to the MD Transportation Authority and SHA, roadway pedestrian lighting is a proven safety countermeasure.

   Roadway pedestrian lighting has been requested in every public forum for sidewalks in two specific locations in the Corridor:

   - Along Forest Drive between By-Water Road and the intersection of Aris T Allen Blvd, Chinquapin Round Road and Forest Drive and Edgewood Road. In 2023, a pedestrian was killed at that intersection in the evening, that fatality might have been prevented had oncoming vehicular traffic been able to more clearly see the pedestrian. There was also a fatality that involved a motorbike at night at that intersection in 2023. Again, that fatality might have been prevented had the oncoming vehicular traffic been able to more clearly see the small biker.
   - Along Edgewood Road from Bay Ridge Road to Bembe Beach

   During the snowstorms this past winter, the sidewalks along Forest Drive near ByWater Road and the intersection with Chinquapin Round Road were especially dangerous because crews piled the snow on the sidewalks and pedestrians and bikers often ended up walking along the actual roadway. While it is understood that this study is not addressing operational issues, if those sidewalks had been lit, it would have been significantly easier to see and steer clear of the pedestrians.

   Also, pedestrian lighting along Forest Drive could be funded by the State.
   In response to the increasing emphasis on urban revitalization programs and pedestrian and bicyclist safety, the Maryland Department of Transportation State Highway Administration (SHA or Administration) is placing a new focus on the issue of pedestrian lighting. This focus also aligns with the Department of Transportation's increased emphasis on multi-modal transportation. Pedestrian lighting, when properly designed and installed, has benefits that include enhancing revitalization projects, increasing nighttime pedestrian use and commerce, increasing safety and security, improving aesthetics, and adding to the sense of pride of a community. For the reasons above, the SHA Pedestrian Lighting Policy, signed in 2023, states that projects that are required for pedestrian safety due to documented incidents are to be funded by the SHA.

Interactive Map Comments and Responses

objectid	Comment	STUDY TEAM RESPONSE	locdesc	last_edited_date	x	y
10	This intersection is terrible for pedestrians since you have to cross a minimum of two legs to get from the east side of 648 to the west side of 648.	The County will forward the request to SHA to add the missing crosswalk on the south leg of MD 648 at Furnace Branch Road.	7060 BALTIMORE ANNAPOLIS BLVD, GLEN BURNIE, 21061	3/13/2025	-76.6418	39.201
11	Would really like to see the county move forward with Cabin Branch Trail or sections of it since it would increase connectivity between Light Rail stops and the Brooklyn Park Connector. Having a shared use path running east-west through Cabin Branch Park would improve connections to the BWI Trail, parks, schools, etc.	This is in Walk and Roll as a planned SUP however is beyond the scope of the SRTT project.	1-11 TINA CT, 21061	3/13/2025	-76.6526	39.1964
12	Can we get a protected intersection here? Ferndale Road already has a great sidewalk and connects to the Ferndale LR station to the east, but no safe way to get to the BWI Trail to the west.	Connected trail access is currently provided to Linthicum LR for bikers. Walk and Roll has identified 4 other locations to connect to BWI trail but not at Ferndale Road.	7017-7099 AVIATION BLVD, 21240	3/13/2025	-76.653	39.1866
13	This intersection is really bad for pedestrians heading to the Ferndale LR station from the north-northwest. Close the underpass to cars and fix Orchard Road so it ends at more of a right angle to 648. Add pedestrian crossings north of Orchard Rd and south of Ferndale Ave.	The County will forward this intersection reconfiguration suggestion to SHA.	0-0 BALTIMORE ANNAPOLIS BLVD, 21061	3/13/2025	-76.6423	39.1869
14	Sidewalks do not extend the full length of 1st Ave W. There is a school bus stop on the corner of Orchard Rd and 1st Ave W and kids are just waiting in the grass and have to walk in the street to get to the bus stop.	The study team acknowledges there are sidewalk gaps on 1st Ave. However, since there are no transit stops in the vicinity, improvements here are beyond the scope of this study.	501-503 ORCHARD RD, 21061	3/13/2025	-76.6468	39.191
15	You have Andover Park, the BWI Trail, a pool, and Lindale Middle School on the south side of Andover Road, and residential communities to the north of Andover Road. Yet, there is only ONE crosswalk over Andover Road at Hammonds Ferry Rd S. There should be multiple crosswalks to get across Andover Road, but no, there's a FENCE discouraging people from crossing instead.	Beyond scope of project. No transit service on Andover Rd. 1 mile walk to BWI District Light Rail The study is generally limited to the bus stop and about 1 block either direction along the main road.	420-436 ANDOVER RD, 21090	3/13/2025	-76.6651	39.198
16	A pedestrian actually died on this section of 648 somewhat recently. This section of 648 needs a road diet from 4 lanes to 3 (two travel with center turn lane). A 3 lane can accommodate at least up to 25,000 AADT (according to US DOT) and 648's maximum AAWDT was 24,000 back in 2017 and has decreased since then. A 3 lane road would present the opportunity for pedestrian refuge islands here and would also slow traffic on this part of 648. People go way too fast and then brake suddenly to make a left hand turn into the shopping center.	Closest bus stop is 3500 feet/10 City blocks from location. We note that there are bike lanes planned for MD 648 between Beltway and I-97. The project is not yet budgeted by SHA but is being studied.	340-350 SCHULAMAR RD, 21090	3/13/2025	-76.6418	39.202
17	This intersection by the bus stop is honestly pretty good, all four sections have wide crosswalks and the crossing distance is pretty short. Only complaints would be that you don't really know it's a bus stop and cars can still turn right into people crossing since the crosswalk light is green at the same time as the cars.	Further away from rail station (1500 ft) than analysis boundary (1-2 blocks). We will forward the suggestion to SHA.	7128-7136 BALTIMORE ANNAPOLIS BLVD, 21061	3/13/2025	-76.6418	39.1912
18	I've seen a lot of people crossing 648 north of Oakleigh Ave where there is no crosswalk. Can't say I blame them since they would have to walk south to the only crosswalk in order to go north.	The study team has added this crosswalk recommendation to report.	7200-7214 BALTIMORE ANNAPOLIS BLVD, 21061	3/13/2025	-76.6402	39.1843
19	Potential for a shared use path using the old Hollins Ferry Rd right-of-way. This would better connect the business park to the Ferndale LR station and provide a biking/walking connection.	New trail connections this far from transit service are beyond the scope of this study. Additionally, Walk and Roll has not identified this as a location for a planned connection.		3/13/2025	-76.6446	39.1773
20	There's only one crosswalk here and it is not ADA friendly.	The crosswalk and curb ramps are not aligned. A modification to this crosswalk is now recommended.	410-498 HAMMONDS FERRY RD S, 21090	3/13/2025	-76.6576	39.2015

objectid	Comment	STUDY TEAM RESPONSE	locdesc	last_edited_date	x	y
21	The crossing distance for pedestrians here is crazy long. Also since there's more than one lane of traffic, I stopped for a mom with a stroller one time and someone zoomed around me and almost hit her and the baby.	Further away from transit (1500 ft) than the study analysis boundary. It is noted that each crosswalk is 50' long which is not considered excessive.	707-735 HAMMONDS FERRY RD S, 21090	3/13/2025	-76.658	39.1989
22	There are no crosswalks here to get to the Linthicum LR station.	The study now recommends a new crosswalk w/pedestrian signs be considered here. Note that Hammonds Ferry Rd does not stop.	400-438 HAWTHORNE RD, 21090	3/13/2025	-76.6578	39.2034
23	From Robinwood housing up to the start of Aris T Allen, there have been so many accidents and near misses for bikers. Many people have to ride on the sidewalks since automobiles are constantly speeding along the road. Also, having a buildup of debris along curbs does not help either. It is from trash, leaves/branches, and auto parts left after an accident is cleared. This corridor is used by many students and lower income residents. Also, during the warmer weather, the illegal dirt bikes racing and weaving in and out of traffic on Forest Drive can be another hazzard to bicyclist, pedestrians, and motorist.	Corridor bike lanes are not within the realm of this project. The County has planned for a shared use path along Forest Drive from Aris T Allen Blvd to Bayridge Road, however this project is not yet funded.	1301-1499 TYLER AVE, 21403	3/13/2025	-76.5057	38.9555
24	This area is notoroious for pedestrian accidents. Another crosswalk with either flashing lights or a sign in the middle of the road to signal stopping for pedestrians by the McDonalds would be helpful as many residents from Bay Ridge Gardens cross Forest Drive at this location	An additional crossing of Forest Drive, with Pedestrian Hybrid Beacon signal, has been recommended. Current location for the crossing is a Rosecrest Drive.	100-130 HILLSMERE DR, 21403	3/17/2025	-76.4926	38.95
25	Better crosswalk for pedestrians at this location, many pedestrians cross here from Bay Ridge Gardens to cross over to the other side of Forest Drive	The current crosswalk is both marked and signed.	1-99 BAY RIDGE RD ONR BAY RIDGE AVE, 21403	3/17/2025	-76.4922	38.9504
26	Another pedestrian crosswalk somewhere from Annapolis Overlook down to Bay Ridge Ave. This is a long stretch without any opportunity for a safe Pedestrian crosswalk	An additional crossing of Bay Ridge Drive, with Pedestrian Hybrid Beacon signal, has been recommended near this location.	0-0 FOREST DR, 21403	3/17/2025	-76.4985	38.9517
27	The crosswalks to get to the Cromwell light rail station are really bad. Also, why is this road so wide??	There are 2 high visibility cross walks across MD 648, one at each light rail entrance. It is possible that the markings need to be reapplied. The width of the road accommodates 2 lanes each direction as well as turn lanes into the shopping centers and light rail station. The County's Walk and Roll envisions a parts of the roadway to be converted to protected bike lanes.	7381 BALTIMORE ANNAPOLIS BLVD, GLEN BURNIE, 21061	3/17/2025	-76.6328	39.1722
28	I didn't even know there was a bus stop here. Is there any sign or bench or shelter?	Signage is recommended.	7060 BALTIMORE ANNAPOLIS BLVD, GLEN BURNIE, 21061	3/17/2025	-76.6418	39.2008
29	There is only one crosswalk on 648 between the Cromwell LR station and Crain Highway (at Oak Ln). The lanes on 648 are too wide and people go too fast.	A crosswalk on MD 648 at Maple Lane is recommended as Priority 1 in the study.	200-202 MAPLE LN NW, 21061	3/17/2025	-76.6274	39.1675
30	I hate when corner gas stations still have 4 entrances/exits. It makes it really terrible for pedestrians.	Comment acknowledged. This study has not reviewed entrances to properties, however during detailed design, entrances may be subject to modification.	CARROLL MOTOR FUELS, 7059 BALTIMORE ANNAPOLIS BLVD, GLEN BURNIE, 21061	3/17/2025	-76.6413	39.2006

objectid	Comment	STUDY TEAM RESPONSE	locdesc	last_edited_date	x	y
31	A crosswalk here (and a pedestrian refuge island) would be great. People run across here all the time to get to the shopping center.	Request acknowledged, however, there is no bus stop on the opposite side of Edgewood Road at MD 648 that would place this intersection within the scope of this Study.	7059-7061 BALTIMORE ANNAPOLIS BLVD, 21061	3/17/2025	-76.6418	39.1996
32	This section of 648 has a really high number of crashes according to MDOT. Either need to slow traffic or have a center turn lane or both.	SHA has identified MD 648 as a high risk corridor in a 2024 Vulnerable Road User Study and will be investigating mitigation measures.	7060-7066 BALTIMORE ANNAPOLIS BLVD, 21061	3/17/2025	-76.6418	39.2
33	Please do something with Cabin Branch Park! A trail/shared use path would be a great east-west connector.	New trails in the requested context are beyond the scope of the SRTT project.	450-468 GLENDALE AVE, 21061	3/17/2025	-76.6456	39.1975
34	We desperately need a bus stop at Annapolis High School. Although students may be transported to AHS on school buses, there is no public transportation available to AHS for employees or parents or for students who wish to participate in extracurricular activities. This is a huge inequity for families without access to private transportation.	The County will pass on your request for a bus stop location at the school to Annapolis Transit	2700 RIVA RD, ANNAPOLIS, 21401	3/24/2025	-76.5656	38.9745
35	Please make crossing here better!	Comment is unclear. The crossing at the northern entrance to Glen Burnie light rail appears to meet standards.	7381 BALTIMORE ANNAPOLIS BLVD, GLEN BURNIE, 21061	4/10/2025	-76.633	39.1724
36	A path between Dairy Farm and Arundel High School would better connect Arundel to the Four Seasons and Waugh Chapel community that it serves. While this already technically exists with some wildlife paths, an official paved route would go a long way to promote walkability.	New trails in the requested context are beyond the scope of the SRTT project.	625 HIGHLAND FARMS CIR, GAMBRILLS, 21054	4/23/2025	-76.6865	39.0654
37	Adding a sidewalk to Dairy Farm would greatly help the walkability of nearby neighborhoods, and make accessing the Waugh Chapel road bus stop a lot more accessible. Many people already jog along dairy farm road, and I believe a sidewalk or multi use path would help out a lot in making transit more accessible and benefitting local residents.	The Dairy Farm Road sidewalks connecting to the bus stops on Waugh Chapel Road continue for more than 2000 feet from the intersection. Adding sidewalk to fill gaps further east on Dairy Farm Road is beyond the scope of this study.	2144-2206 DAIRY FARM RD, 21054	4/23/2025	-76.687	39.0625
38	A path that connects Summer Hill Drive to GORC Park would be an absolute godsend. This would provide Strawberry Lake Way and GORC park with easy access to the bus stops along Waugh Chapel Road. There already is a desire path through the woods to the park. Formalizing this as an actual paved path would greatly improve access to transit and incentivize more people to walk around Four Seasons and to use the buses	New trails in the requested context are beyond the scope of the SRTT project.	1023 SUMMER HILL DR, ODENTON, 21113	4/23/2025	-76.7003	39.0553
39	There already is a median here. It would be so helpful to simply turn this into a pedestrian island and make this crosswalk more comfortable to cross.	This is an option in the improvement toolbox in the final report.	0-0 PINEY ORCHARD PKWY, 21113	4/23/2025	-76.7121	39.0718
40	Connecting Pine Meadows Drive, Fluttering Leaf Trail, and Pine Drift Drive back to Piney Orchard Parkway with a walking path would greatly help walkability and increase access to the nearby bus stop. Right now, residents have to walk all the way out of their community and then back around.	Both communities have complete walking access to a bus stop directly adjacent to their entrance roads with fully connected sidewalks. There is no warrant for a parcel to parcel path within the scope of this study.	8730-8748 PINEY ORCHARD PKWY, 21113	4/23/2025	-76.7177	39.068
41	Some staircase, ramp, or path would be so appreciated to connect Wheels and the bus stop right next to it to the Odenton shopping center itself. Right now, you have to walk through a 1 lane road in trees under a power line, when a staircase to descend the elevation would be so much easier	Such a parcel to parcel connection is beyond the scope of the SRTT study.	RENT A CENTER, 1159 ANNAPOLIS RD, ODENTON, 21113	4/23/2025	-76.691	39.0806

objectid	Comment	STUDY TEAM RESPONSE	locdesc	last_edited_date	x	y
42	Please connect the library to the odenton bike path and MARC train station. They are so astronomically close to each other that only a tiny route would be needed to connect them.	Recommendation added to Report.	1386 ODENTON RD, ODENTON, 21113	4/23/2025	-76.7023	39.0867
43	This path could be extended to Becknel Avenue to provide nearby suburbs with easier access to the MARC train station	Inter-parcel connector trails are not part of the scope of this study.	481-499 ORANGEVILLE CT, 21113	4/23/2025	-76.7038	39.084
44	Please implement more RAISED crosswalks. If there is a speed bump in the road, it could easily be turned into a crosswalk. This would give pedestrians an easier, safer way to cross the street, while also functioning as a speed bump. Combining the two also guarantees that drivers will ALWAYS slow down where pedestrians are walking.	Nonspecific corridor traffic calming is beyond the scope of this project.	2218-2240 DAIRY FARM RD, 21054	4/28/2025	-76.6919	39.062
45	A shared use path that continues to waugh chapel would be SO helpful. People always ride bikes or walk along the road and it is genuinely uncomfortable for both parties. The path doesn't even need to run along waugh chapel road directly. It could connect to Bluebells Road and provide better walkability and connection to the rest of four seasons	New trails in the requested context are beyond the scope of the SRTT project.	1100-1128 WAUGH CHAPEL RD, 21054	4/28/2025	-76.6868	39.047
46	This goes for every stop on the crofton connector, but a few benches would go a long way. There does not need to be a protect stop for EVERY bus stop, but benches would at least indicate there is a bus stop here and incentivize more people to safely wait for the bus.	Bench warrant was assessed for all stops. No stops on County Route 205 meet the threshold at this time.	721 OLD WAUGH CHAPEL RD, ODENTON, 21113	4/28/2025	-76.7061	39.0676
47	A raised crosswalk here would be so helpful in aligning the bike paths and indicating to pedestrians where to cross the street. A median is already used to slow drivers down, and a slightly raised crosswalk would accomplish the same effect while drawing pedestrians to the correct intersection (instead of directly across from old waugh chapel road) and provide bus riders with easier access to the other side of the street	The comment was coded into the bus stop assessment. The conditions at this bus stop did not elevate it to needing a raised crosswalk- that is, other locations are in need of investment before modifying this particular crosswalk.	720-730 WAUGH CHAPEL RD, 21113	4/28/2025	-76.7061	39.0674
48	Please connect the northwestern piney orchard communities to the WB&A trail. There are a few nature trails, such as from Cedar Elm Drive, that go into the woods, but none directly connect to the WB&A trail. A formal path would provide residents an easy way to access the whole trail and the bus stops at the intersection of waugh chapel road	New trails in the requested context are beyond the scope of the SRTT project.	2613-2665 CEDAR ELM DR, 21113	4/28/2025	-76.7105	39.063
49	Add sidewalks down E Shore, and Duvall to the Elementary school. This areas is not safe to walk or have children walk home from school.	These streets are beyond the study area and not within proximity of a transit route.	7813-7817 E SHORE RD, 21122	4/29/2025	-76.5453	39.141
50	Need a crosswalk and sidewalks from Cameryn Pl to New Freetown Road. The light was installed but to be viable, it needs full sidewalks and pedestrian options both on Mountain Road AND all up/down New Freetown from Mtn to Solley	Crossing and sidewalk connection is recommended in the report. SHA has ownership if this intersection.	8001-8001 CAMERYN PL, 21122	4/30/2025	-76.5792	39.1333
51	Need full sidewalks on entire Freetown/New Freetown Road from Solley Rd to Mountain Road.	Added new sidewalk recommendation on Freetown north of the Leonard Road intersection.	500 HELENS WAY, GLEN BURNIE, 21060	4/30/2025	-76.5719	39.1429

APPENDIX G

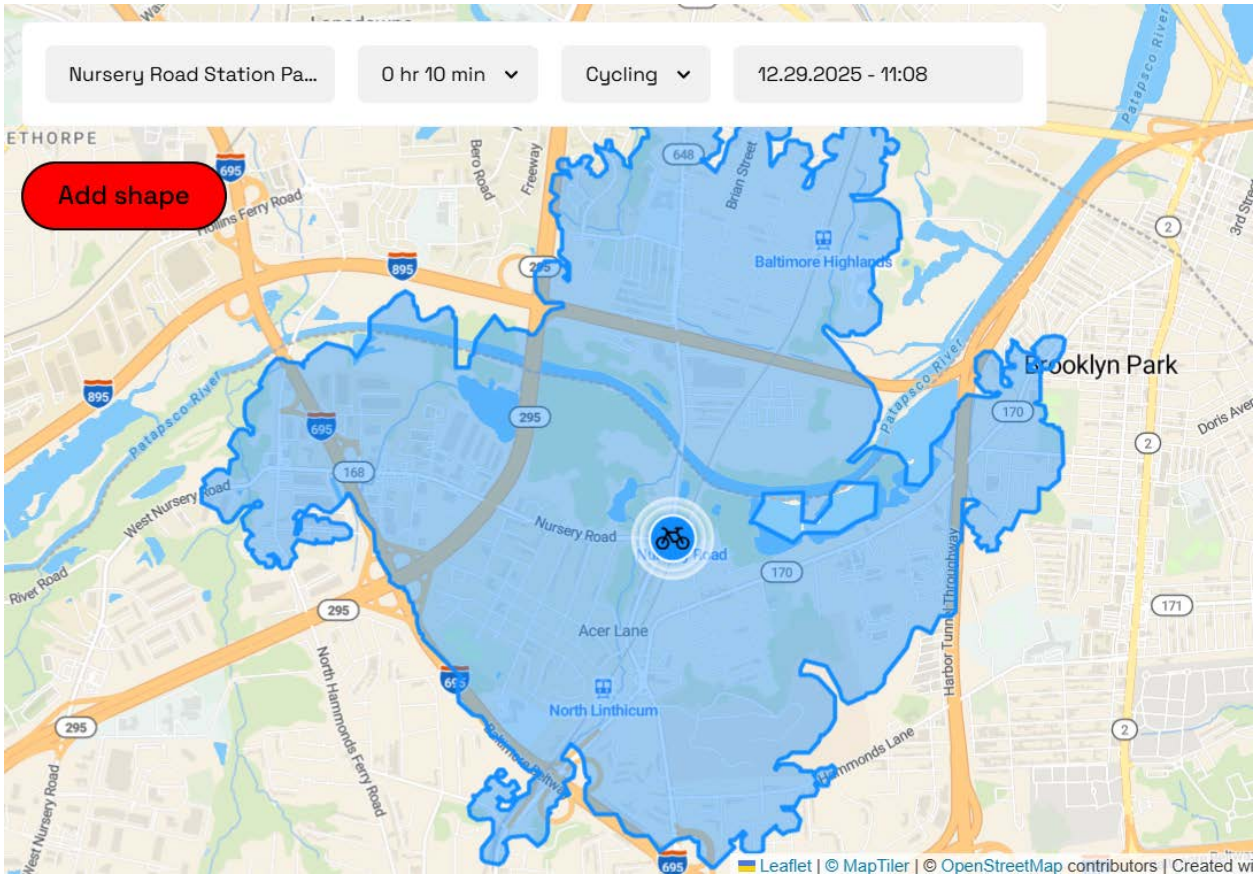
Rail Station 10-Minute Bikeshed Boundary Maps

Pedestrian and ADA Assessment Maps

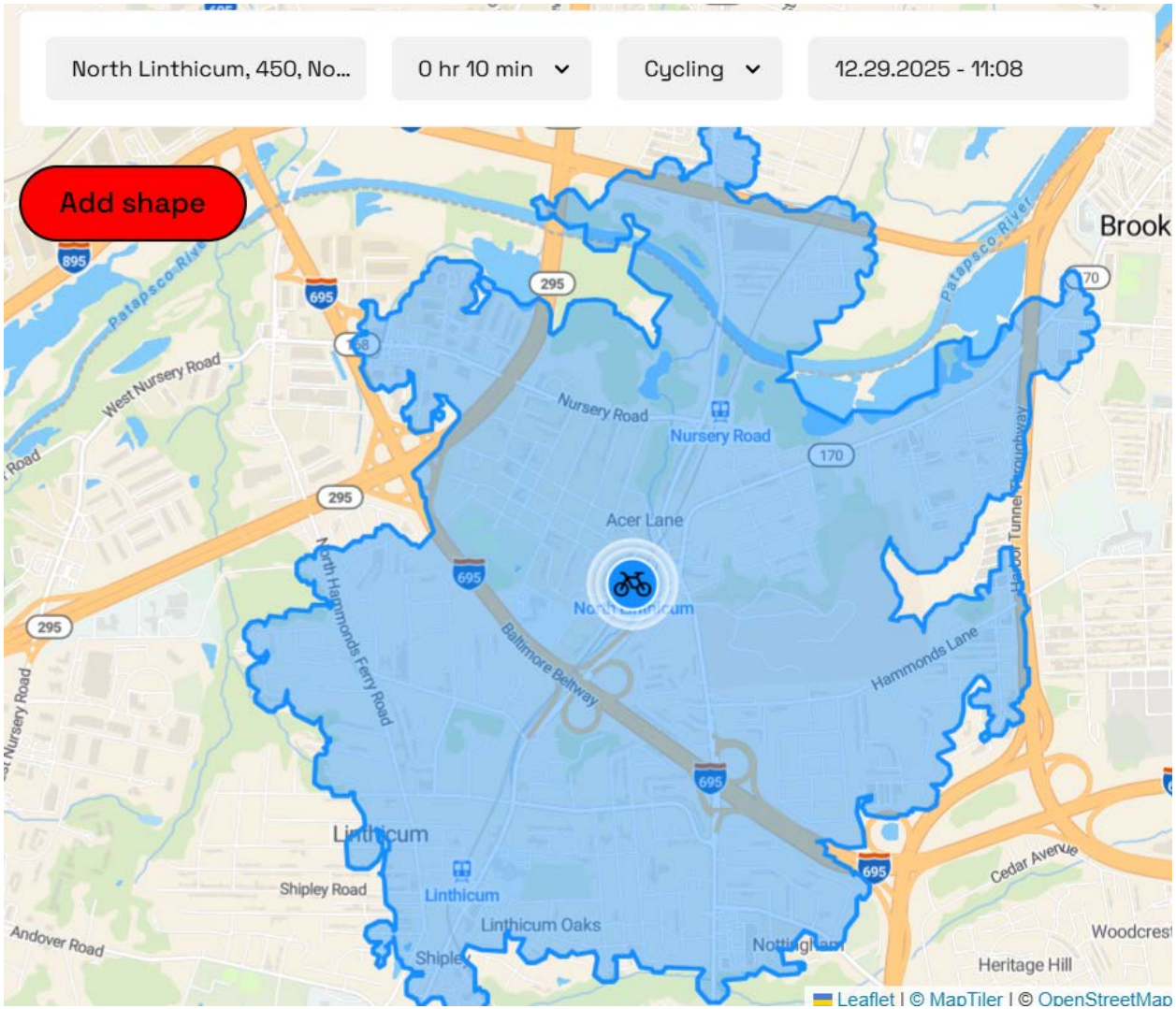
Bikeshed boundary maps for Rail Stations

- *developed based on a 10-minute ride to the point of interest*
- *Source: app.traveltime.com*

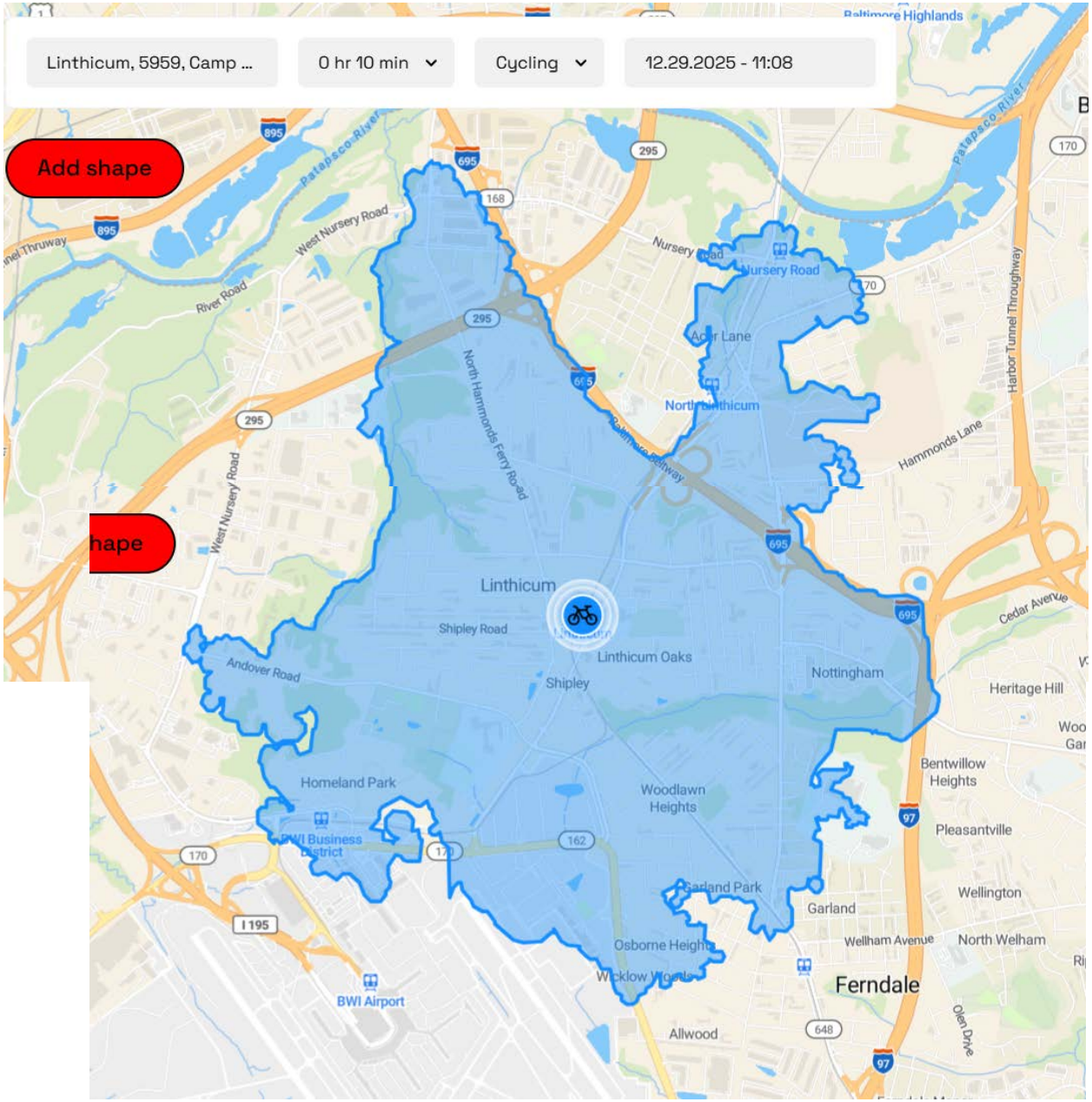
Nursery Road Light Rail



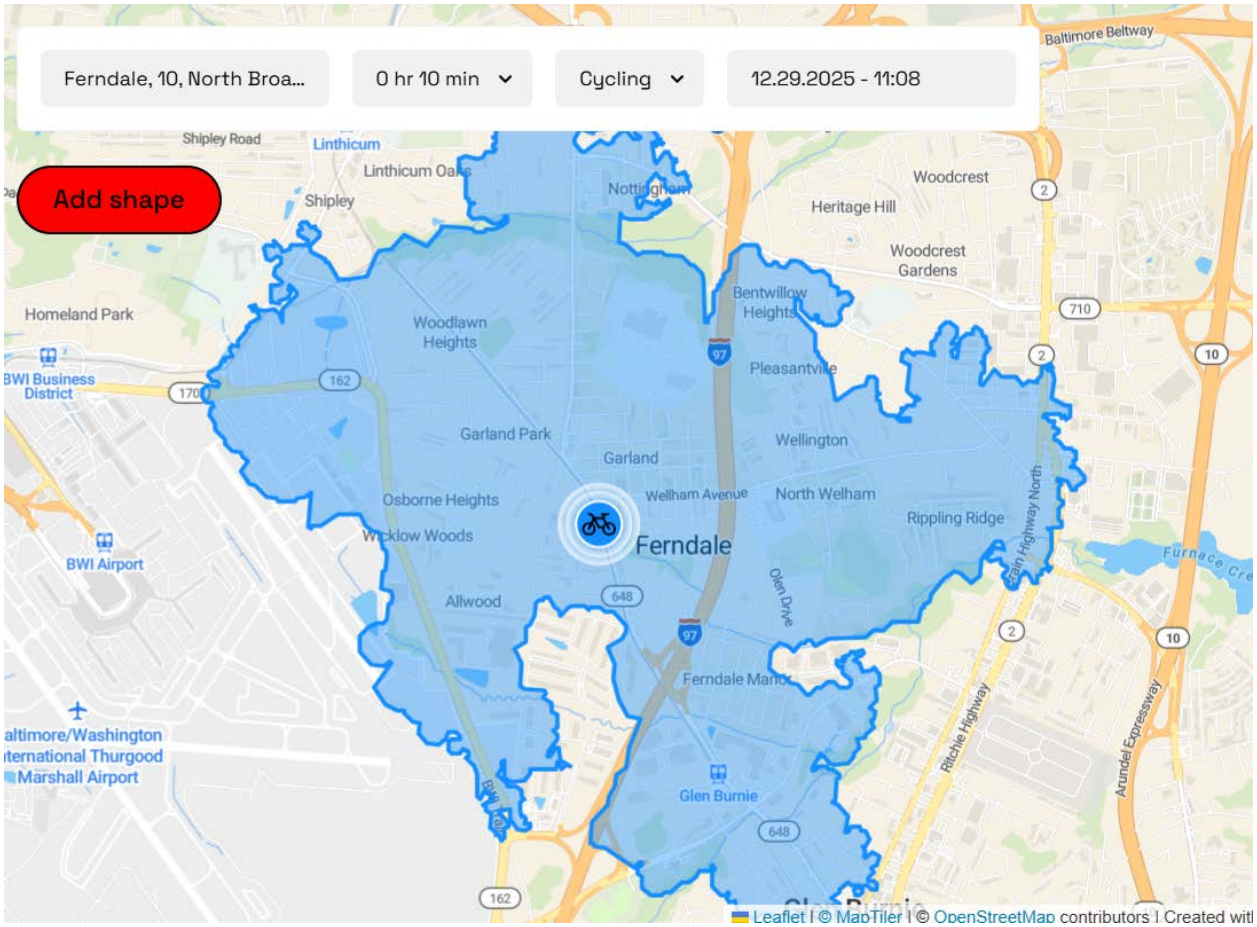
North Linthicum Light Rail



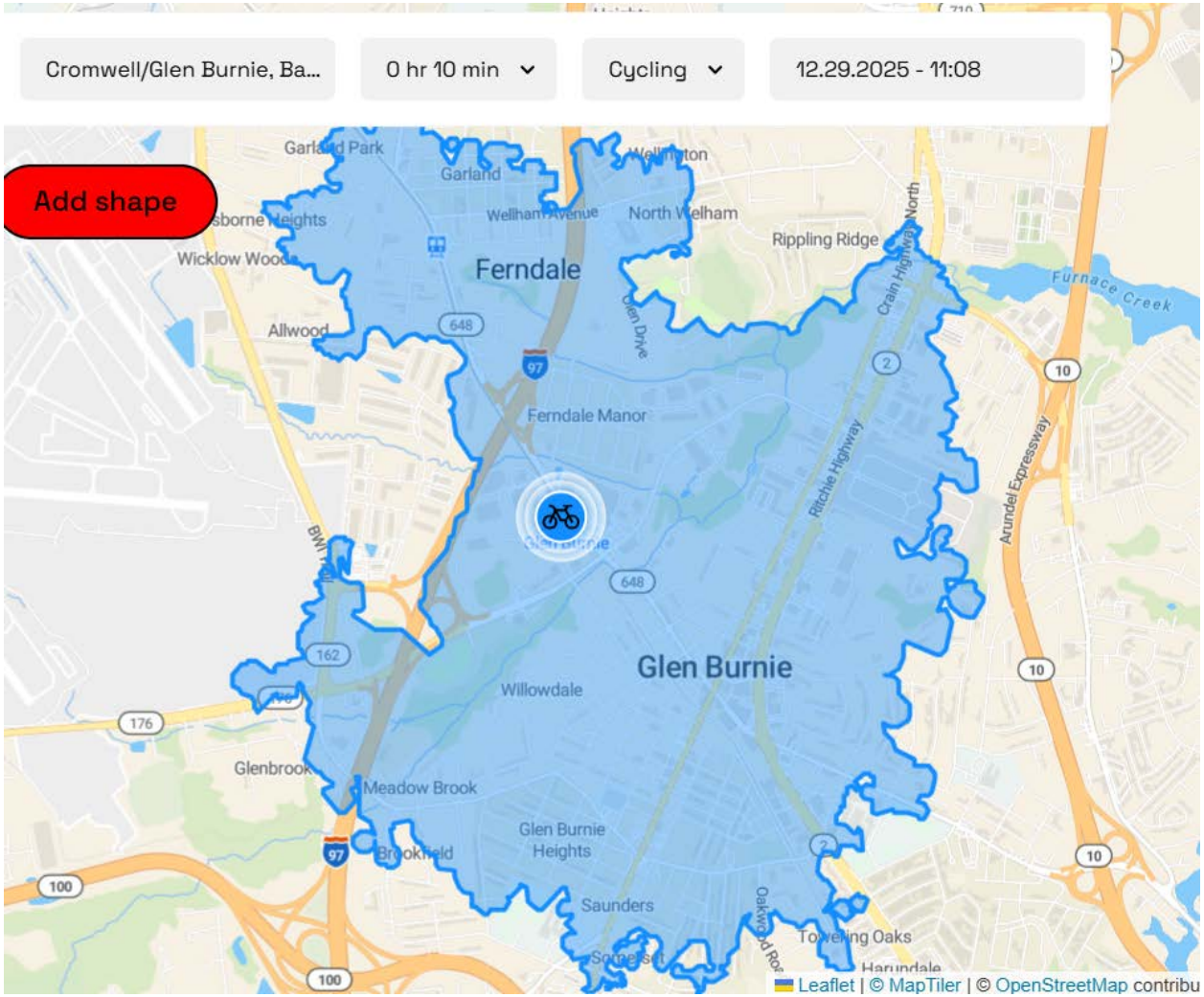
Linthicum Light Rail



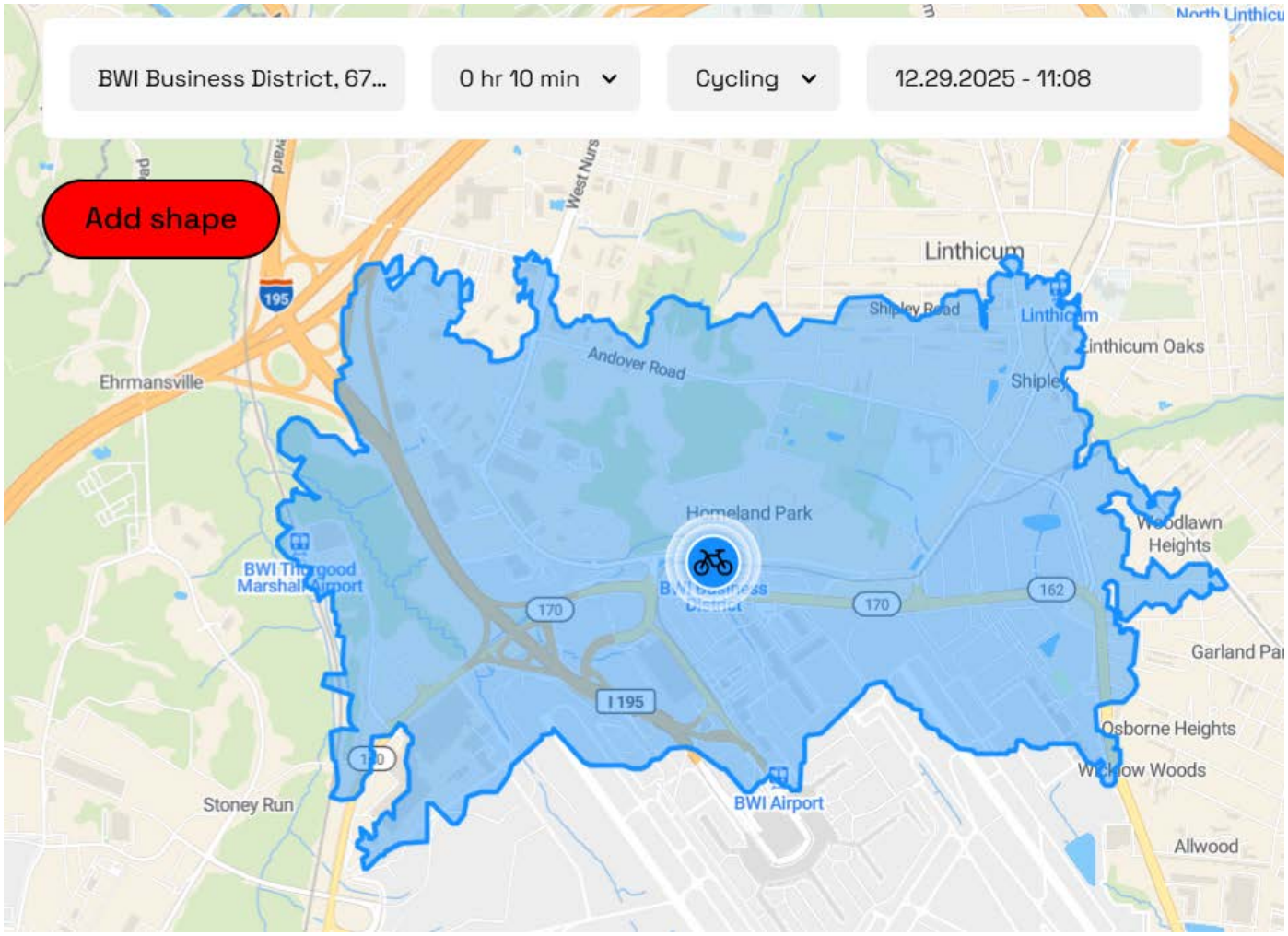
Ferndale Light Rail



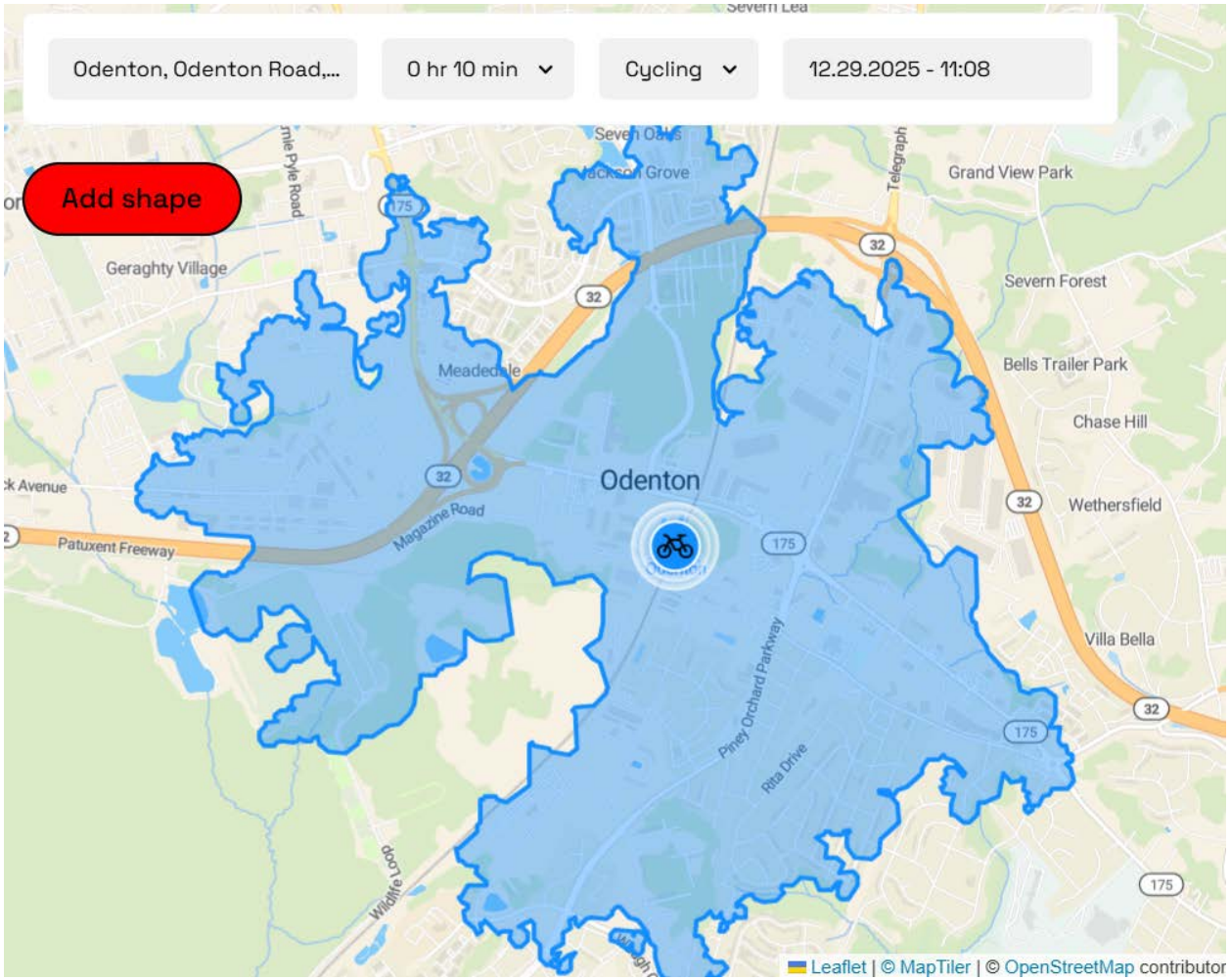
Glen Burnie Light Rail



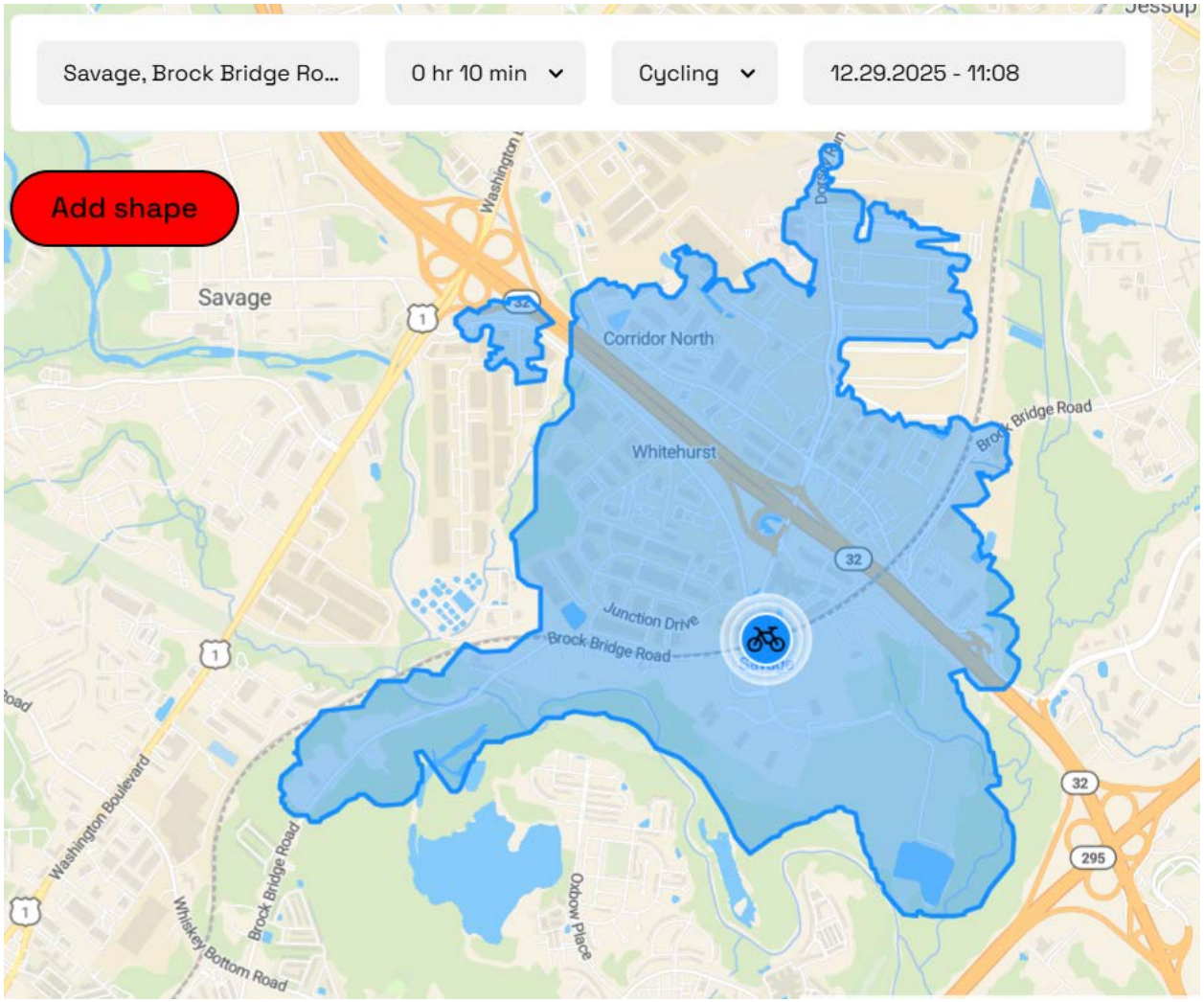
BWI Business District Light Rail



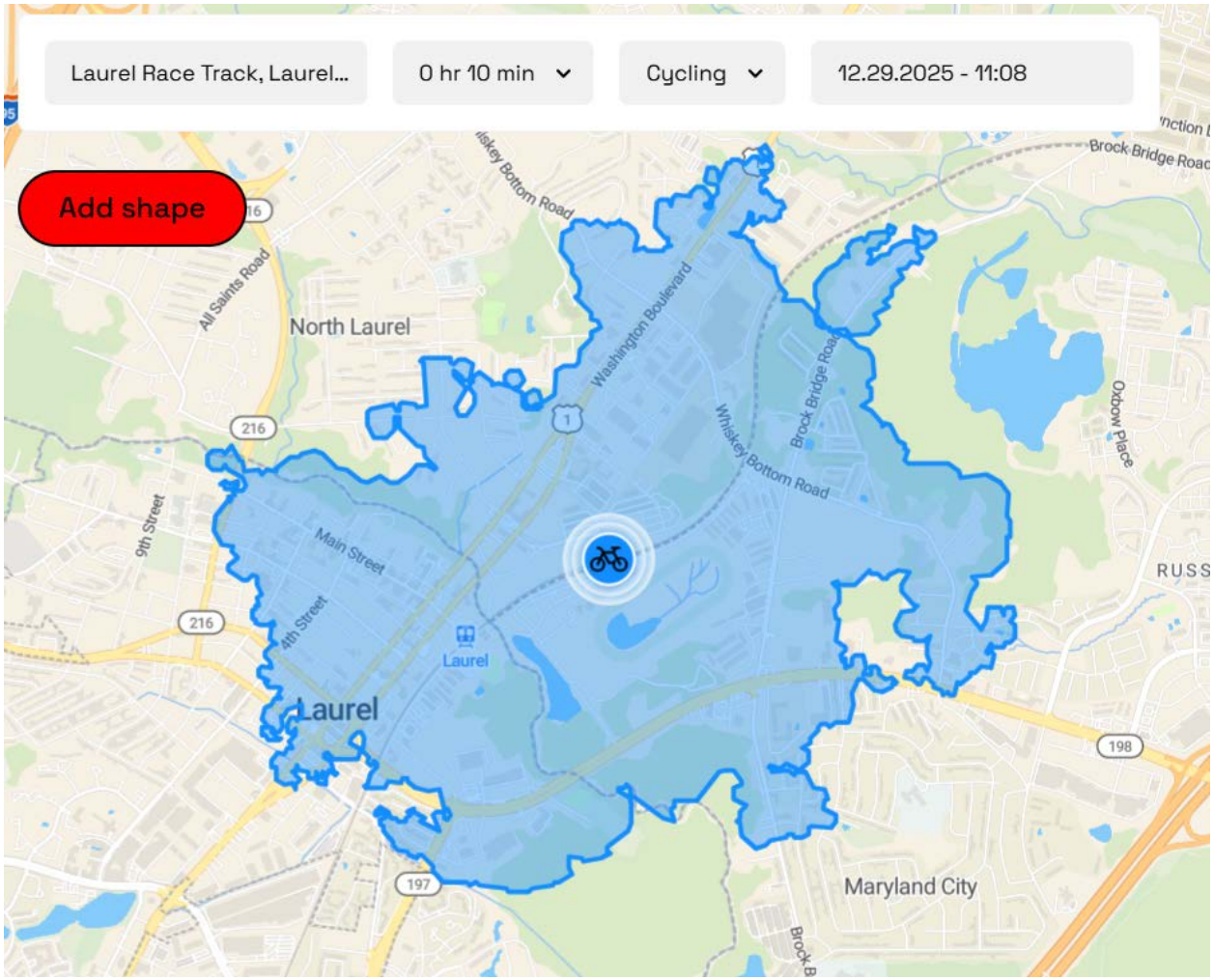
Odenton MARC Station



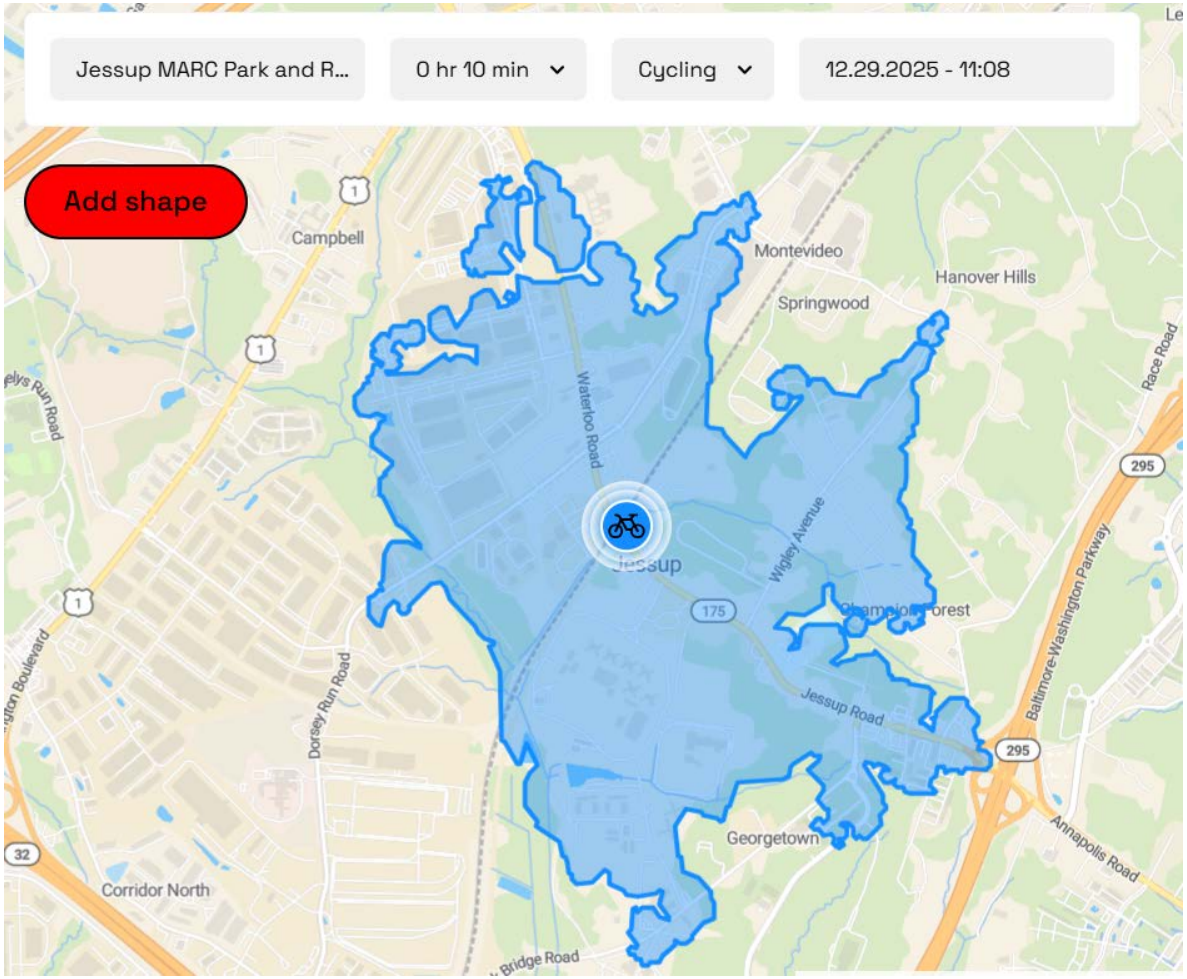
Savage MARC Station



Laurel Race Track MARC Station



Jessup MARC Station



BWI Business Light Rail Pedestrian and ADA Assessment

12/30/2025, 11:14:26 AM

Signalized Intersections
APS-Equipped

Curb Ramps
Pass
Fail

Sidewalk Centerline
Connector Marked
Connector Unmarked
Path - County

Path - NonCounty
Sidewalk - County
Sidewalk - NonCounty
County Boundary

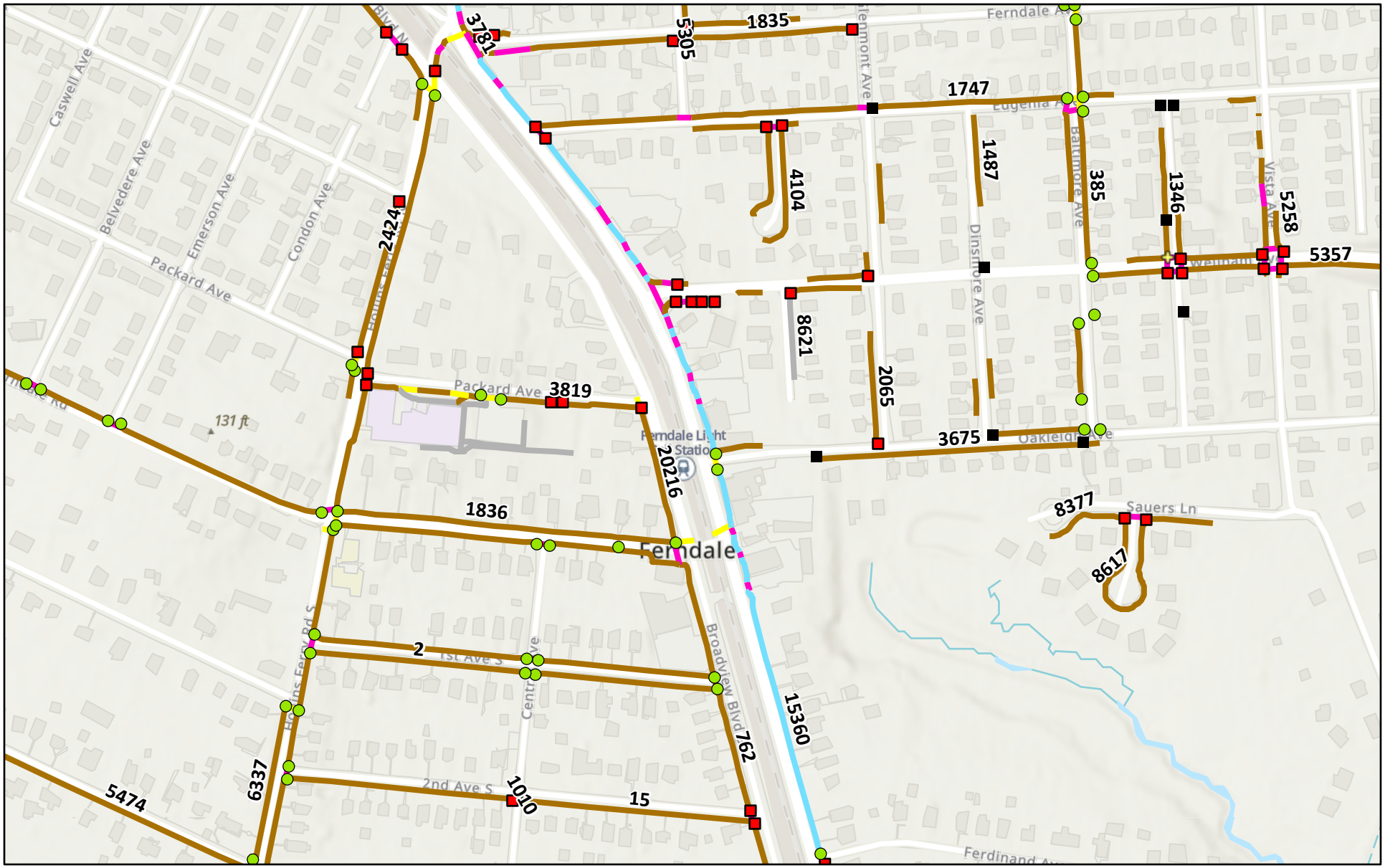
1:9,341

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph,

Ferndale Light Rail Pedestrian and ADA Assessment



12/29/2025, 8:30:39 PM

Curb Ramps
- Pass
- Fail
- Audit Pending

- Barrier Curb

Sidewalk Centerline
- Connector Marked
- Connector Unmarked

- Sidewalk - County
- Sidewalk - State
- Sidewalk - NonCounty

- County Boundary

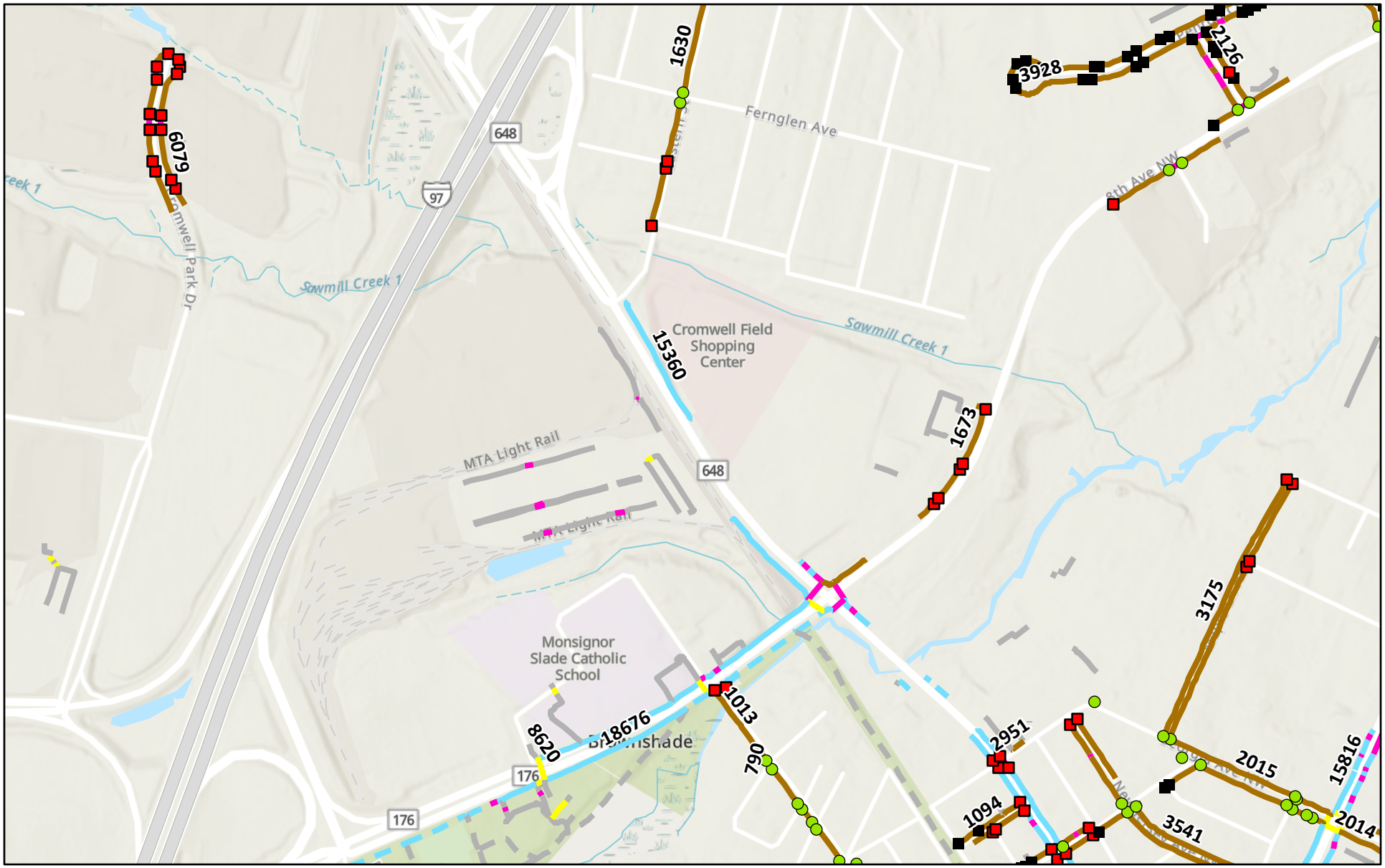
1:5,604

0 0.04 0.07 0.14 mi

0 0.05 0.1 0.2 km

Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

Glen Burnie Light Rail Pedestrian and ADA Assessment



12/29/2025, 8:36:41 PM

1:9,341

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph,

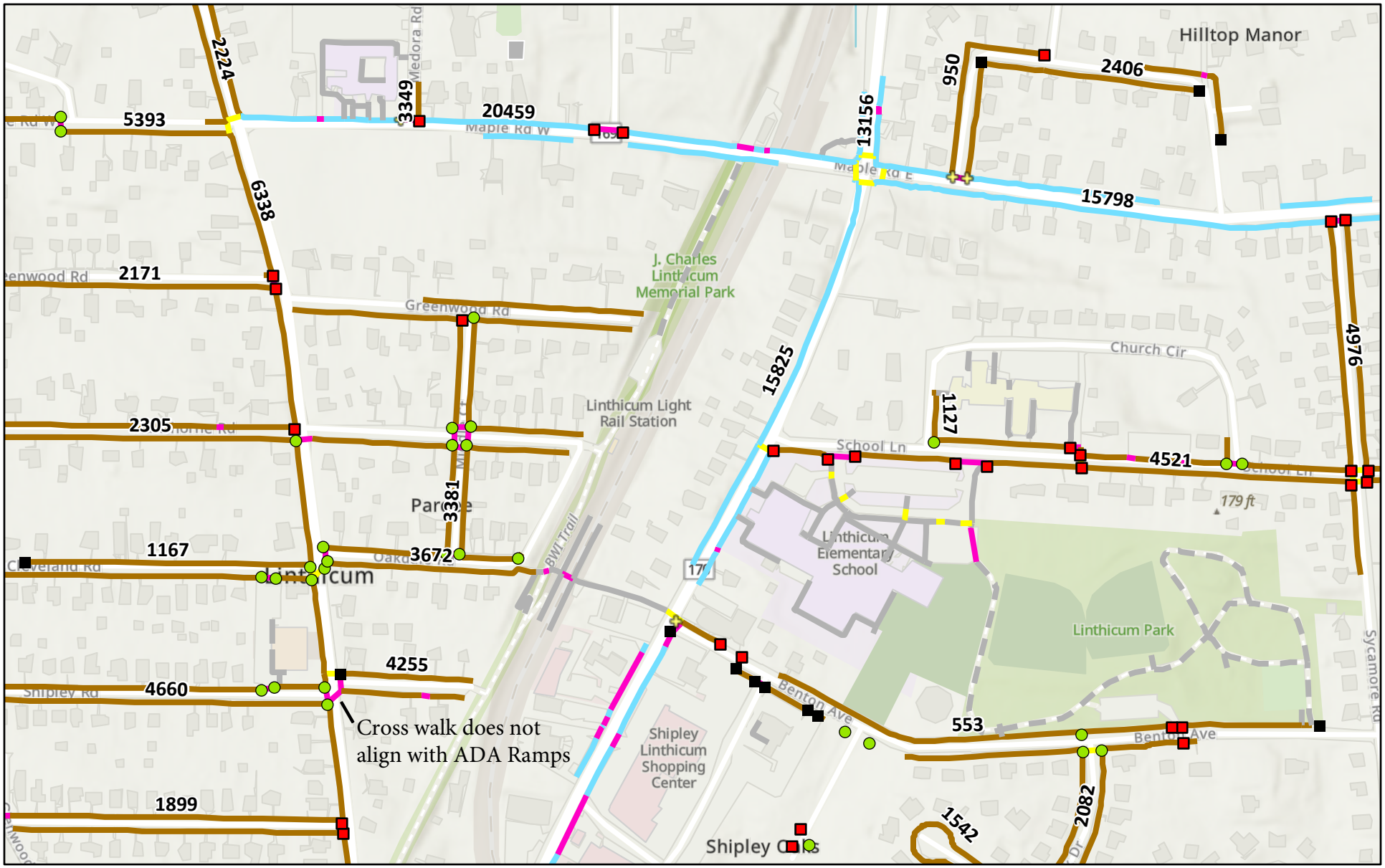
Curb Ramps
- Pass
- Fail
- Barrier Curb

Sidewalk Centerline
- Connector Marked
- Connector Unmarked
- Path - State

- Path - NonCounty
- Sidewalk - County
- Sidewalk - State

- Sidewalk - NonCounty
- County Boundary

Linthicum Light Rail Pedestrian and ADA Assessment



12/29/2025, 8:49:34 PM

Curb Ramps
- Pass
- Fail
- Audit Pending

Barrier Curb

Sidewalk Centerline
- Connector Marked
- Connector Unmarked

Path - NonCounty

Sidewalk - County

Sidewalk - State

Sidewalk - NonCounty

County Boundary

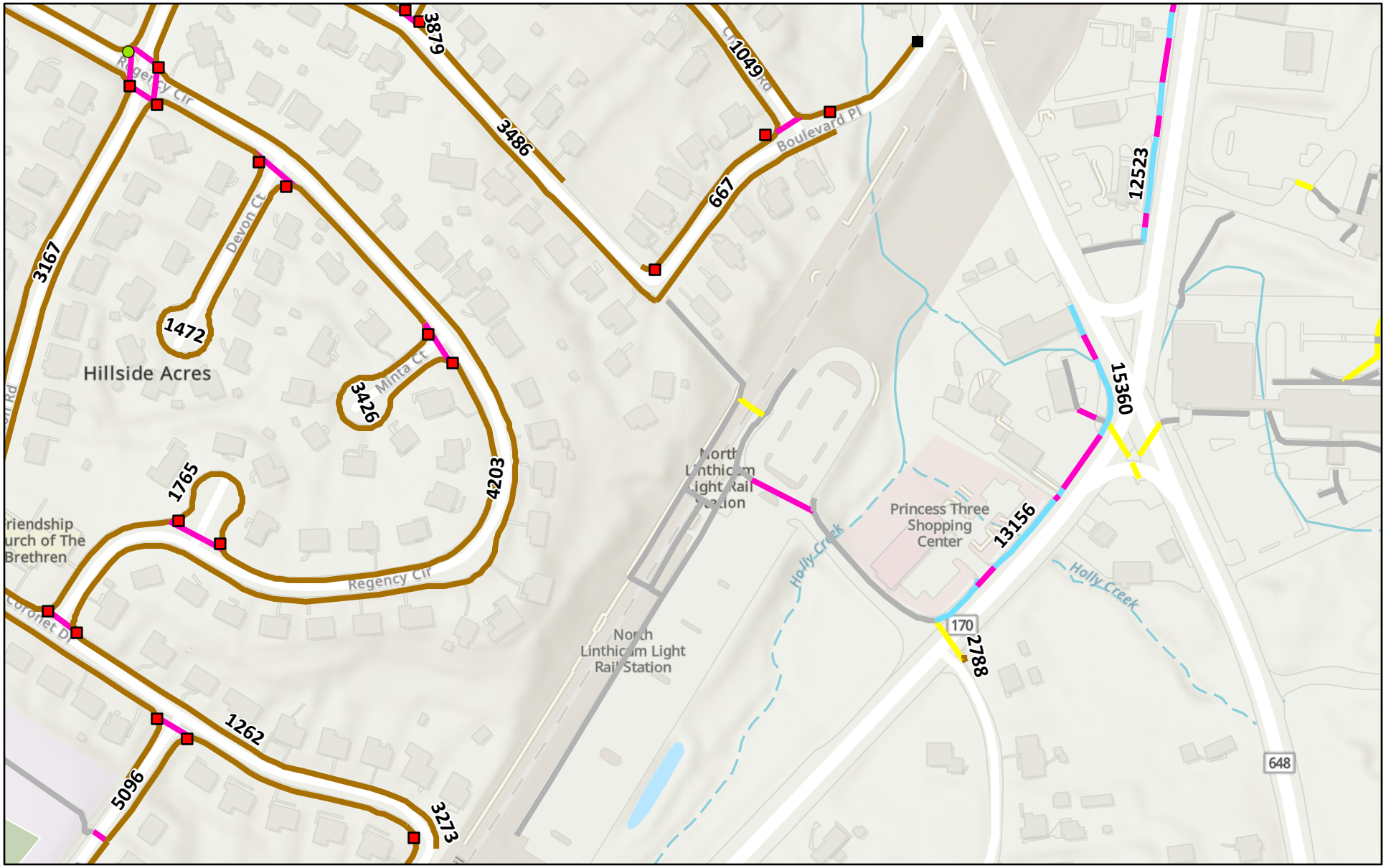
1:5,604

0 0.04 0.07 0.14 mi

0 0.05 0.1 0.2 km

Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

N. Linthicum Light Rail Pedestrian and ADA Assesement



12/29/2025, 8:58:15 PM

Curb Ramps
- Pass
- Fail

Barrier Curb

Sidewalk Centerline
- Connector Marked
- Connector Unmarked
- Sidewalk - County
- Sidewalk - State
- Sidewalk - NonCounty

County Boundary

1:3,363

0 0.02 0.04 0.08 mi

0 0.04 0.07 0.14 km

Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

Nursery Rd Light Rail Pedestrian and ADA Assessment

12/29/2025, 9:11:05 PM

Curb Ramps
- Pass
- Fail

Barrier Curb

Sidewalk Centerline
- Connector Marked
- Connector Unmarked
- Path - NonCounty
- Sidewalk - County
- Sidewalk - State
- Sidewalk - NonCounty
- County Boundary

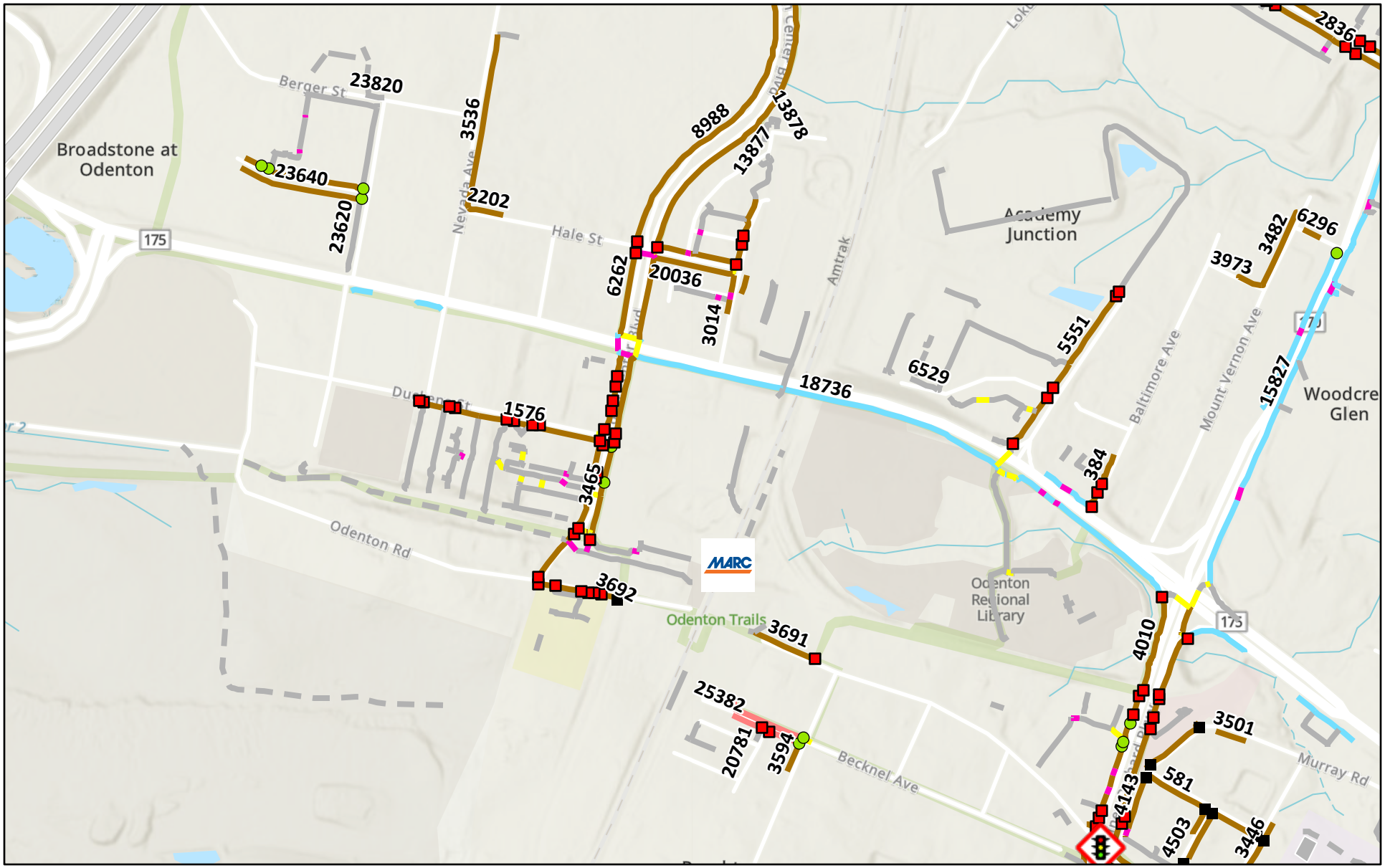
1:5,604

0 0.04 0.07 0.14 mi

0 0.05 0.1 0.2 km

Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

Odenton Marc Pedestrian and ADA Assessement



12/29/2025, 9:21:11 PM

1:9,341

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Signalized Intersections

Signalized (Non-APS)

Curb Ramps

Pass

Fail

Barrier Curb

Sidewalk Centerline

Connector Marked

Connector Unmarked

Path - County

Path - NonCounty

Sidewalk - County

Sidewalk - State

Sidewalk - Under Warranty

Sidewalk - NonCounty

County Boundary

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, County of Anne Arundel, M-NCPPC, VGIN, Esri, TomTom, Garmin, SafeGraph,

Harry S Truman Park and Ride Pedestrian and ADA Assessment

12/30/2025, 5:40:24 PM

Signalized Intersections

APS-Equipped

Signalized (Non-APS)

Curb Ramps

Pass

Fail

No Ped Crossing

Audit Pending

Barrier Curb

Sidewalk Centerline

Connector Marked

Connector Unmarked

Path - NonCounty

Sidewalk - County

Sidewalk - NonCounty

County Boundary

1:9,299

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph,

Appendix H
Technical Memorandum No. 1

MEMORANDUM

TO: Mr. Adam Greenstein, PE, PTOE
Anne Arundel County – Department of Public Works

FROM: Laura Mehiel, PE
A. Morton Thomas and Associates, Inc. (AMT)

RE: Safe Routes to Transit (Safe Streets and Roads for All Grant Program)
Transit Stop Existing Conditions Assessment for Anne Arundel County
Technical Memorandum #1 - Data Collection and Compilation

DATE: Revised: August 29, 2024

Introduction

Anne Arundel County was awarded a USDOT "Safe Streets and Roads for All" grant in September 2023 to facilitate well-connected, safer infrastructure along roadways for transit riders -- i.e., walking, biking and other micromobility modes -- as they are uniquely vulnerable to automobiles traveling at a high rate of speed on primary arterials where buses travel. This project will address bus and rail stops in three geographical areas as shown in Figure 1, based on the greatest need as defined in the grant application:

1. North County (Glen Burnie/Brooklyn Park in the application)
2. West County (Odenton/Maryland City in the application)
3. Greater Annapolis (West Annapolis/ Parole in the application)

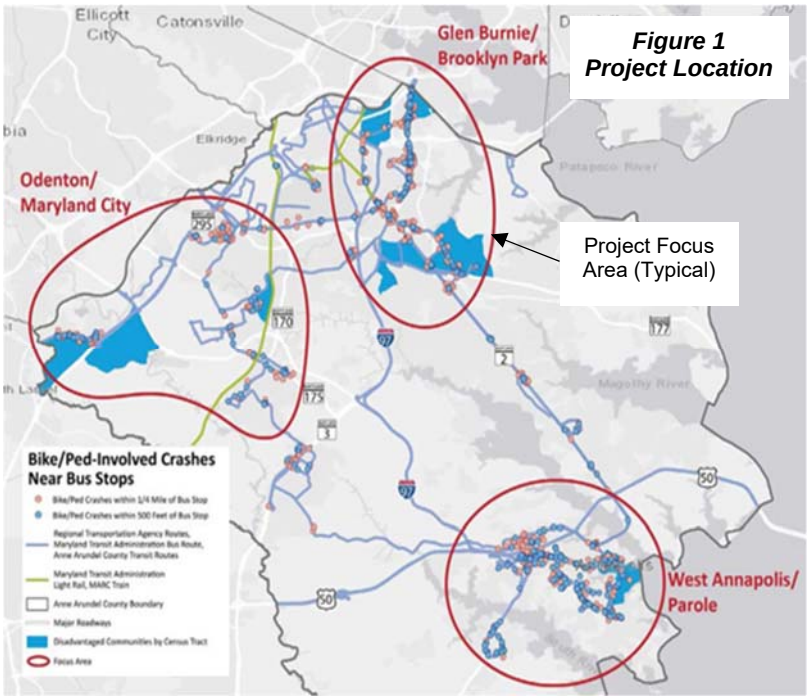


Figure 1 Project Location

The Anne Arundel County Safe Routes to Transit project in will include:

- Detailed analysis of candidate safety locations to prioritize the most efficient use of resources to achieve the greatest safety benefit. Higher priority will be given to historically underserved communities.
- Conceptual design solutions to address sidewalk and/or Shared-Use Path connections from highest ridership bus stops to the nearest logical destination, including installation of ADA ramps, and landing pads.
- Use of pedestrian refuges, flashing beacons, no turn on red, and other measures to facilitate safe crossing.
- Assessment of bike lanes and supporting infrastructure (such as bike parking), particularly at rail stops.

This memorandum provides the results of the reviews conducted for the focus area geographical regions described above. This initial survey of these areas is the first step in the preliminary investigation of bus stop and rail station locations for use in the development of the Safe Routes to Transit (SRTT) Plan. The purpose of this survey is to

build a data set of existing facility conditions and accessibility. Information will then be used at a later point to set the framework for recommendation and prioritization of the most efficient use of resources and equitable access. This memo is the first of seven tasks to be carried out as part of this comprehensive SRTT plan.

Anne Arundel County Transit Service

Within the geographical areas of the SRTT study, there are 22 fixed bus routes served by four (4) service providers.

AA Transit: AA201, AA202, Gold, Gold Line Extension, Yellow Route, Brooklyn Park, Crofton Connector, Crofton Express

Annapolis Transit: Red, Purple South, Purple North, Brown, Orange and Green

Maryland Transit Administration (MDOT MTA): Local Link 69, 70, & 75 and Commuter Routes 201, 210 & 215

Regional Transportation Agency of Central Maryland (RTA): Route 501, Route 502

There are also seven (7) light rail stops and four (4) MARC train stations serving residents within the study area:

Light Rail: Nursery Road, North Linthicum, Linthicum, BWI Business District, BWI, Ferndale and Glen Burnie

MARC Stations: Odenton, Jessup, Laurel Racetrack, and Savage (all are partially located in Howard County)

Review of Guiding Documents, Prior Studies, and Design Guides

Pertinent areas of various guiding documents previously adopted by Anne Arundel County and the State of Maryland are described below.

Plan2040 (adopted May 3, 2021)

Plan2040 is the General Development Plan for Anne Arundel County. It sets the policy framework to protect the natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy.

In the Opportunities section (p.13), the plan notes "**Infrastructure Investments: Improve transportation system in particular to improve public transit, walking, and biking options as well as the flow of vehicle traffic**."

Move Anne Arundel! (adopted November 18, 2019)

Move Anne Arundel! is the Transportation Functional Master Plan (TFMP) for Anne Arundel County. The vision of this plan is to provide safe, efficient, equitable and sustainable multi-modal mobility that provides residents, travelers and visitors with connectivity and choice. Sections of Move Arundel pertinent to the SRTT study include:

Investment Priority: Advancing a New Model for Transit

Auto-oriented suburbs are incredibly difficult to serve well with transit. Due in part to service frequency, daily ridership on RTA's Anne Arundel County routes and those operated by the County are well less than one thousand per day. With an aging population and parts of the County where transit dependence is high, there is a need for flexible transit services to meet life's daily needs. Because MARC Train improvements are so complex and require significant time and expense, **expanding commuter bus service should be the County's immediate priority for regional and state transit investments**.

Quality transfer points are needed in order to optimize transit use in the County. At locations where multiple routes come together, sheltered curbside connection areas or major park-and-ride/transit hubs are necessary. The long-sought **Annapolis/Parole Transit Center is the highest priority**. Other opportunities for improvement include **Glen Burnie/Pasadena** near Marley Station Mall, at Fort Meade where security concerns must be overcome to allow open-door transit service onto the base, in **Maryland City/Laurel**, and Crofton/ Waugh Chapel/Bowie.

Technical Memorandum #7: Transit Considerations

Bus route and stop coordination, along with improved bus stop infrastructure… [are] an operational priority.

Anne Arundel County Vision Zero Plan *(May 2022)*

Vision Zero represents an initiative to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in the United States. The County's Vision Zero Plan has specific implementation emphasis for the safety and protection of vulnerable roadway users: pedestrians, bicyclists, and micro mobility users, including:

- **Identify high-incident locations based on crash data (specifically involving vulnerable users)**
- **Identify demand for pedestrian and bicycle activity**
- **Accelerate projects that prioritize safety for pedestrians and cyclists**

Anne Arundel County Transit Development Plan *(Final Draft, released June 2024)*

The County's recently prepared Transit Development Plan (TDP) builds upon and formulates goals and objectives for transit, reviews and assesses current transit services, identifies unmet transit needs, and develops a course of action to address the objectives in the short-range future. The TDP will serve as a guide for implementing service and/or organizational changes, improvements, and/or potential expansion.

Of the survey that was conducted as part of the TDP, 18% of the 943 respondents indicated they do not use public transportation because ***"There is not adequate pedestrian infrastructure for me to access public transportation from my home"*** and 15% of respondents stated, ***"I do not feel safe using public transit"***. If should be noted that of the 943 respondents:

- 59 or 6.3% reside in the North County area zip codes (21225, 21226, 21060. 21061, 21108)
- 71 or 7.5% reside in the West County area zip codes (20724, 21076, 21113, 21144)
- 157 or 16.6% reside in the Greater Annapolis Area zip codes (21037, 21401, 21403)

Within the TDP, The Office of Transportation has established the following objectives (Chapter 5, page 5-3): Objective 1.2 | **Increase the percentage of households with convenient access to a transit stop via appropriate bicycle or pedestrian infrastructure.** Measure | Percent of households with convenient access to a transit stop via appropriate bicycle or pedestrian infrastructure. According to the OpenPerformance website, the target for this objective is 50%. The TDP notes that the Office of Transportation reported as of June 30, 2022, there were 43% of households living within ⅛ mile walking distance via appropriate pedestrian infrastructure or within one-mile bicycling distance via appropriate bicycle infrastructure.

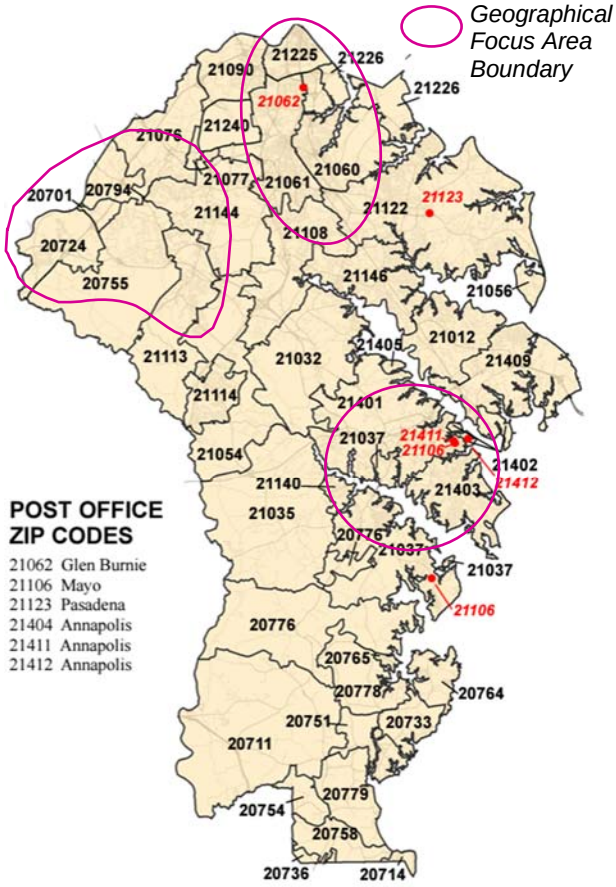


Figure 2: Zip Codes of SRTT Study Geographical Focus Areas

Anne Arundel County's "Walk and Roll!" *(January 2023)*

The recent update to the County's Pedestrian and Bicycle Master Plan, Walk and Roll! is a vision for walking, bicycling, and rolling using a connected network of streets and trails where it's safer, easier, and more comfortable to move outside of a vehicle. The plan builds upon *Move Anne Arundel!* and previous Pedestrian and Bicycle Master Plans. Pertinent sections of Walk and Roll as related to the SRTT plan include:

Goals of the Walk and Roll! Plan (Executive Summary, page VI)

- Ensure that vulnerable people have access to active transportation infrastructure by **prioritizing projects in census tracts with higher-than-average rates of vulnerable people**, including people with low incomes, older residents, people of color, and households without a car.
- Recommend **infrastructure proven to reduce pedestrian crashes at intersections and along corridors with high pedestrian crash rates**, especially crashes resulting in death or serious injury.
- Identify policy recommendations to **promote the construction of safe, accessible, and direct walking and rolling infrastructure.**

Public Input

Many transit riders who provided comments were looking for safe first-last mile connections to and from their destinations. Additionally, secure bike parking and storage at transit stops was emphasized.

County Complete Streets Policy (2014)

The County's Complete Streets Policy adopted in 2014 aims to improve transportation options and safety throughout Arundel County. The Policy ensures that alterations to transportation systems are implemented in a way that provides all users regardless of age or ability with a comprehensive and connective multi-modal network. Guiding principles include approaching every transportation improvement and project phase as an opportunity to create safer, more accommodating and more accessible streets for all users, and adhering to design standards, best practices and federal requirements.

SHA Context Driven (2020)

The Maryland Department of Transportation State Highway Administration (MDOT SHA) is focused on contributing to Vision Zero efforts. To that end, Context Driven is established as a framework for roadway design. It also creates "*an actionable plan to improve roadway safety, balance access and mobility in all contexts throughout Maryland, from urban cores to rural areas, by developing a suite of improvements and providing training to practitioners and the public*" [1]. SHA Context Driven includes a detailed Pedestrian Action Safety Plan, and a Guide and Toolkit.

[1] MDOT-SHA PSAP website, https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9

Guide and Toolkit

The MDOT SHA Context Driven guide is a planning and design resource offering practitioners guidelines within a toolkit centered on establishing safe and effective multimodal transportation systems.

This guide and toolkit capture key characteristics and illustrative transportation treatments for different environments throughout the state of Maryland. The countermeasures are based on extensive and proven strategies which create a better understanding of the opportunities and potential improvements that can be implemented based on the characteristics of the surrounding environment. Treatments such **as raised crosswalks, reduced speed limits, right on red restrictions, high visibility or continental crosswalks, mid-block crossings, pedestrian beacons, curb extensions, median refuge islands**, among others, are suggested for different roadway typologies (urban center, urban core, suburban activity center, suburban, and rural).

From Pedestrian Safety Action Plan (PSAP)

Coordinate: Making Maryland safer for pedestrians and bicyclists on state highways, county roads, and city and town streets will require a coordinated effort across the state. MDOT SHA will work with state and local planning departments, transit agencies, and departments of transportation to develop coordinated approaches to safety.

- Review local development applications for **pedestrian/bicycle infrastructure**
- Encourage local governments to accept **reduced roadway service standards in high pedestrian/bike context zones** (e.g., Urban Center/Urban Core)
- **Improve access to bus stops**

Innovate: Identify technologies and practices that are proving effective in the industry:

- Test new materials/equipment (e.g., **High-Intensity Activated Crosswalk beacon**, reflective pavement)
- Implement new best practices in pedestrian and bicycle safety (e.g., **mid-block crossings, crosswalk markings**)
- Partner with local jurisdictions and property owners to **achieve curb space that accommodates multimodal use** along SHA roadways based on context

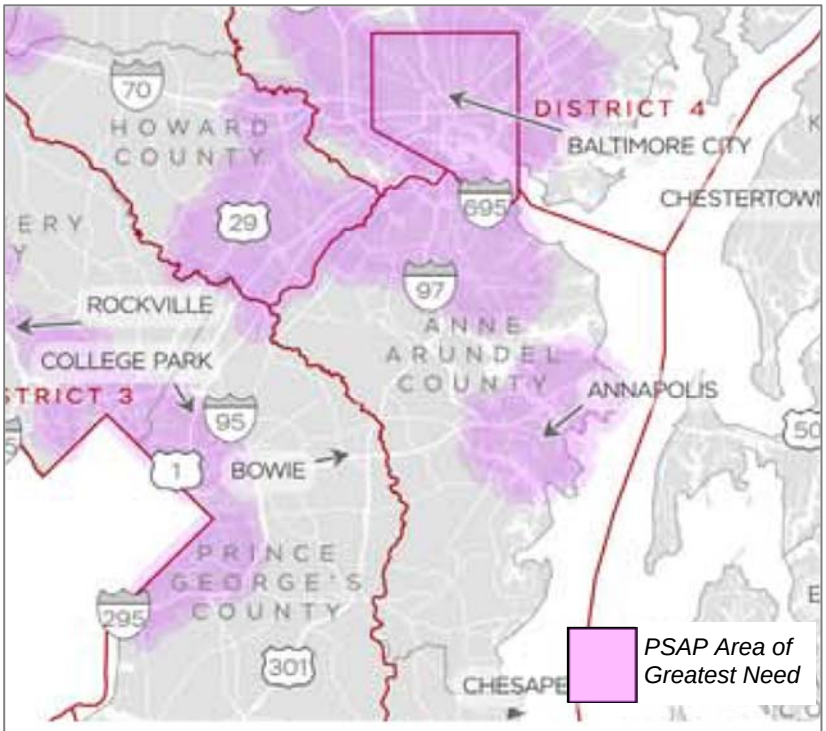


Figure 3: Excerpt from MDOT SHA PSAP Areas of Greatest Need

Invest: MDOT SHA identified **areas of greatest pedestrian safety need** throughout the state based on a collection of factors including equity and crash data. MDOT SHA prioritizes the areas of greatest need, as shown in purple in Figure 3, to focus its resources, which correspond loosely to the three geographic focus areas of this SRTT study. Furthermore, the PSAP lists priority corridors within Anne Arundel County as the segments of **MD 2, MD 3 and MD 170** in the Greater Glen Burnie area.

MTA Bus Stop Design Guide (2019 Edition)

This MDOT design guide enumerates key design elements for various bus stop configurations including the Pull-Out Stop, In-Lane Stop, Boarding Bulb Stop, Bus Stops at Cycle Tracks, and Coverage Bus Stop. The latter is intended for primarily rural locations and provides an ADA compliant loading area where there is discontinuous or even no sidewalk present. The Guide classifies bus stops into five tiers based on levels of service and amenities. Requirements for signage and accessibility are provided, with criteria for safety and security (including lighting and video surveillance), and amenities such as shelters, displays, covered bike racks, and benches (among others), whether provided by MDOT MTA or by others. The MTA Bus Stop Guide will be used as a best practice reference during the improvement recommendation phase of the SRTT plan.

MTA's Designing for Transit: Transit-Oriented Development Guidelines (January 2020)

"Designing for Transit, TOD Guidelines" was created as a resource for local jurisdictions, developers, and communities who are considering development at or near a rail station in Maryland. MDOT MTA encourages transit-supportive design for all development near rail stations that includes quality spaces for walking and bicycling to and from transit.

In Section 2: Network Connectivity, the following is stated: "**An interconnected street network that functions well for all people - particularly pedestrians, bicyclists, and local transit buses - extends the benefits of transit** to the adjacent TOD. Combined with a mix of land uses, this synergy helps create successful TODs where many of the needs of daily life can be met within walking or bicycling distance." This philosophy is consistent with the SRTT goals and objectives.

Existing Conditions Assessment of Bus Stops in Anne Arundel County

A thorough investigation of the stop locations at areas of focus included the following assessment criteria:

- Accessibility to and from, whether on foot or on bicycle
- Proximity to and assessment of nearest crossing and/or intersection
- Public Right-of-Way Accessibility Guidelines (PROWAG)/ADA Compliance, published by U.S. Access Board
- Existing amenities
- Safety and elements that contribute to Level of Traffic Stress (LTS), a measure for assessing the quality of the roadway network for its comfort with various bicycle users. The scale corresponds to LTS tolerated by:

1-Almost Everyone	2-Interested but Concerned	3-Enthused & Confident	4-Strong & Fearless

The data is summarized below by geographic area. The full details of the assessment are contained in the Attachment C, with accompanying key maps showing the bus stops labeled by respective ID number in attachment B.

North County (formerly Glen Burnie / Brooklyn Park)

This targeted area is bisected by Ritchie Highway, a 4- to 6-lane divided arterial that has the highest average daily traffic of any non-interstate route in Anne Arundel County. Moderate-density residential communities sit behind strip malls and shopping centers that face Ritchie Highway. The corridor is the highest transit ridership area in Anne Arundel County and is served by five bus routes and the MTA light rail line. Most of the communities at the north end of the corridor are low- to moderate-income and/or have significant African American and Latino populations. There were 63 reported crashes involving pedestrians or bicyclists (4.4% of 1435 crashes overall) over the past five years in this geographic area, as shown in the Crash Map provided in Attachment A.

Table 1 provides highlight statistics of key criteria assessed during the desktop survey review of this targeted area.

Table 1: North County Bus Stop Review

Criteria		Statistics	
		Overall	Within Disadvantaged Communities
Number of Bus Stops:		**146**	**61** *(41.8%)*
Bus Stop Elements	Landing Pad exists at required dimension (min.)	72%	67%
	Shelter exists*	13%	13%
	Seating exists	19%	16%
	Shade exists	35%	41%
	Lighting exists	29%	28%
Connectivity Review	Connected Sidewalk	53%	52%
	Connected Bicycle Access (marked/designated bicycle route or SUP with direct access to stop)	5%	8%
Existing Roadway/ Intersection Elements	Marked Crossing at Appropriate Location	57%	59%
	Pedestrian Push-Button (as percent of signalized intersections)	65%	74%
	Curb Ramps	89%	97%
	Detectable Warning Surfaces	78%	87%
Safety Issues	Speed Limit $\geq$ 30 MPH	96%	97%

**Note – Bus ridership level determines the need for shelters. Bus stop tiers/ridership to be reviewed in future phase.*

West County (formerly Odenton / Maryland City)

This targeted area is adjacent to Fort Meade in the western part of Anne Arundel County. Because public bus service is not allowed onto the base, transit riders must cross four- to six-lane divided and undivided highways to reach their destination. Gaps in the sidewalk network, long distances between signalized intersections, missing pedestrian countdown signals, and substandard curb ramps are apparent throughout Odenton to the east of Fort Meade, which is also served by the MARC Train between Baltimore and Washington, DC. To the southwest of the base, the Maryland City area is bisected by MD 197 and MD 198 and characterized by apartments situated behind strip shopping centers and other auto-dominated uses. There were 54 reported crashes involving pedestrians or bicyclists (3.5% of 1544 crashes overall) over the past five years in this geographic area, as shown in the Crash Map provided in Attachment A.

Table 2 provides highlight statistics of key criteria assessed during the desktop survey review of this targeted area.

Table 2: West County Bus Stop Review

Criteria		Statistics	
		Overall	Within Disadvantaged Communities
Number of Bus Stops:		**132**	**21** *(15.9%)*
Bus Stop Elements	Landing Pad exists at required dimension (min.)	22%	48%
	Shelter exists*	3%	5%
	Seating exists	5%	5%
	Shade exists	34%	24%
	Lighting exists	44%	10%
Connectivity Review	Connected Sidewalk	58%	90%
	Connected Bicycle Access (marked/designated bicycle route or SUP with direct access to stop)	15%	5%
Existing Roadway/ Intersection Elements	Marked Crossing at Appropriate Location	64%	86%
	Pedestrian Push-Button (as percentage of signalized intersections)	71%	81%
	Curb Ramps	78%	95%
	Detectable Warning Surfaces	51%	67%
Speed Limit	Speed Limit $\geq$ 30 MPH	89%	71%

**Note – Bus ridership level determines the need for shelters. Bus stop tiers/ridership to be reviewed in future phase.*

Greater Annapolis (formerly West Annapolis/Parole)

This targeted area is a highly commercialized area and home to Anne Arundel Medical Center which is the County's largest hospital. Gaps in the sidewalk network, long distances between signalized intersections, missing pedestrian countdown signals, and substandard curb ramps are apparent throughout West Annapolis-Parole. As such, most of the roadways have a level of traffic stress rated as "high stress." Eight bus routes operate in the area which connects also to the state capital. There were 88 reported crashes involving pedestrians or bicyclists (5.1% of 1742 crashes overall) over the past five years in this geographic area, as shown in the Crash Map provided in Attachment A.

Table 3 provides highlight statistics of key criteria assessed during the desktop survey review of this targeted area.

Table 3: Greater Annapolis Bus Stop Review

Criteria		Statistics	
		Overall	Within Disadvantaged Communities
Number of Bus Stops:		**178**	**34** *(19.1%)*
Bus Stop Elements	Landing Pad exists at required dimension (min.)	76%	91%
	Shelter exists*	40%	21%
	Seating exists	43%	24%
	Shade exists	56%	53%
	Lighting exists	43%	53%
Connectivity Review	Connected Sidewalk	66%	71%
	Connected Bicycle Access (marked/designated bicycle route or SUP with direct access to stop)	14%	21%
Existing Roadway/ Intersection Elements	Marked Crossing at Appropriate Location	69%	68%
	Pedestrian Push-Button (as percent of signalized intersections)	65%	35%
	Curb Ramps	85%	85%
	Detectable Warning Surfaces	56%	26%
Safety Issues	Speed Limit $\geq$ 30 MPH	62%	12%

**Note – Bus ridership level determines the need for shelters. Bus stop tiers/ridership to be reviewed in future phase.*

Review of Rail Stops / Park & Rides

There are seven light rail stations and four MARC commuter rail stations within the North County and West County focus areas. Additionally, the Harry S. Truman Park and Ride is located in Parole, within the Greater Annapolis focus area. These facilities have been reviewed as part of the Existing Conditions Assessment. To contextualize the scope of review of the rail station locations, the following additional documents were consulted.

Access to Rails in the Baltimore Region Final Report – Baltimore Regional Transportation Board (2011)

A comprehensive assessment of pedestrian and bicycle access and accommodations, along with and set of recommendations and cost estimates, was conducted for all Rail Stations in the Baltimore area, including Anne Arundel County, in 2011. Individual Station Profiles for Light Rail in Anne Arundel County enumerated connectivity gaps, infrastructure deficiencies, desire lines, and crashes. The current SRTT study team will review the stations for any changes that have been implemented in the 13 years since the study and incorporate the most current existing condition findings into Memo #2. A link to the 2011 report can be access below:

www.baltometro.org/sites/default/files/bmc_documents/general/transportation/transit/access-to-rail-stations_3-light-rail-stations_aaco.pdf

Bicycle and Transit Integration: A Practical Transit Agency Guide to Bicycle Integration and Equitable Mobility – Published by American Public Transportation Association (September 2018)

This guide includes a series of recommended practices for transit agencies interested in addressing the growing demand for bicycle mobility and connectivity to buses and trains. The recommended practice covers a broad range of subject matter related to bicycles and transit including bike parking near facilities, onboarding

procedures and other issues to enhance connectivity and grow ridership. Chapter 6 of the publication is entitled Safe Routes to Transit, of which Bicycle Network Infrastructure and Wayfinding are the subsections relevant to this SRTT Plan.

Safe Routes to Transit Program Evaluation Final Report (San Francisco Bay Area) – University of California at Berkeley (May 2005)

Safe Routes to Transit (SR2T) was initiated in 2004 with the adoption of the San Francisco Bay Area's Regional Measure 2 which established a $1 increase in Bay Area bridge tolls. The intended purpose of this funding was to support various transportation projects within the region to reduce congestion along the seven state-owned toll bridge corridors. Consistent with this purpose, the SR2T Program was awarded $20 million to fund enhancements to increase walking and cycling to regional transit stations.

SR2T funds were used for the following improvements, among others: secure bicycle storage at transit stations; safety enhancements for pedestrian and bicycle access to transit stations/stops; removal of pedestrian/bicycle barriers near transit stations; and system-wide transit enhancements to accommodate bicyclists or pedestrians. Key highlights from the research found that:

- Walking and bicycling, whether as the sole access mode to transit or as part of a multimodal trip to access the various stations, increased from the pre- to the post-period at the treatment sites.
- Those who travel to transit stations by foot, bike, or bus routinely reported lower transportation costs than those who drove.
- Perceived traffic risk decreased significantly among cyclists and drivers. Research suggests that decreased perceptions of traffic risk may encourage bicycling, and that a positive change in drivers' perceptions may result from enhanced pedestrian and bicycle infrastructure.
- Generally, walking and bicycling were observed to improve at treatment sites.
- Overall, the percentage of pedestrians, drivers, and cyclists behaving illegally was low at all sites. However, illegal behaviors were more likely to occur at suburban than urban sites.

Safe Routes to Transit Project: Morton SEPTA Regional Rail Station - Delaware Valley Regional Planning Commission (June 2021)

Morton Borough, located in Delaware County, Pennsylvania, is connected to downtown Philadelphia by a commuter train line. The historic Morton train station, originally constructed in 1867, anchors the central business district of Morton, along with PA Route 420, which crosses the Southeastern Pennsylvania Transportation Authority (SEPTA) rail line next to the station. As development has grown in and around Morton, conflicts among pedestrians, vehicular traffic, and transit riders have increased, making safety and access a challenge for residents, businesses, visitors, and commuters. The Morton SRTT project assessed safe pedestrian/bicycle access to the Morton Station using both a crash analysis and an intersection-by-intersection review of the surrounding intersections within a ¼ mile walkshed. It further developed a set of recommendations from best practices such as centerline hardening, median refuge islands, Rectangular Rapid Flashing Beacons, and signage (among others) and prioritized by tier 1 (least costly) and tier 2 improvements (more costly). The comprehensive report will serve as an example for developing both the approach and the types of improvements that serve to improve safety for vulnerable users when accessing rail stations.

The documents described above, combined with general guidance from FHWA, NACTO and other industry resources help establish a scope of assessment for pedestrian and bicycle accessibility to rail stations. Understanding that secure bicycle storage at the facility and safe pedestrian and bicycle routes to the facility, especially at intersections, are of paramount importance will frame the recommended improvements that will come in a later phase of this study, but they also serve as a basis for existing conditions assessment that precedes the recommendations phase. To that end, the assessment of rail stations, and to a similar extent the park and ride, includes as an initial screening as follows:

1. Develop 5-minute and 10-minute walk map for each station and the park and ride, as a pedestrian assessment tool. From this map, key pedestrian infrastructure gaps can be identified which will focus the connectivity recommendations of the future SRTT plan phase. Once the walk exceeds 10 minutes, it is generally accepted opinion that the majority of the walking public will either combine modes or select an adjacent station, alternate mode or alternate route. See Attachment B for walk maps.
2. Review of bicycle storage at the 11 facilities. *Completion pending information requested of MTA*.
3. Perform Level of Traffic Stress review for each rail stop location. Consider recommendations for future improvements on the roadways with LTS 3 or higher such as bikeable shoulders, bike lanes, or shared use paths. Review key intersections for potential safety improvement recommendations. An example LTS review was performed for Linthicum Light Rail station and is included in Attachment E. Similar reviews will be performed for remaining stations and the park and ride as part of Memo #2.
4. Review ADA accessibility at rail stations (Source: MTA), the results of which are summarized in Table 4.

Table 4: MTA Rail Station Accessibility Summary

Location	ADA Accessible?
Nursery Road	Yes
North Linthicum	Yes
Linthicum	Yes
BWI Business District	Yes
BWI,	Yes
Ferndale	Yes
Glen Burnie	Yes
Jessup	No
Laurel Racetrack	No
Odenton	Yes
Savage	Yes

Next Steps

The next steps are:

- Perform a gap analysis based on the existing information compiled.
- Establish / refine limits of area boundaries for the three geographic areas, with possibility of subdividing into tier 1 and tier 2 boundary areas based on urgency of need and analysis (to include equity analysis).
- Develop a framework for prioritization, which will include safety analysis, Short Trip Opportunities within the walkshed and bikeshed of transit stops, equity, ease of implementation, cost, secondary benefits such as proximity to schools and community facilities, among others.

Attachments

A. Vulnerable User Crash Maps for North County, West County, and Greater Annapolis areas
B. Key Maps for Bus Stop Locations
C. Bus Stop Assessment Matrix
D. Rail Station 5- and 10-minute Walk Maps
E. Level of Traffic Stress Example Assessment (Linthicum Light Rail Station)

Attachment A
Vulnerable User Crash Maps for North County,
West County, and Greater Annapolis areas

ATTACHMENT OMITTED
Superceded by contents
of Technical Memo No
2 in Final Action Plan,
Appendix I

Attachment B
Key Maps for Bus Stop Locations

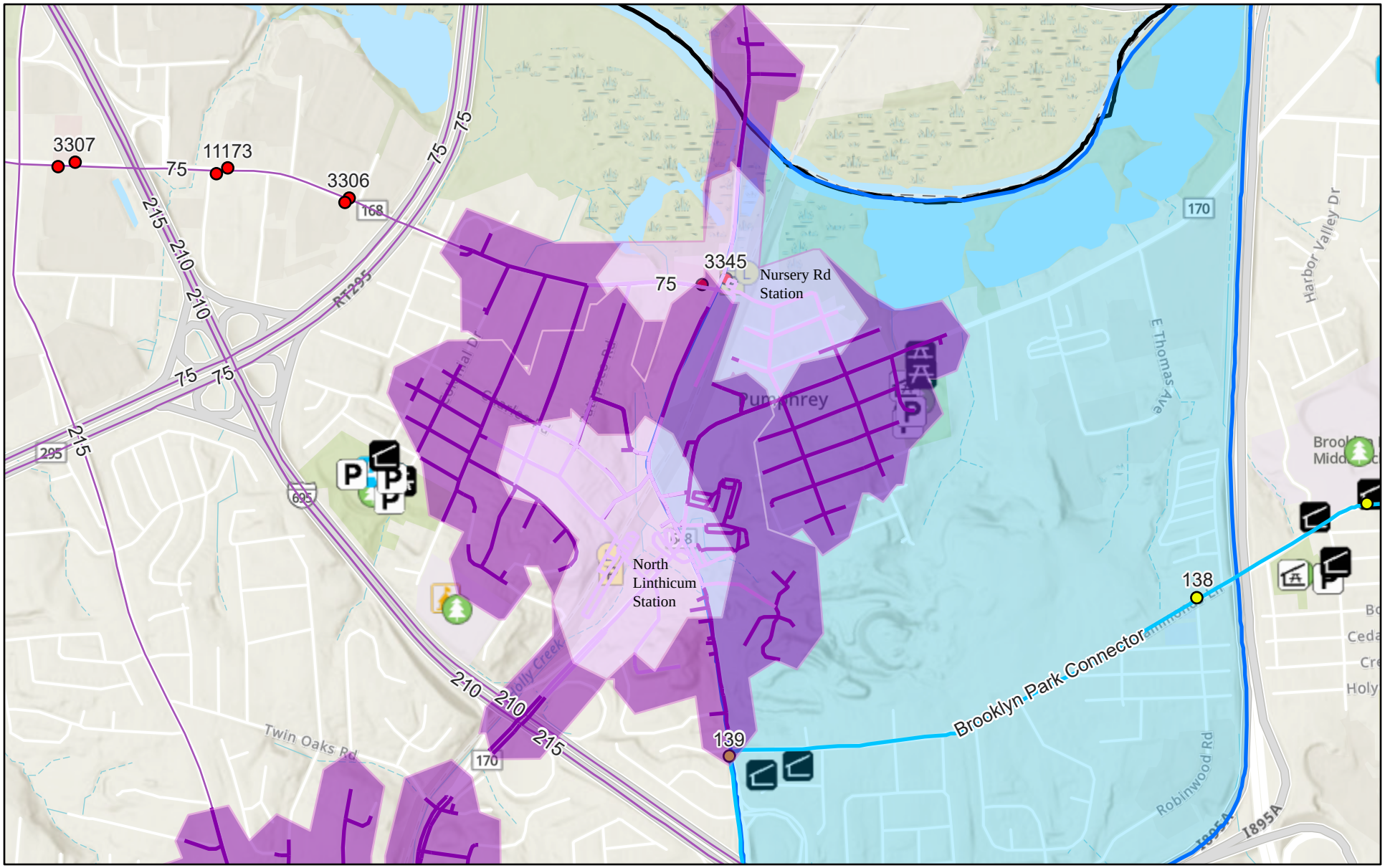
ATTACHMENT OMITTED
Superceded by Final Action Plan,
Appendix A

Attachment C
Bus Stop Assessment Matrix

ATTACHMENT OMITTED
Superceded by Final Action Plan,
Appendix B

Attachment D
Walk Maps

Anne Arundel Safe Routes to Transit - Light Rail - Nursery Road and North Linthicum Walk Map



8/7/2024

1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Walksheds:
- 5 minutes
- 10 minutes

Reachable Streets
- 0 - 5.0 min.
- 5.0-10.0 min.

County Bus Stops
State Bus Stops
MTA_75
MTA_210
MTA_215

AA County Bus Routes
Brooklyn Park Connector
DisadvantagedCommunities
Study area
County_Boundary

MD Transit - Light RailLink Stations
MD Transit - Light Rail Parking

Park Features Point
Structures

Parking
Pavilion
Picnic Area
Athletic Assets
FMD Facility

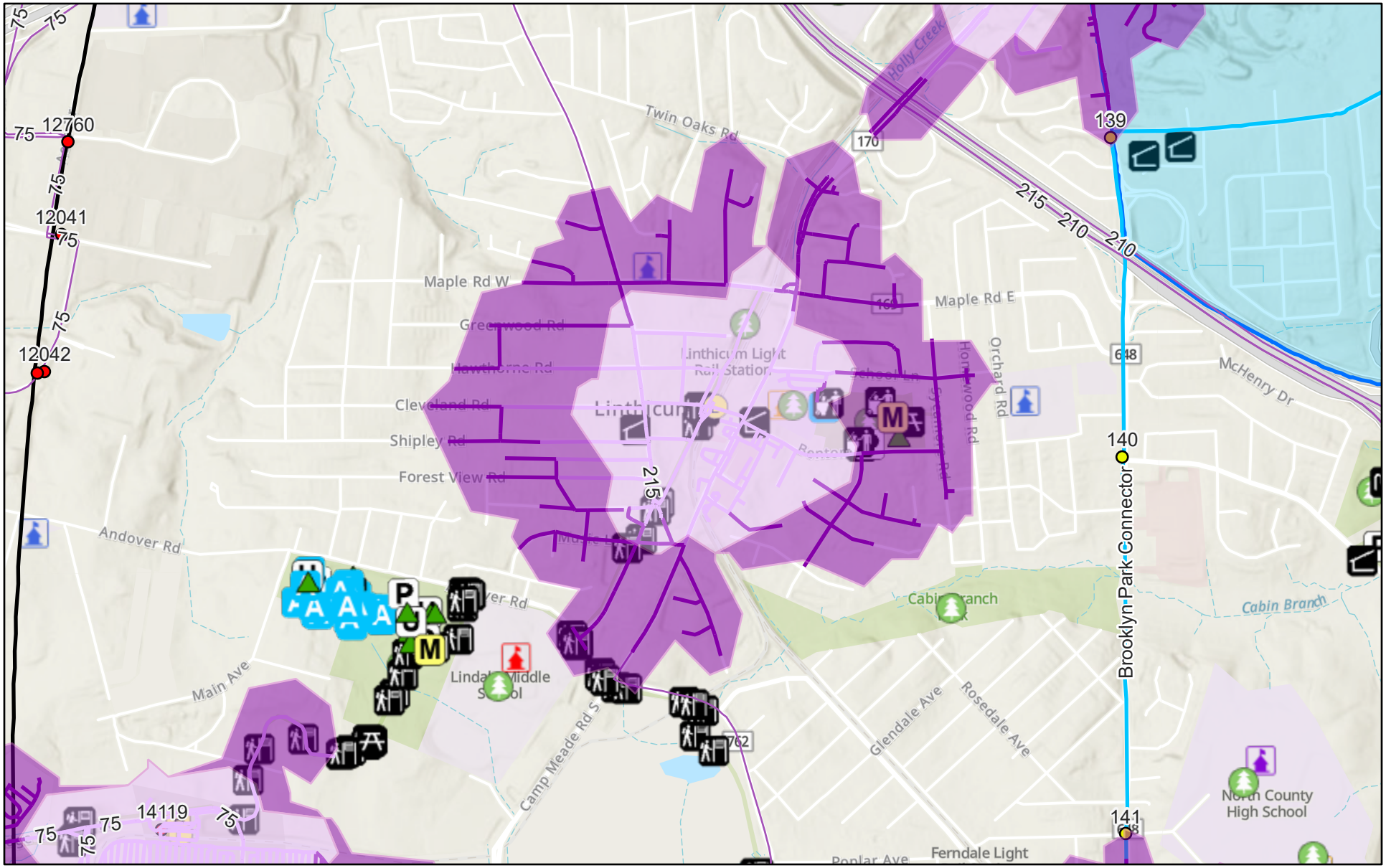
Park Centroids

Education Centers
SCHOOL_ELEMENTARY
SCHOOL_PRIVATE

World Hillshade

Esri, NASA, NGA, USGS, FEMA, City of Baltimore, Baltimore County Government, County of Anne Arundel, VGIN, Esri, TomTom, Garmin,

Anne Arundel Safe Routes to Transit - Light Rail - Linthicum Walk Map



8/7/2024

1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Walksheds:
- 5 Minutes
- 10 Minutes

Reachable Streets
- 0 - 5.0 min.
- 5.0 - 10.0 min.
- County Bus Stops
- State Bus Stops

MTA_75
MTA_210
MTA_215

AA County Bus Routes
- Brooklyn Park Connector
- DisadvantagedCommunities

Study area
County_Boundary

MD Transit - Light RailLink Stations

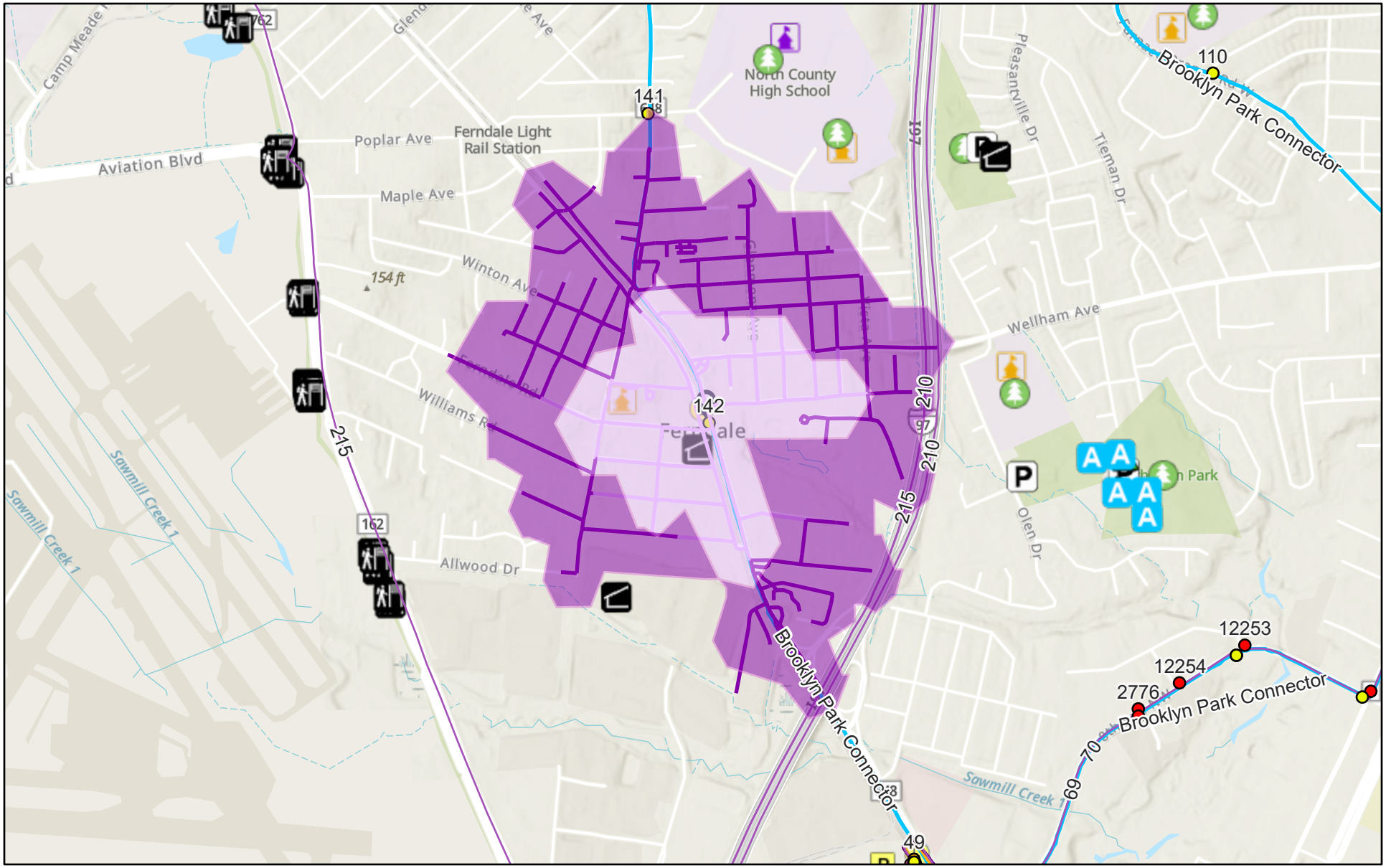
MD Transit - Light Rail Parking

Park Features Point
- Structures
- Parking
- Signs
- Drinking Water
- Miscellaneous
- Bike Rack
- Picnic Area
- Athletic Assets
- Utilities
- Pet Waste Station
- FMD Facility
- Park Centroids

Education Centers
- LIBRARY
- SCHOOL_ELEMENTARY
- SCHOOL_MIDDLE
- SCHOOL_HIGH
- SCHOOL_PRIVATE

Esri, NASA, NGA, USGS, FEMA, City of Baltimore, Baltimore County Government, County of Anne Arundel, VGIN, Esri, TomTom, Garmin,

Anne Arundel Safe Routes to Transit - Light Rail - Ferndale Map



8/7/2024

1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Walksheds:
- 5 minutes
- 10 minutes

Reachable Streets
- 0 - 5.0 min.
- 5.0 - 10.0 min.

County Bus Stops
State Bus Stops
City of Annapolis Bus Stops
RTA Bus Stops
MTA_69
MTA_70
MTA_210
MTA_215
RTA_201

AA County Bus Routes
- 201
- Brooklyn Park Connector
- Gold Extension

Study area
County_Boundary
MD Transit - Light RailLink Stations
MD Transit - Light Rail Parking

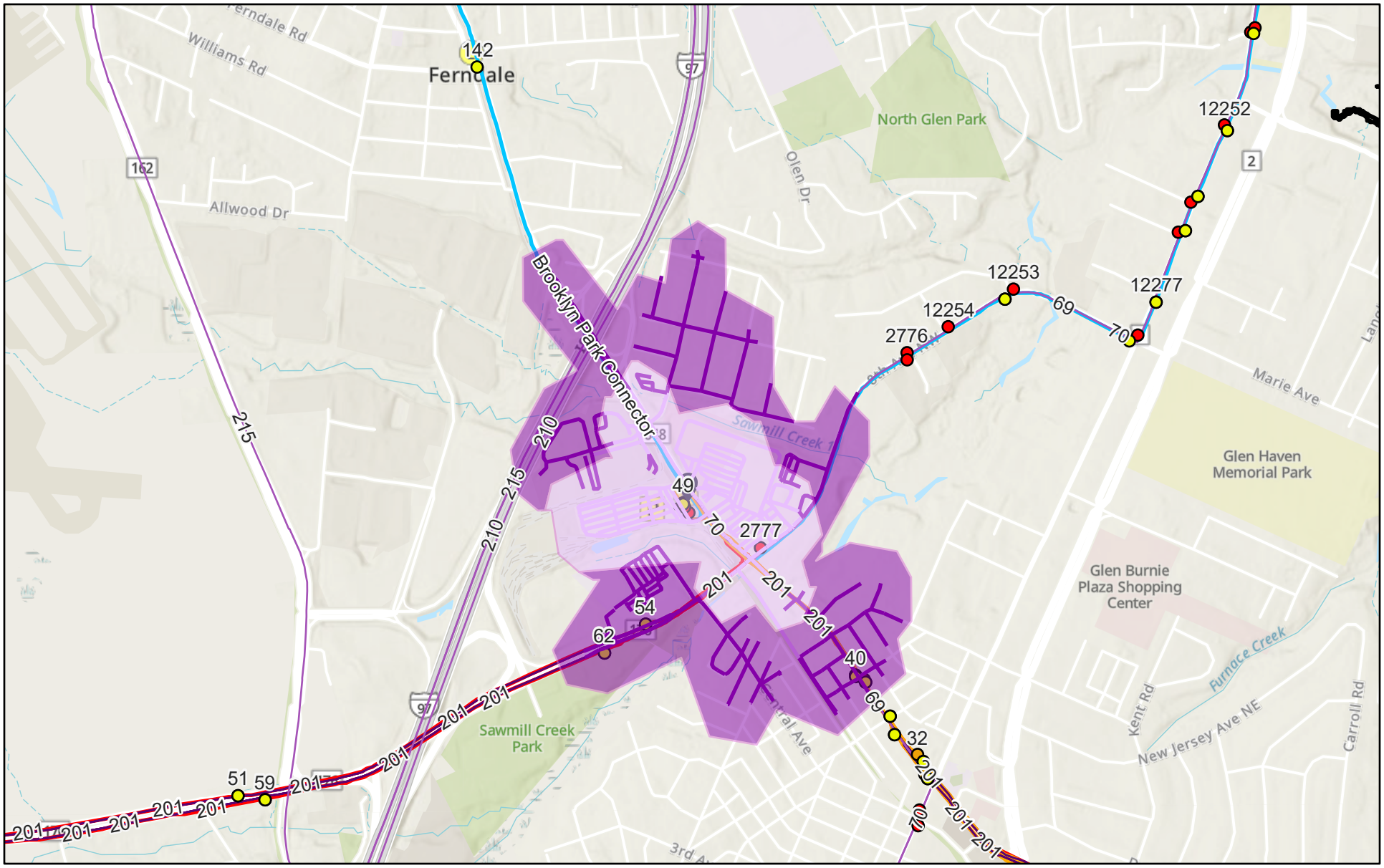
Park Features Point
- Structures
- Parking
- Signs
- Athletic Assets
- FMD Facility

Park Centroids
Education Centers
- SCHOOL_ELEMENTARY
- SCHOOL_HIGH

World Hillshade

County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau,

Anne Arundel Safe Routes to Transit - Light Rail - Cromwell Walk Map



8/7/2024

1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Walksheds:
- 5 minute
- 10 minutes

Reachable Streets
- 0 - 5.0 min.
- 5.0-10.0 min.

- County Bus Stops
- State Bus Stops
- City of Annapolis Bus Stops
- RTA Bus Stops
- MTA_69
- MTA_70
- MTA_210
- MTA_215
- RTA_201

AA County Bus Routes
- 201

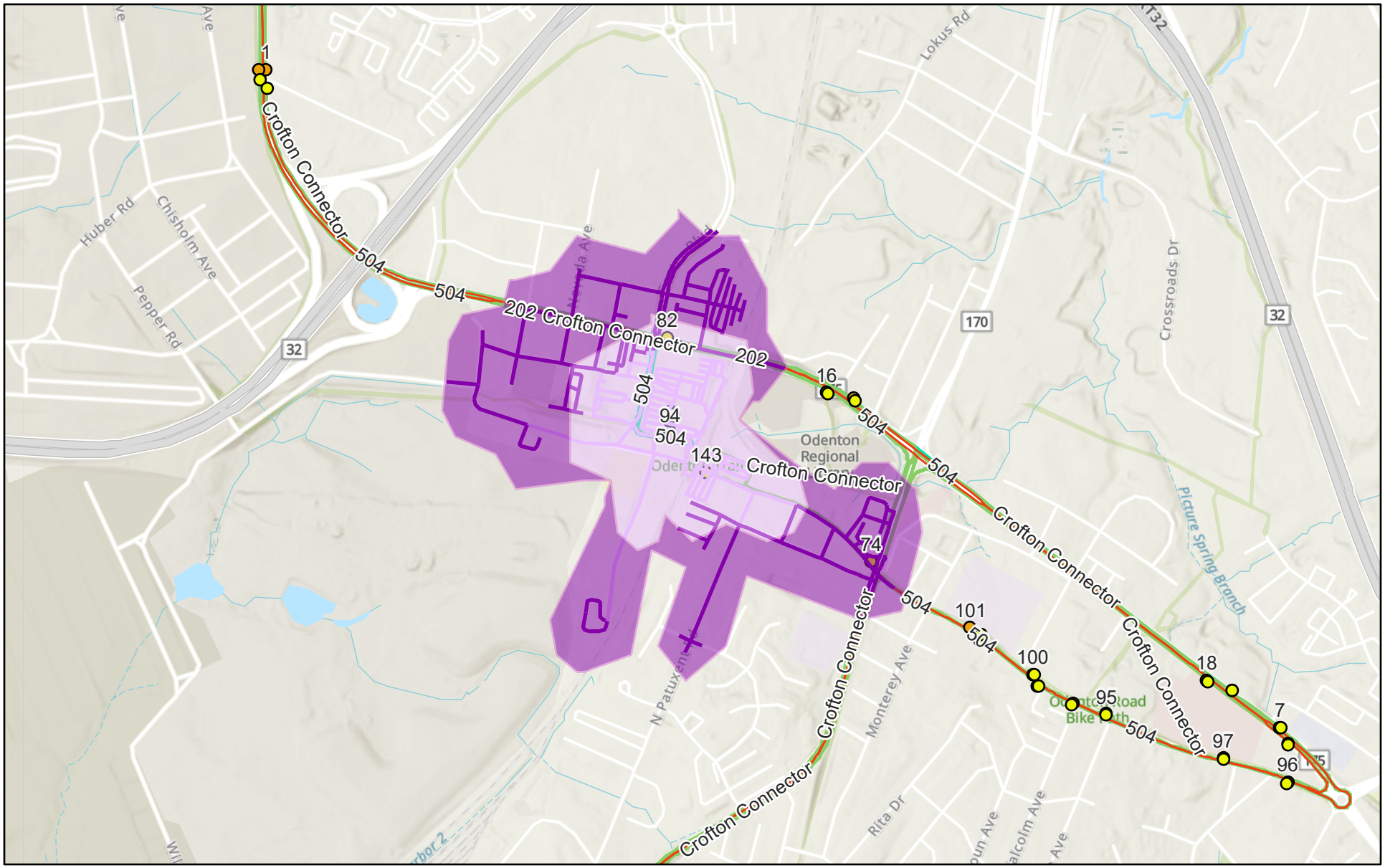
- Brooklyn Park Connector
- Gold Extension
- Study area
- County_Boundary

- MD Transit - Light RailLink Stations
- MD Transit - Light Rail Parking

World Hillshade

County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau,

Anne Arundel Safe Routes to Transit - MARC Odenton Walk Map



8/6/2024

Walksheds:
- 5 min.
- 10 min.

Reachable Streets
- 0 - 5.0 min.
- 5.0-10.0 min.

- County Bus Stops
- RTA Bus Stops
- RTA_504

AA County Bus Routes
- 202
- Crofton Connector

- Study area
- County_Boundary
- World Hillshade

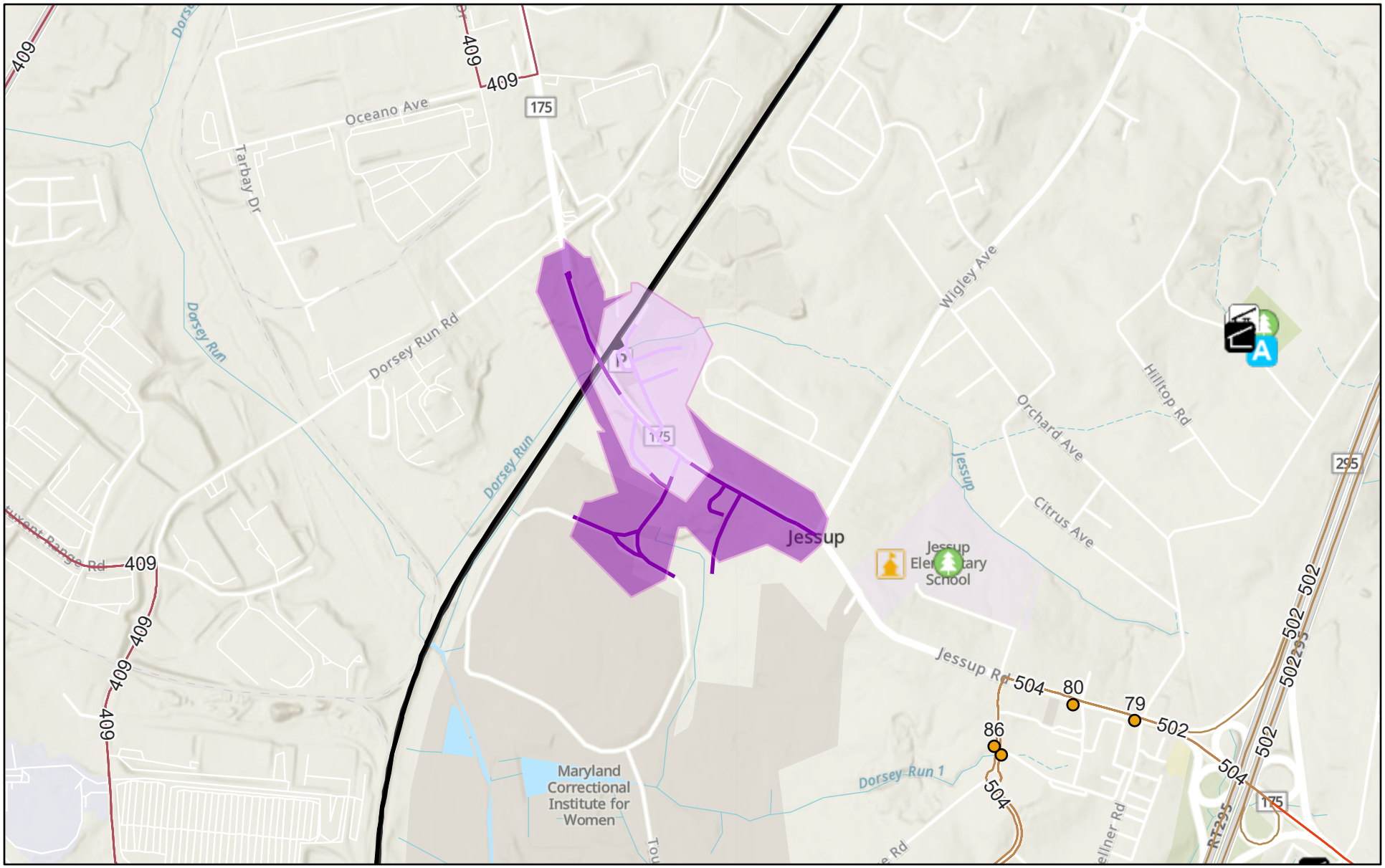
1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Esri, NASA, NGA, USGS, FEMA, County of Anne Arundel, M-NCPPC, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA,

Anne Arundel Safe Routes to Transit - MARC Jessup Walk Map



8/7/2024

Walksheds:
- 5 minute
- 10 minute

Reachable Streets
- 0-5.0 min.
- 5.0-10.0 min.

- RTA Bus Stops
- RTA_409
- RTA_502
- RTA_504

- Study area
- County_Boundary
- MARC Stations

MARC Train Lines
- MARC - Camden Line

- MARC Train Parking

Park Features Point
- Parking
- Pavilion

- Athletic Assets
- FMD Facility
- Park Centroids

Education Centers
- SCHOOL_ELEMENTARY

- World Hillshade

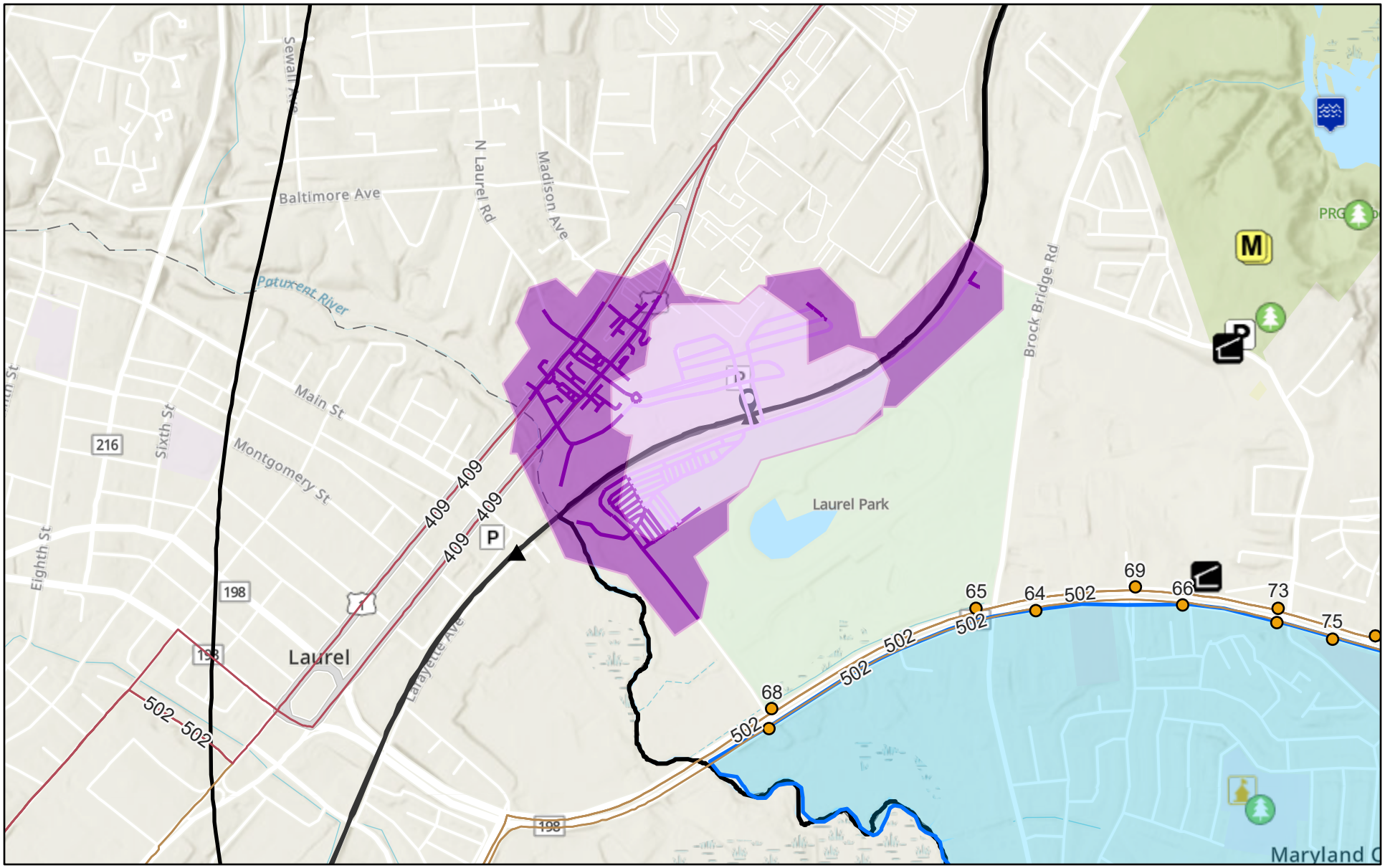
1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau,

Anne Arundel Safe Routes to Transit - MARC Laurel Race Track Walk Map



8/7/2024

Walksheds:
- 5 minute
- 10 minute

Reachable Streets
- 0-5.0 min.
- 5.0 - 10.0 minute

- RTA Bus Stops
- RTA_409
- RTA_502
- DisadvantagedCommunities
- Study area
- County_Boundary
- MARC Stations

MARC Train Lines
- MARC - Camden Line
- MARC Train Parking

Park Features Point
- Water Activity
- Parking
- Miscellaneous
- FMD Facility
- Park Centroids

Education Centers
- SCHOOL_ELEMENTARY
- World Hillshade

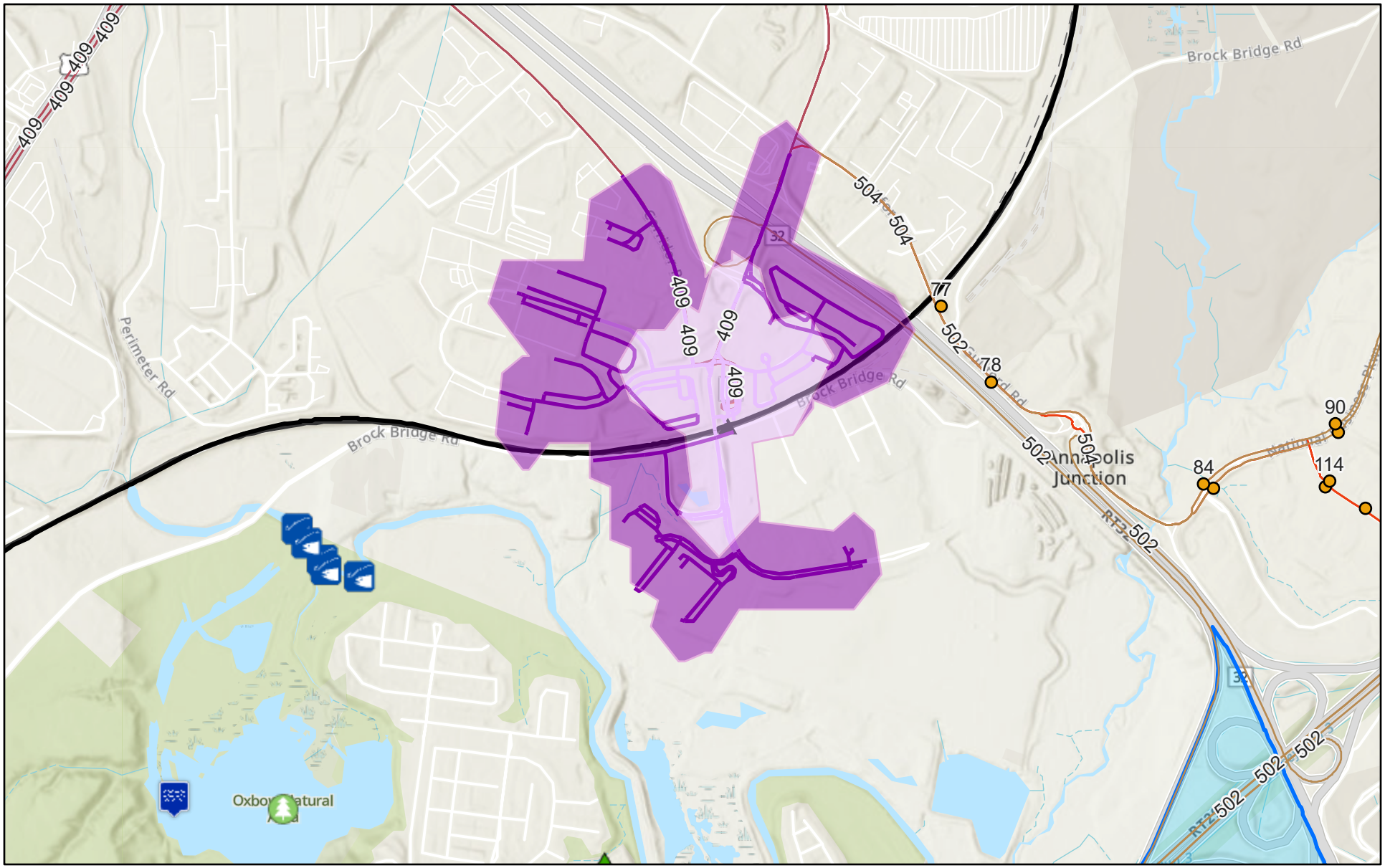
1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Esri, NASA, NGA, USGS, FEMA, County of Anne Arundel, M-NCPPC, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA,

Anne Arundel Safe Routes to Transit - MARC Savage Walk Map



8/7/2024

1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

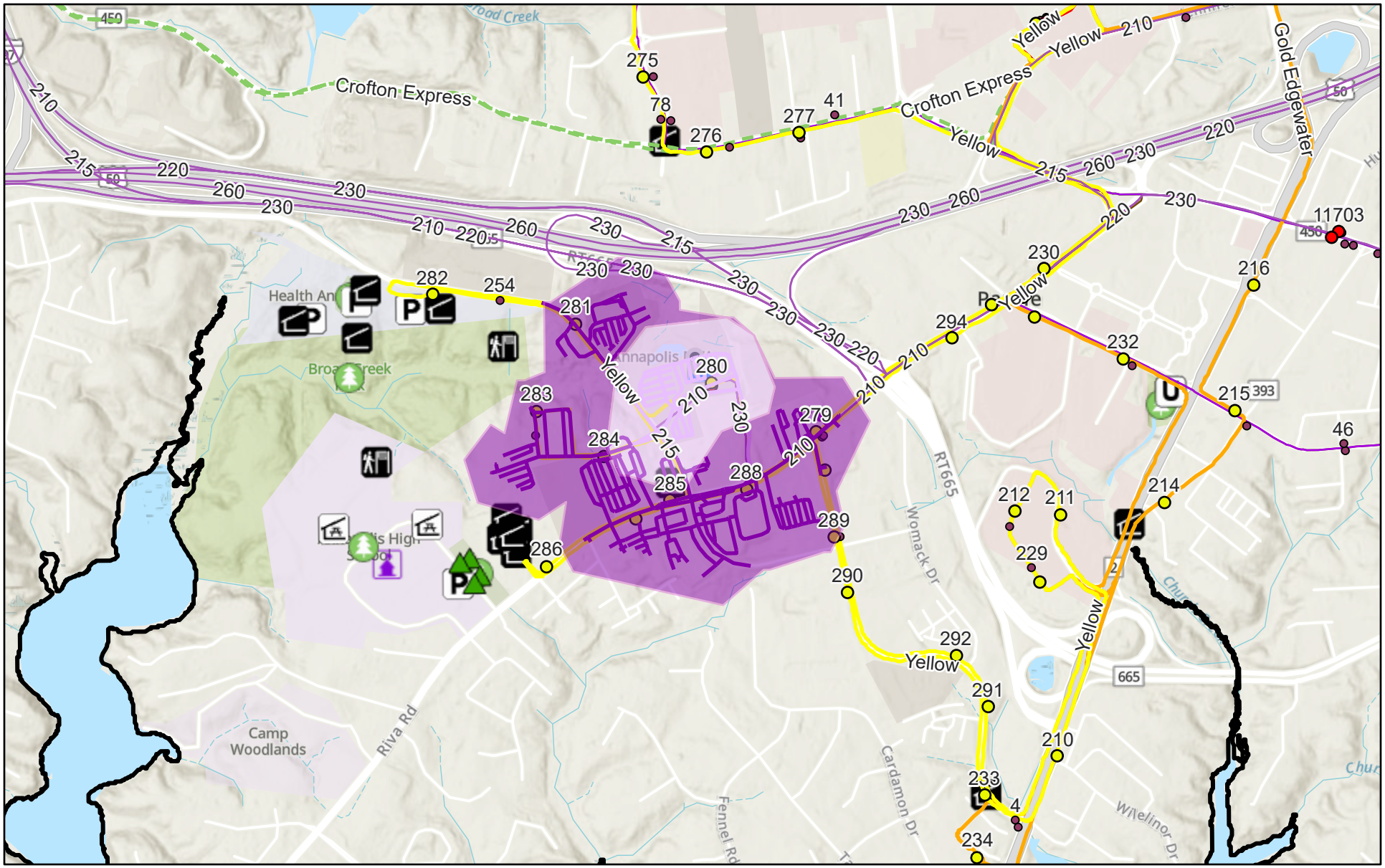
Walksheds:
- 5 minute
- 10 minute

Reachable Streets
- 0 - 5.0 min.
- 5.0-10.0 min.

- RTA Bus Stops
- RTA_409
- RTA_502
- RTA_504
- DisadvantagedCommunities
- Study area
- County_Boundary
- MARC Stations
- MARC Train Lines
- MARC - Camden Line
- MARC Train Parking
- Park Features Point
- Structures
- Water Activity
- Fishing
- Park Centroids
- World Hillshade

Esri, NASA, NGA, USGS, FEMA, County of Anne Arundel, M-NCPPC, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA,

Anne Arundel Safe Routes to Transit - Park and Ride - Harry S Truman Walk Map



8/7/2024

1:20,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Walksheds:
- 5 minute
- 10 minute

Reachable Streets
- 0 - 5.0 min.
- 5.0-10.0 min.

- County Bus Stops
- State Bus Stops
- City of Annapolis Bus Stops
- MTA_210
- MTA_215
- MTA_220
- MTA_230
- MTA_260

AA County Bus Routes
- Crofton Express
- Gold Extension
- Gold Edgewater
- Yellow
- COA - Red Bus Route
- COA - Purple Bus Route
- COA - Green Bus Route
- COA - Brown Bus Route

- Study area
- County_Boundary
- MTA Bus Parking

Park Features Point
- Structures
- Parking
- Signs
- Pavilion
- Utilities
- FMD Facility

- Park Centroids

Education Centers
- SCHOOL_HIGH

World Hillshade

County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau,

APPENDIX I
Technical Memorandum No. 2

Overview

Purpose of SRTT Study

Anne Arundel County was awarded a USDOT "Safe Streets and Roads for All" grant in September 2023 to facilitate well-connected, safer infrastructure along roadways for transit riders -- i.e., walking, biking and other micromobility modes -- as they are uniquely vulnerable to automobiles traveling at a high rate of speed on primary arterials where buses travel. This project will address bus and rail stops in three geographical areas as shown in Figure 1, based on the greatest need as defined in the grant application:

1. North County (Glen Burnie/ Brooklyn Park in the application)
2. West County (Odenton/Maryland City in the application)
3. Greater Annapolis (West Annapolis /Parole in the application)

The Safe Routes to Transit project in will include:

- Detailed analysis of candidate safety locations to prioritize the most efficient use of resources to achieve the greatest safety benefit. Higher priority will be given to historically underserved communities.
- Conceptual design solutions to address sidewalk and/or Shared-Use Path connections from prioritized bus stops or transit stations to the nearest logical destination, including installation of ADA ramps, and landing pads.
- Use of pedestrian refuges, flashing beacons, no turn on red, and other measures to facilitate safe crossing.
- Assessment of bike lanes and supporting infrastructure (such as bike parking), particularly at rail stops.

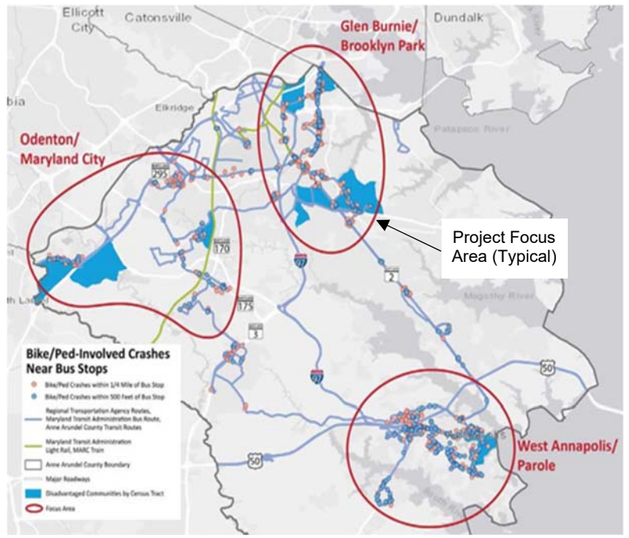


Figure 1: Project Location

Existing Conditions

Bus Service

Within the geographical areas of the study, there are 22 fixed bus routes served by four (4) service providers.

AA Transit: AA201, AA202, Gold, Gold Line Extension, Yellow Route, Brooklyn Park, Crofton Connector, Crofton Express

Annapolis Transit: Red, Purple South, Purple North, Brown, Orange and Green

Maryland Transit Administration (MDOT MTA): Local Link 69, 70, & 75 and Commuter Routes 201, 210, 215, 220 & 230

Regional Transportation Agency of Central Maryland (RTA): Route 501, Route 502

A total of 547 bus stops have been identified within the limits of the geographical areas of the study. Maps of the stops and route are provided in Appendix A.

Rail Service and Commuter Parking

There are seven (7) light rail stops and four (4) MARC train stations serving residents within the study area, as well as a park and ride facility:

Light Rail: Nursery Road, North Linthicum, Linthicum, BWI Business District, BWI, Ferndale and Glen Burnie.

MARC Stations: Odenton, Jessup, Laurel Racetrack, and Savage (the latter three partially located in Howard County).

Park & Ride: Harry S. Truman Park & Ride, an MTA facility bounded by Harry S. Truman Parkway, Riva Road, and Aris T. Allen Boulevard in Parole. The lot is commuter-based, with morning and evening peak commuter bus service that necessitates all day parking. The facility has approximately 800 parking spaces, four bus bays, and serves MTA routes 210, 220 and 230.

Methodology

Infrastructure Gap Assessment Process (Bus)

To determine the extent of infrastructure deficiencies and "gaps", a comprehensive desktop evaluation of bus stop locations within the geographical focus area boundaries was provided in Memorandum No. 1 dated August 29, 2024. A total of 547 bus stops were reviewed. The existing bus stop infrastructure and surrounding access were compiled and assessed, as summarized within Tables 1, 2 and 3 of Memo No. 1. Information for the review was obtained from available GIS layers including Open Data.

An inventory matrix was prepared by bus stop for landing pads, shelter, seating, connected sidewalk, shade, lighting, connected bike access, marked crosswalks at nearest intersection, traffic signal, pedestrian push button, curb ramps, detectable warning surface, number of travel lanes, median refuge, and other relevant infrastructure features. Also noted in the inventory matrix are transit provider, bus lines served, speed limit of roadway, sidewalk buffers, functional classification of roadway, and whether the stop is located in a census tract defined as disadvantaged. The matrix can be found in Memo No. 1.

To analysis the extent of gap/deficiencies, this memo will assess the frequency of "meeting the standard" for the infrastructure elements noted in the inventory. Further, mapping is prepared to visually convey the specific locations of gaps and/or deficiencies. The existence of appropriate infrastructure leading up to the bus stops, or lack thereof, will be factored into the location screening and prioritization process by which sites are selected and prioritized for improvements over a certain time horizon.

Prioritization Framework Process (Bus)

To develop a framework for selecting sites for improvements, and for prioritizing the sites based on the most pressing need, a two step process is developed. The first step will score the **IMPORTANCE** - or level of positive impact – of improvements to the components of the bus stops and their access, in three areas:

1. Bus stop
2. Route / Connection to Bus Stop
3. Intersection (crossing) nearest to bus stop

Features of these three infrastructure components, along with ridership levels (both actual and potential) will receive a score based on the existence and/or condition of appropriate infrastructure elements, or lack thereof.

The second step will prioritize the areas of greatest **URGENCY**, by applying scores to contextual factors for the bus stop locations. These factors are proposed to include:

- Equity factors
- Crash History and Risk
- Location Support or Previous Identification
- Feasibility (including cost factors and readiness)

While this Memorandum is intended to establish the prioritization process, the actual scoring of bus stop locations will occur in a future phase, following community and stakeholder outreach.

The prioritization of bus stop sites and the recommended improvements at those sites will consider previously completed studies and plans, such as:

- *Baltimore Metropolitan Council Regional MTA/Locally Operated Transit Systems (LOTS) Transfer Points Study - August 2019*

  Included within this report are improvement profiles, line-item cost estimates, and LOTS/MDOT MTA transfer tables for bus stops that serve as key transfer locations, including several bus stops in the areas of focus of this SRTT study.

- *Anne Arundel County Transit Development Plan (TDP) (Final Draft, released June 2024)*

  The Transit Development Plan builds upon and formulates goals for transit, reviews and assesses current transit services, identifies unmet transit needs, and develops a course of action to address the objectives in the short-range future. For the SRTT Plan, the TDP will serve as a guide for implementing improvements at existing locations.

- *RTA of Central Maryland/Howard County 2023 Transit Development Plan*

  This TDP serves as a guide for public transportation improvements the RTA service area, intended to improve the efficiency and effectiveness of existing public transportation services provided. It documents the history and current state of transit service, identifies transportation needs and issues, and provides a comprehensive plan to guide improvements over a five-year planning cycle.

Relevant aspects of these studies, and others previously noted in Memo No.1, will serve as data for consideration within the prioritization and site improvements recommendation process.

Gap Review and Prioritization Framework For Rail and Park & Ride Facilities

A comprehensive assessment of pedestrian and bicycle access and accommodations, along with and set of recommendations and cost estimates, was conducted for all Rail Stations in the Baltimore area, including Anne Arundel County, in the 2011 study "Access to Rails in the Baltimore Region Final Report", by the Baltimore Regional Transportation Board. This study will be reviewed and updated to 2024 and serve as the basis for needs identification. Prioritization of rail versus bus sites is yet to be determined with input from the stakeholder team and the community.

Infrastructure Deficiencies (Gaps)

A comprehensive desktop evaluation of bus stop locations within the geographical focus area boundaries was provided in Memorandum No. 1 dated August 29, 2024. A total of 547 bus stops were reviewed. The existing bus stop infrastructure and surrounding access were compiled and assessed, as summarized within Tables 1, 2 and 3 of Memo No. 1. Below, we provide a brief description of the three geographical areas and graph the results of the infrastructure assessment. The graphs convey the extent of the deficiencies, or gaps, in desirable or appropriate infrastructure within each of the three focus areas.

North County Area Bus Stops

This targeted area is bisected by Ritchie Highway, a 4- to 6-lane divided arterial that has the highest average daily traffic of any non-interstate route in Anne Arundel County. The corridor is the highest transit ridership area in the County and is served by five bus routes. Moderate-density residential communities sit behind strip malls and shopping centers that face Ritchie Highway.

Figure 2 illustrates the extent of the deficiencies, or gaps, in desirable or appropriate infrastructure within this targeted area. Although bus stops in disadvantaged areas are less likely to have an appropriate landing pad for bus boarding and lighting, they are more likely to have curb ramps and pedestrian push buttons at intersections.

West County Area Bus Stops

This targeted area is adjacent to Fort Meade in the western part of Anne Arundel County. Due to public bus service access restrictions onto the base, transit riders must cross four- to six-lane divided and undivided highways to reach their destination. Gaps in the sidewalk network, long distances between signalized intersections, missing pedestrian countdown signals, and substandard curb ramps are apparent throughout Odenton to the east of Fort Meade, which is also served by the MARC Train between Baltimore and Washington, DC. To the southwest of the base, this area is bisected by MD 295 and MD 198 and characterized by apartments situated behind strip shopping centers and other auto-dominated uses.

Figure 3 illustrates the extent of the deficiencies, or gaps, in desirable or appropriate infrastructure within this targeted area. Bus stops in disadvantaged areas are more likely than all others to have an appropriate landing pad for bus boarding and alighting, curb ramps and pedestrian push buttons at intersections, and marked crosswalks. However, they less frequently have connected bicycle infrastructure and lighting then the other stops in the area.

Greater Annapolis Area Bus Stops

This targeted area is a highly commercialized area and home to Anne Arundel Medical Center which is the County's largest hospital. Gaps in the sidewalk network, long distances between signalized intersections, missing pedestrian countdown signals, and substandard curb ramps are apparent throughout West Annapolis-Parole. Eight bus routes operate in the area which connects also to the state capital.

Figure 4 illustrates the extent of the deficiencies, or gaps, in desirable or appropriate infrastructure within this targeted area. Although bus stops in disadvantaged areas are more likely to have an appropriate landing pad for bus boarding and alighting, connected sidewalks and bicycle access, they are less likely than all other stops in the area to have pedestrian push buttons at intersections and detectable warning surface on the ramps.

The series of maps, Figures 5a, 5b, and 5c show the ADA compliance as well as Accessible Pedestrian Signals (APS).

Figure 3: West County Infrastructure Summary

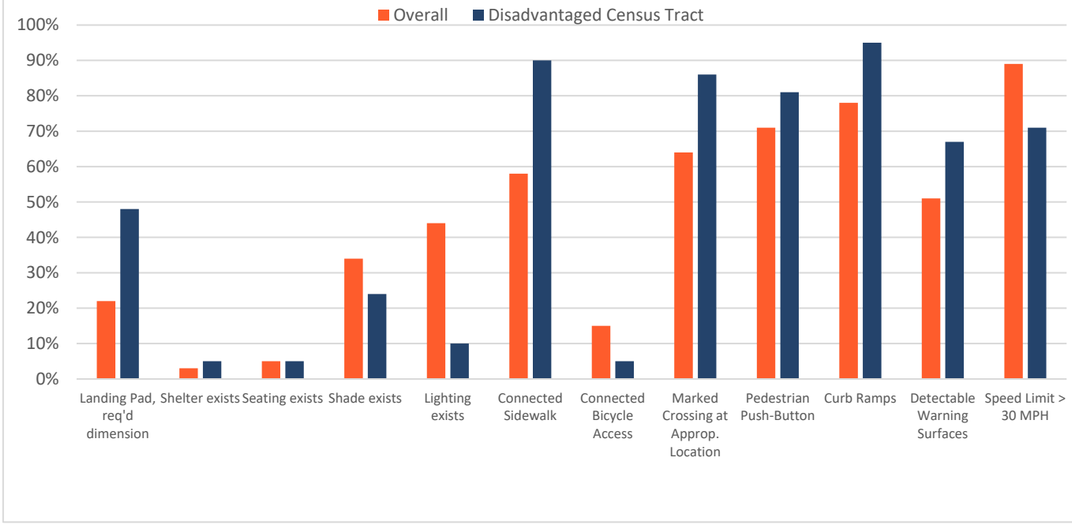


Figure 2: North County Infrastructure Summary

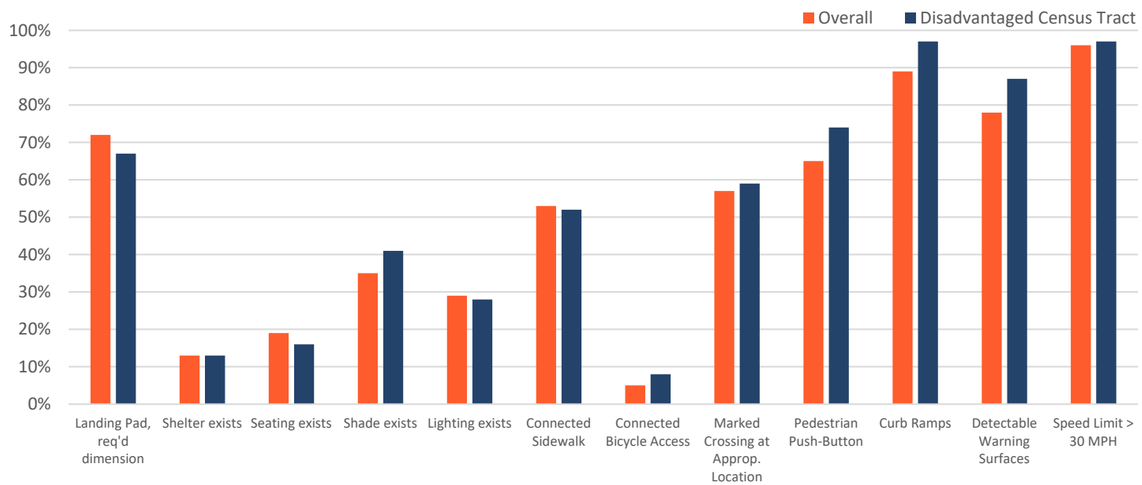
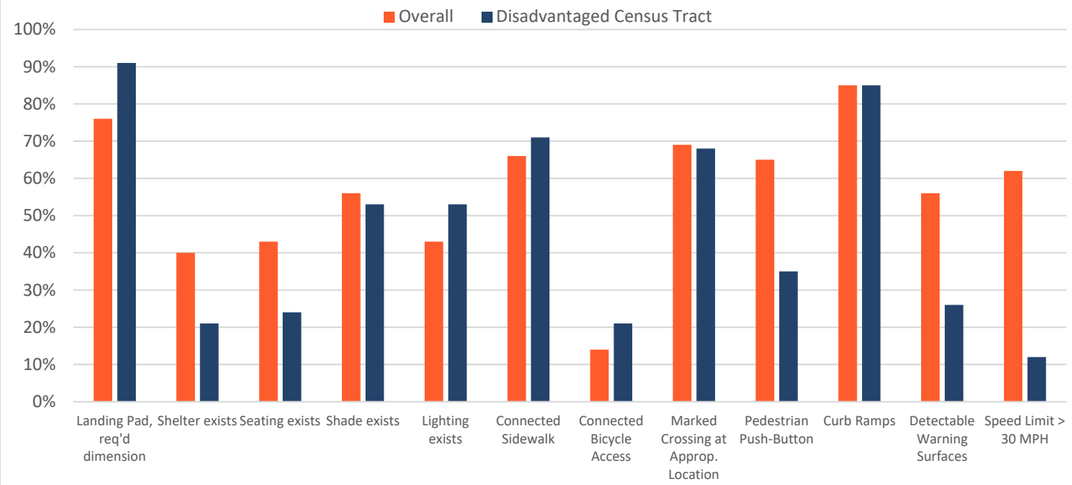


Figure 4: Greater Annapolis Infrastructure Summary



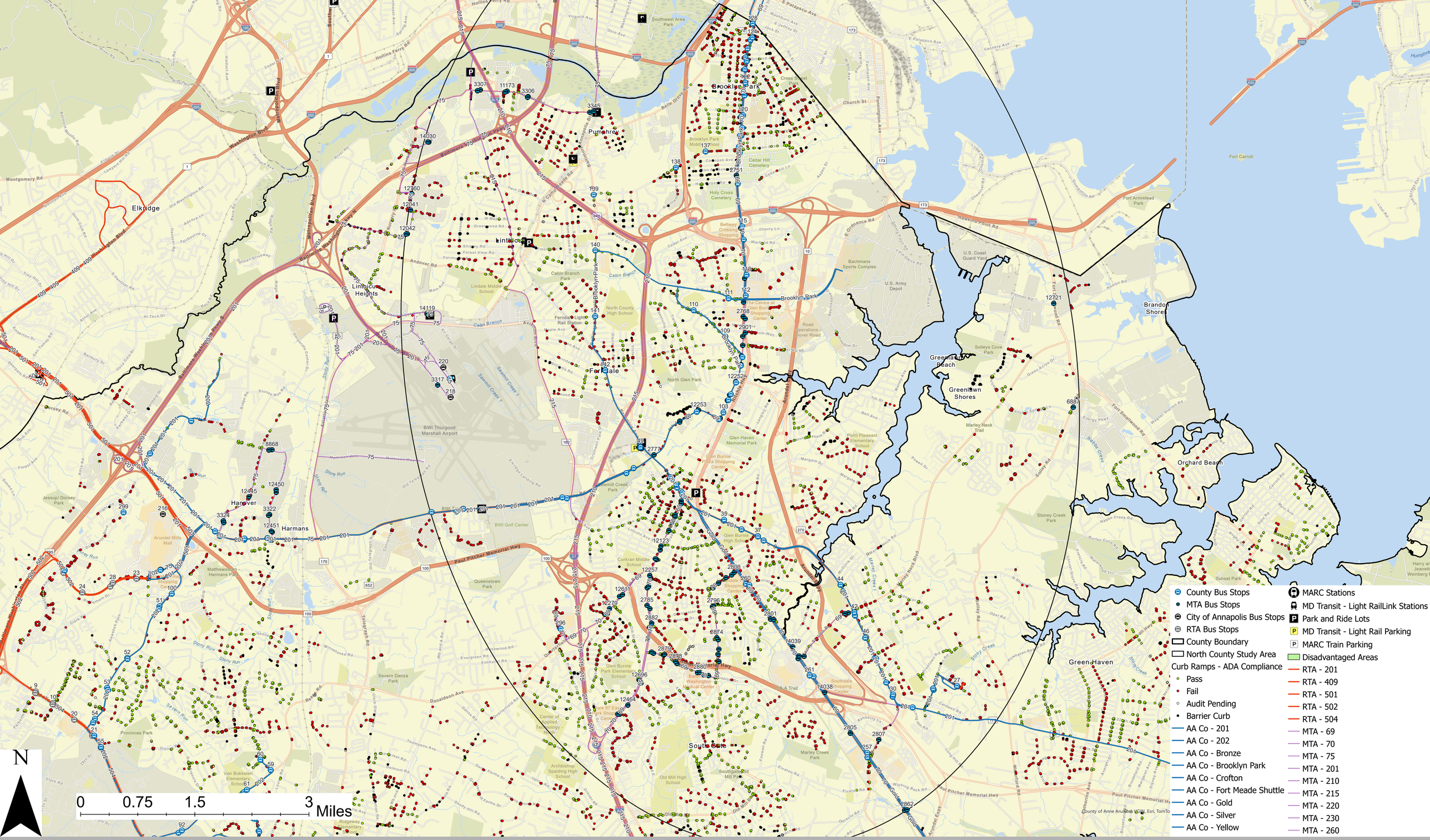


Figure 5A

North County - Curb Ramp ADA Compliance

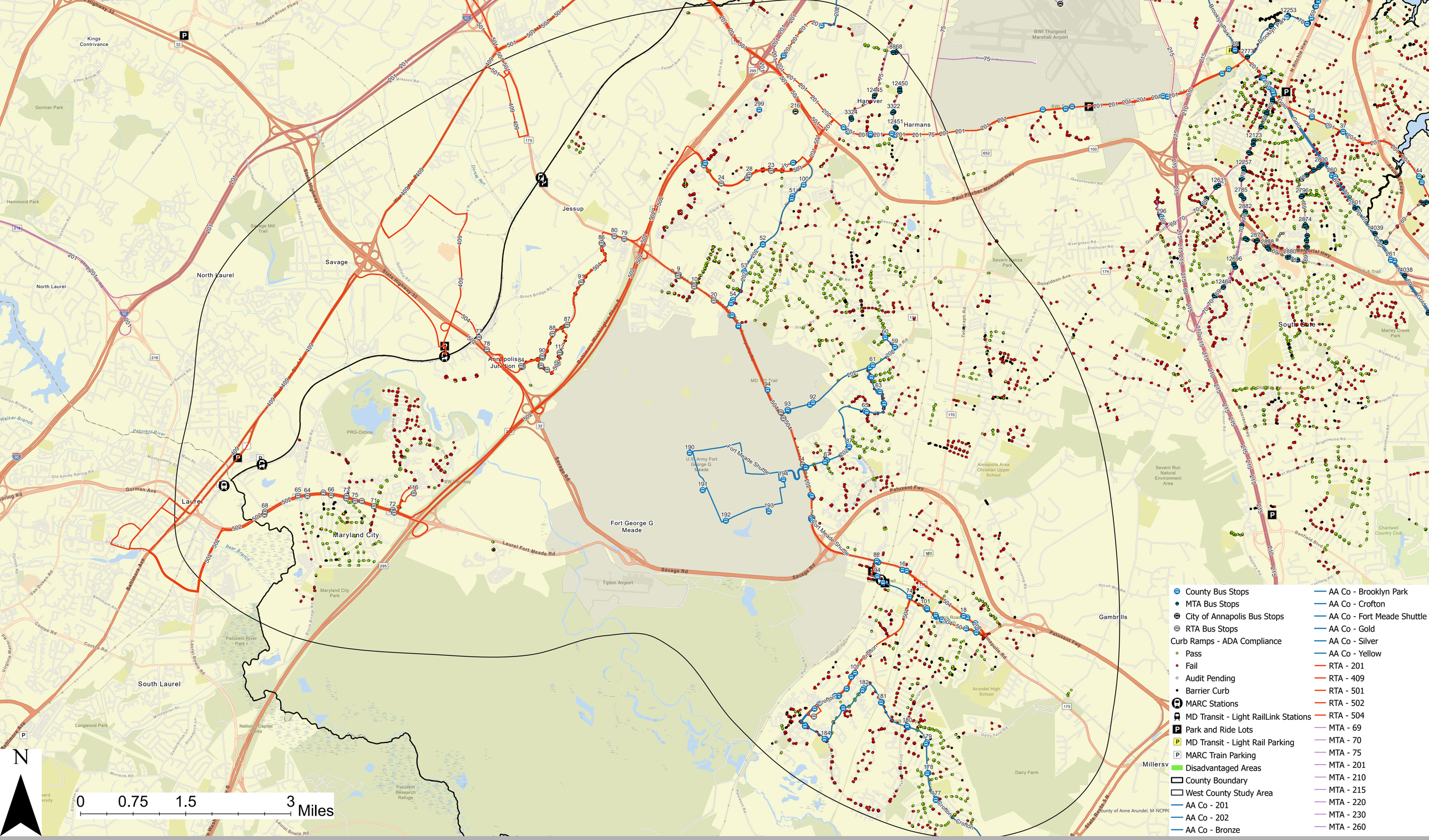


Figure 5B

West County - Curb Ramp ADA Compliance

Iglehart
Rolling Hills
Twin Hills
Crofton
Lavall Woods
Eickelberry Woods
Riva
Edgewater
Londontowne
Annapolis
Naval Academy
Hillsmere Shores
Bacon Ridge Natural Area
Generals Highway Corridor Park
Heritage Harbor Golf Course
Broad Creek Park
Annapolis High School
Camp Woodlands
Homeport Park
Lee Airport
Riva Area Park
Central Avenue Park
South River Golf Links
Quiet Waters Park
Peninsula Park
USNA Golf Club
U.S. Naval Academy
Saint John's College
Kings Branch Flat Creek Greenway Natural Area
Health Annex
Westfield Mall Annapolis
Annapolis Mall
Broad Creek
Selfworks Creek
Weems Creek
Luce Creek
Spa Creek
Hog Neck
Meadow Hill Dr
Porters Hill Rd
Forest Beach Rd
Martins Cove Rd
Hillsmere Dr
Forest Hills Ave
Ferry Point Rd
Harness Creek Rd
Riding Ridge Rd
Riva Rd
W Central Ave
Central Ave E
Aris T Allen Blvd
Rowe Blvd
Bestgate Rd
Generals Hwy
Crownsville Rd
Chesterfield Rd
Haverford Dr
Hewyard Dr
Pinedale Dr
Pinewood Dr
Howard Grove Rd
Malvern Hill Dr
Saint George Barber Rd
Flat Creek
Hawkins Rd
Honeysuckle Ln
Hockley Branch
Hill Park Dr
Powhatan Dr
Selfworks Creek
Porters Hill Rd
Wilson Rd
Dunois Rd
Severn Grove Rd
Luce Creek
Spa Creek
Meadow Hill Dr

Review of Rail Stops / Park & Rides

There are five light rail stations and four MARC commuter rail stations within the North County and West County focus areas. Additionally, the Harry S. Truman Park and Ride is located in Parole, within the Greater Annapolis focus area. These facilities have been reviewed as part of the Existing Conditions Assessment. Table 1 summarizes facility ADA compliant accessibility.

Table 1: MTA Rail Station Accessibility Summary

Location	ADA Accessible?
Nursery Road (Light Rail)	Yes
North Linthicum (Light Rail)	Yes
Linthicum (Light Rail)	Yes
Ferndale (Light Rail)	Yes
Glen Burnie/Cromwell (Light Rail)	Yes
Jessup (MARC)	No
Laurel Racetrack (MARC)	No
Odenton (MARC)	Yes
Savage (MARC)	Yes

Light Rail Stations

A comprehensive assessment of pedestrian and bicycle access and accommodations, along with and set of recommendations and cost estimates, was conducted for all Rail Stations in the Baltimore area, including Anne Arundel County, in the 2011 study "Access to Rails in the Baltimore Region Final Report", by the Baltimore Regional Transportation Board. Individual Station Profiles for Light Rail stations in Anne Arundel County identified connectivity gaps, infrastructure deficiencies, desire lines, and crashes. See **Appendix C-1** for the results of the 2011 study. The current SRTT study team has performed a field review of the light rail stations for any changes that have been implemented since the 2011 study. Our review found that the majority of 2011 recommendations have not yet been implemented, although the construction of the new BWI trail and bike lanes on Camp Meade Road has improved non-motorist connections to several of the stations. The following deficiencies exist as of Fall 2024:

Nursery Road

Pedestrian Deficiencies:

1. Sidewalks are missing or have significant gaps along several roads in the area, including Nursery Road, Baltimore Annapolis Boulevard, Old Annapolis Road and Hoffman Ave.
2. Crosswalk restriping is needed at B&A Boulevard & Nursery Road.
3. Street lighting is not present and recommended for the bus stop at B&A Boulevard & Nursery Road.

Bicycle Deficiencies:

1. Signage is not present to designate Nursery Road shoulder for use by bicyclists.
2. Parking and limited roadway width limit use bicycle use of the shoulders south of the station.

North Linthicum

Pedestrian Deficiencies:

1. There are numerous sidewalk gaps in the surrounding areas.
2. There are no crosswalks or designated pedestrian paths within the station area.
3. Pedestrian crossing signs are not present at the railroad crossing.
4. Crosswalk at Camp Meade Road and B&A Boulevard needs to be repainted.

Bicycle Deficiencies:

1. Bike lanes on Camp Meade Road/MD 170 terminate at Baltimore Annapolis Boulevard

Linthicum

Pedestrian Deficiencies:

1. There are sidewalk gaps in the surrounding roadway network, most notably along Camp Meade Road.
2. Upgrades to the crossing of Camp Meade Road east of the station are needed, including ADA compliant curb ramps, addition of APS/push buttons and connections to adjacent sidewalks.

Bicycle Deficiencies:

1. The bike lanes along Camp Meade Road terminate at Music Lane south of the station and north of the station at School Lane where the roadway width can no longer accommodate bicycle use.
2. Signage for full lane shared bicycle use is missing where the bike lane drops at School Lane.

Ferndale

Pedestrian Deficiencies:

1. Pedestrian crossing signs are missing and should be placed at the railroad crossings.
2. Curb ramps upgrades to ADA compliance are needed for connections to the west of the station.
3. Gap in the sidewalk south of Ferndale Road along Broadview Boulevard.
4. Sidewalk terminates on Broadview Boulevard north of Packard Avenue.
5. Sidewalk adjacent to the station on Broadview Boulevard between Ferndale Avenue and Packard Avenue is narrow and pedestrians were observed walking within the roadway.

Bicycle Deficiencies:

The surrounding roadways are generally able to accommodate bicyclist improvements, but there are no bike markings or signage in the area.

Glen Burnie/Cromwell

Pedestrian Deficiencies:

1. Pedestrian path from the north requires maintenance with overgrown vegetation and accumulation of debris.
2. Sidewalk connection is missing on Eastern Road between Longwood Avenue and B&A Boulevard, which would provide access from the large residential neighborhood.
3. Sidewalk and curb ramps across from the stop on the east side of B&A Boulevard are insufficient and do not have connections to the shopping center.
4. Pedestrian signals / crosswalks are recommended across B&A Blvd at Eastern Road and at 8th Ave/Dorsey Rd.
5. Missing sidewalks, crosswalks and pedestrian crossing signs should be provided in within the station.

Bicycle Deficiencies:

There are no bicycle facilities along the adjacent roadways. The roadways are able to support bicycle improvements, but there are no bicycle connections to/from the station. Also missing is a connection to the John Overstreet Connector SUP to the south at Dorsey Rd/8th Ave and B&A Boulevard.

MARC Stations

A comprehensive review of the four (4) MARC stations has shown the gaps/deficiencies to be as follows:

Odenton

Pedestrian Deficiencies:

1. Sidewalk along Annapolis Road is narrow without a grass buffer. High vehicular speeds and limited sightlines present a hazard to pedestrians traveling along the roadway. Although the sidewalk is protected by a high curb, numerous guiderail strikes are present in the area.
2. Crosswalk and curb ramp upgrades are needed at Annapolis Road and Town Center Boulevard.
3. Clear pedestrian paths and crosswalks are needed to provide a safe path within the station to the train platform.
4. Desire paths around the train platforms should be barricaded or paved to provide safe pedestrian pathways.
5. Sidewalks are missing or have significant gaps along several roads in the area, including Nursery Road,

Bicycle Deficiencies:

Shared use path accessing the east segment of the station from the south at Becknel Avenue has a very steep slope and has vegetation limiting the travel way. Also, there are no markings or signs accommodating bicycle use where high vehicle speeds and limited sightlines dominate the conditions.

Jessup

This station is located on the Anne Arundel/Howard County line. The station is not intended to be a walk on site for AA County users and has limited access and facilities at the site. The primary access point is Old Jessup Road from Jessup Road, which also do not have sidewalks. There are no bike markings or signs on nearby roadways.

Laurel Racetrack

This station is located on the Anne Arundel/Howard County line and primarily services the Laurel Racetrack. The station facilities are in disrepair, are not ADA accessible, and present hazards to users. There is a larger project in MDOT's 6-year Capital Improvement Plan to upgrade this station. The main issue that warrants safety mitigation is the unsignalized crossing of Fort Meade Road at the bus stops. This will be addressed in the bus stop section of this study.

Savage

This station is located on the Anne Arundel/Howard County line. Both pedestrian and bicycle access to the station is limited. Non-motorists can access to and from the platforms through the Howard County parking garage, which has sidewalks and bike-friendly streets leading to the garage. From Anne Arundel County, however, bike and pedestrian access is constrained since the Dorsey Run Road bridge over the railroad has no sidewalks and a LTS of 3 for bicycles.

A more complete summary for each of the Light Rail and MARC stations reviewed in this study is provided in **Appendix C-2.**

Harry S. Truman Park and Ride

This 800 space facility is near Riva Road and Aris T. Allen Boulevard. State routes 210, 220 and 230 provide stops at the lot, a facility with bike racks. The main entrance road, Harry S. Truman Blvd. has buffered sidewalks connecting to Riva Road, an intersection equipped with APS and ADA compliant sidewalk ramps. Pedestrian access to and from the east of Aris T. Allen Blvd is limited, but all three bus routes have stops along Riva Road. Bicycle level of traffic stress along Riva Road is LTS 4.

PRIORITIZATION FRAMEWORK

Due to the sheer number of bus stops and transit stations, substantial effort and funding will be needed to plan, design, and construct the necessary improvements. A strategic approach to fund and phase projects is crucial to successful implementation of the County's Safe Routes to Transit infrastructure. Coordination is needed between various City, County and State agencies; especially the County Departments of Public Works (DPW), County Department of Recreation and Parks (DRP),, the County Office of Planning and Zoning (OPZ), County Office of Transportation (OOT), Maryland Department of Transportation State Highway Administration (MDOT SHA), Maryland Transit Administration (MTA), City of Annapolis, transit agencies, as well as private developers, and other stakeholders.

This section of the Memo outlines a process for prioritization for implementation. Specifically, it develops a framework for identifying sites for improvements, and for prioritizing the sites based on the most pressing needs.

2 x 2 Matrix Approach

The 2x2 Prioritization Matrix is an essential construct for delineating and prioritizing tasks, offering agencies a pragmatic lens for prioritization and programming. By categorizing assessed sites along axes of urgency and importance, it allows visualization of priorities, helping to ensure strategic alignment with project purpose and goals. The 2x2 matrix approach, depicted in Figure 6, has been selected for this study.

Step 1 | Assessment of Importance

To rank level of IMPORTANCE (or level of positive impact an improvement may afford), components of the bus stops and access to those stops are divided into 3 parts:

1. Bus Stop (S)
2. Route / Connection to Bus Stop (R)
3. Intersection Crossing nearest to bus stop (C)

Metrics for the scoring system of these features, based on the existence and/or condition of appropriate infrastructure elements, or lack thereof, is provided in Table 2. The IMPORTANCE factor also includes ridership, in terms of both actual and potential boardings, since the positive impact would increase for sites where a greater number of riders would benefit from the improvement.

The resulting score in Step 1 for each bus stop will reflect the magnitude of improvements necessary to create a safe route to the bus stop and safe provisions at the bus stop itself. A higher score will mean the site needs a greater level of improvement.

Step 2 | Assessment of Urgency

The second step in the process will prioritize the areas of greatest need, by applying scores to contextual factors for the bus stop locations. These factors include Equity, Crash History ad Risk, Location Support or Previous Identification. Metrics for the URGENCY scoring system to is provided in Table 3.

The scores for steps one and two are plotted on a matrix. The results at the upper right of the matrix are most important and most urgent, and those at the bottom left least important and least urgent.

Figure 6: Generic Annotated 2x2 Matrix

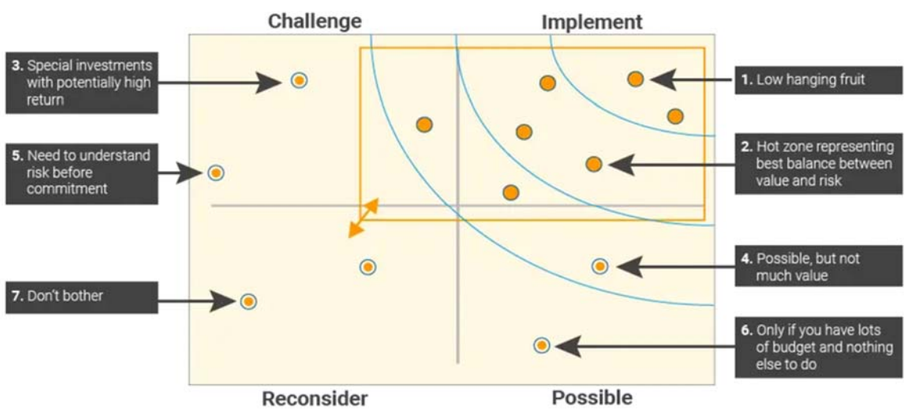


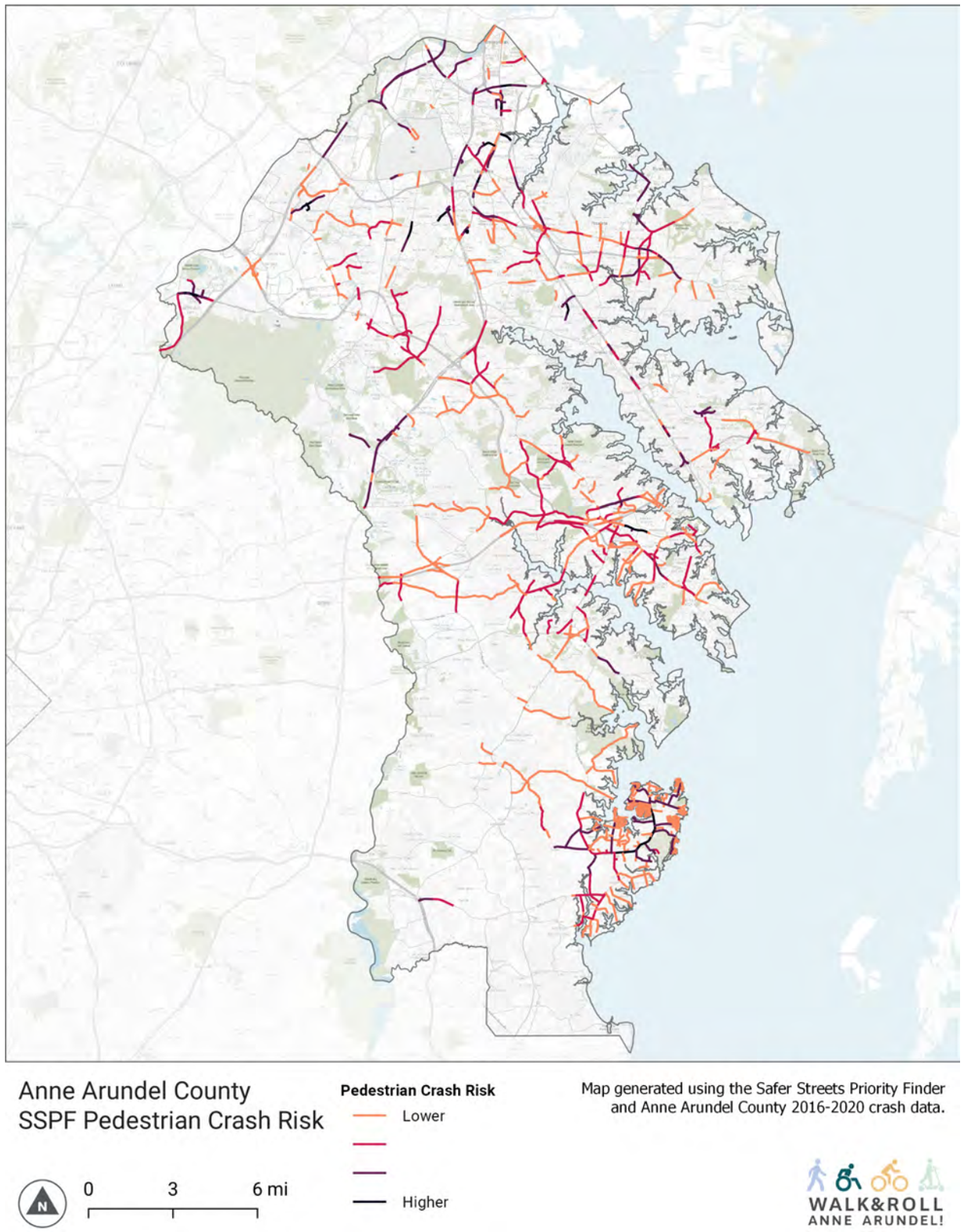
Table 2 - Importance Scoring Weights

	Metric	Score
Stop	**Safety**	
	Separation - Select one	
	No horizontal or vertical separation	6
	Vertical separaton only	3
	Horizontal separation only	3
	Horizontal and vertical separation	0
	Lighting - Select one	
	Lighting not present, night routes exist	3
	Lighting exists, or no night service	0
	Site-specfic Issues (e.g. sight distance, trip hazards)	
	**Score up to 5, determined based on site*	*
	Accessibility/ADA - *Select one*	
	No Conc. Landing Pad within grass buffer	5
	Substandard Landing Pad (incl. sidewalk as pad)	3
	5' x 8' Landing Pad	0
	Passenger Amenity/Convenience	
Seating	No Seating, meets ridership threshold	3
	Seating exists or is not warranted	0
Shelter	No shelter, meets ridership threshold	2
	Shelter exists or is not warranted	0
Crossing	**Safety**	
	Roadway - Select all that apply	
	Unsignalized 6 lane crossing, no median	5
	Unsignalized 4 lane crossing, no median	3
	Unsignalized 2 lane crossing	0
	Unsignalized 4+ lanes, with median	3
	Signalized (with or without median)	0
	No Marked Crosswalk within 250 feet	4
	No Accessible Pedestrian Signal (APS)	2
	Traffic Volume - Select one	
	ADT > 20,000	4
	ADT between 5,000 and 20,000	2
	ADT < 5000	0
	Site-specfic Issues (e.g. desire for mid-block crossing)	
	**Score up to 5, determined based on site*	*
	Accessibility/ADA - *Select one*	
	No sidewalk ramps	4
	Ramps exist but not ADA compliant (e.g. DWS)	3
	ADA compliant sidewalk ramps	0
Route	**Pedestrian Route** - *Select all that apply*	
	Sidewalk gap	8
	Sidewalk obstructions	4
	Insufficient buffer to travelway	3
	ADA compliant walkway	0
	Site-specfic Issues (e.g. trip hazards)	
	**Score up to 5, determined based on site*	*
	Cyclist LTS - *Select one*	
	LTS 4	4
	LTS 3	2
	LTS 1 or 2	0
Transit Trips Potential		
	Current Ridership (daily) - Select one	
	Boardings/Alightings > 20	2
	Boardings/Alightings between 6 and 20	1
	Boardings/Alightings < 5	0
	Potential Demand - Select one	
	Within Land Use Prioitizaton Zone (PZ)	4
	Within Focus Development classification, not in PZ	3
	Outside of Focus Development classification	1

Table 3 - Urgency Scoring Weights

Factor	Score	Weight
Equity		
Disadvantaged Community - Select one		4
Transportation Disadvantaged	2	
Within Disadvantaged Census Tract	1	
Outside of Disadvantaged Census Tract	0	
Population Vulnerability - Select all that apply		4
Vulnerability Index ≥ 4	1	
Disabled/Elderly population ≥ 20% (combined)	1	
Carless population ≥ 15%	1	
Population less than 100% Poverty Level ≥ 15%	1	
Crash Factors		
Vulnerable User Crash History - Select One per Incident		3
Fatalities & Major Injuries	3	
Minor or suspected injuries	2	
Property Damage Only	1	
SSPF Pedestrian Crash Risk - Select One		3
Higher crash risk	3	
Medium crash risk	2	
Lower crash risk	1	
SSPF Cyclist Crash Risk - Select One		3
Higher crash risk	3	
Medium crash risk	2	
Lower crash risk	1	
Project Support/Requests		
Location previously prioritized - Select one		2
Location prioritized in a County Plan/Study	1	
Location not prioritized in a County Plan/Study	0	
Community Request- Select one		2
Community request for improvement	1	
No commmunity request for improvement	0	
Agency Request - Select one		2
Prioritized by Agency/Stakeholder	1	
Not prioritized by Agency/Stakeholder	0	

Contributing to the Crash Factors assessment in the URGENCY score is the predicted risk of crashes, at various levels (low, medium, high) for cyclists and pedestrians using the Safe Streets Priority Finder tool. This beta tool was incorporated into the project prioritization for Walk and Roll Anne Arundel!. The prioritization for the SRTT projects in this current study will utilize the sliding scale crash risk mapping directly from the Walk and Roll document to allocate a crash risk score to each of the potential project sites. The maps from the Walk and Roll plan are included in Figure 7.



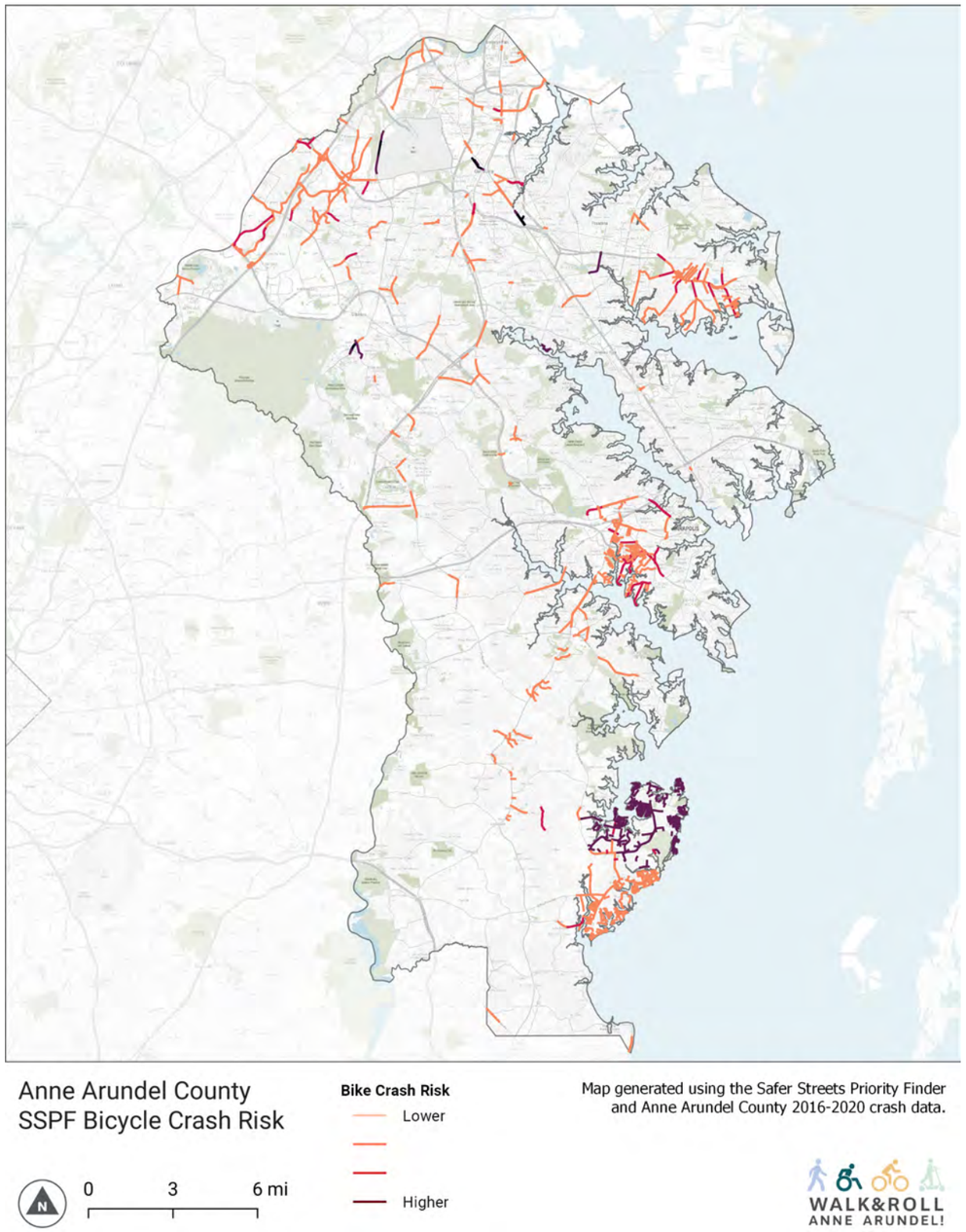


Figure 7: Safe Streets Proiority Finder (SPFF) Maps from Walk and Roll Anne Areundel!

Graphics have been prepared to illustrate the score selection for Step 1 evaluation, including:

- Figures 9, 10 and 11 depict the roadway Average Daily Traffic (ADT).
- Figures 12, 13 and 14 depict Bicycle Level of Traffic Stress (LTS)
- Figures 15, 16 and 17 depict land uses and development zones that will factor into the Transit Trips Potential scoring factor. Land Use Priority Zones include Overlay Policy Areas of "Transit Oriented" and "Corridor Revitalization/Redevelopment". Focus Development land use classification include all built environment uses (residential, industrial, commercial, etc.) Land uses falling outside of the focus development area include agricultural/ conservation/parkland.

Graphics have also been prepared to illustrate score selectin for Step 2 evaluation, including:

- Table 4 tabulates the equity factors that will be applied to bus stops in the Disadvantaged Census Tract areas. The data is from the Vulnerability Index layers from the County's website.
- Figures 18, 19 and 20 map the non-motorist crashes between 2019 and 2023, subclassified as fatal/major injury, other injury, and property damage only.

Example Scoring and Prioritization

We have selected a minimum of two (2) bus stop locations from each geographical focus area to illustrate and test the scoring system, for a total of seven (7) sites (with a third site evaluated in West County). Each location has three separate scores, one each for the stop (S), the route (R), and the connection (C). Thus, a total of 21 elements are scored and ranked by importance and urgency for this exercise. The results are depicted in Figure 8, Example SRTT 2x2 Matrix Prioritization, revealing that the crossing at bus stop 20182 is the most important and urgent project site, while the stop and crossing at stop 2864 should also be implemented in the first phase of implementation. Conversely, Infrastructure at stop 246 does not rise to the level of requiring near-term or mid-term improvements but could be rescored in the future as conditions evolve.

For ease of reference, the stop locations are described below:

Stop ID	Location	Focus Area
232	Admiral Dr at Captains Circle	Greater Annapolis
246	Chinquapin Round Rd/Drew St	Greater Annapolis
2797	Aquahart Rd at Oakwood Drive	North County
2864	B&A Blvd at Sun Valley Shopping	North County
7233	Dorsey Rd at Candlewood Rd	West County
20125	Arundel Mills Blvd at Dorchester Blvd	West County
20182	Fort Meade Rd at Laurel Racetrack	West County

A note about cost: Future work in this study will develop a further approach to factoring cost into the phased implementation decisions. It is intended to use various funding opportunities to program the projects. The level of funding available may have a bearing on the timing of selected projects.

Figure 8: SRTT Example 2x2 Matrix Prioritization

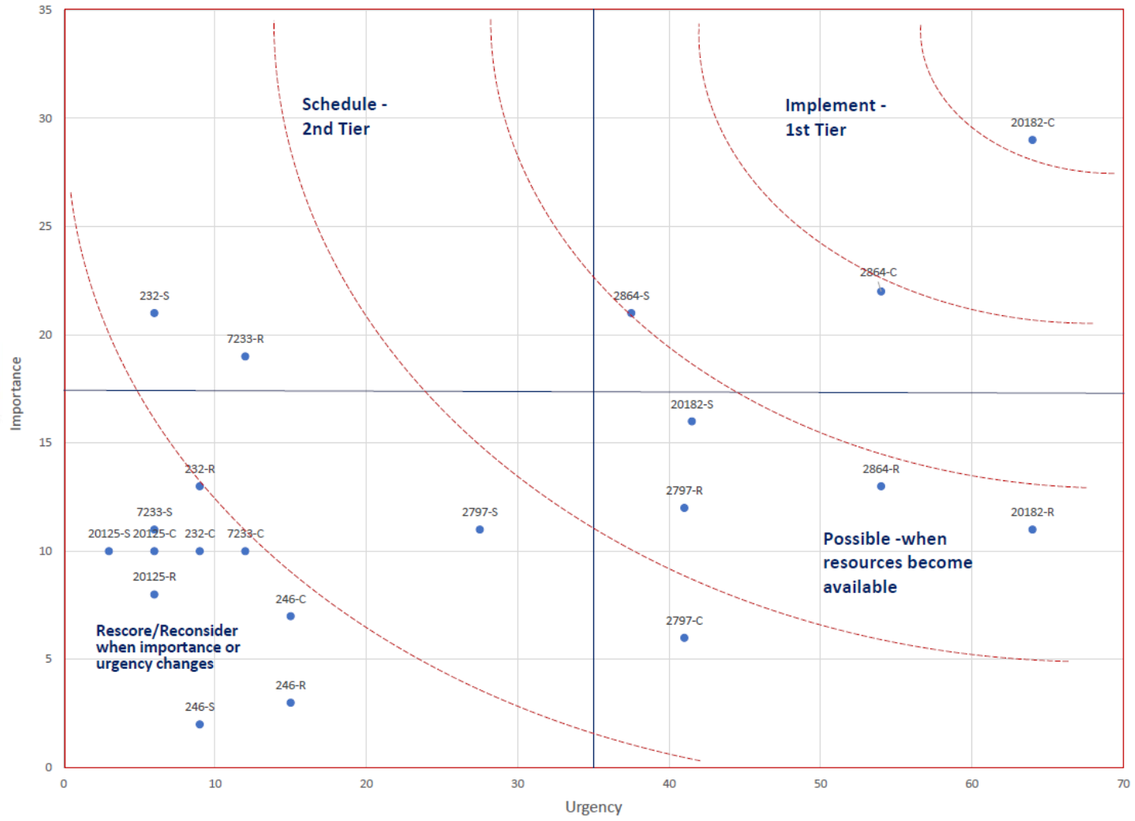


Table 4 – Equity Factors Considered in Urgency Scoring Process

Summary includes all Disadantaged Population Census Tracts in Study Area

Current Census Tract ID	Prior Census Tract ID (at Grant Application)	Percent below 100% Poverty	Percent below 200% Poverty	Percent Minority	Percent Hispanic	Percent Limited English Proficiency	Percent Disabled	Percent Elderly	Percent No Car Household	Transp. Disad-vantaged	VP Index, 2020
7302.05	7302.03	14.2	41.4	39.7	3.2	2.3	29.6	1.6	29.7		6
7305.11	7305.06	20.3	37.9	68.2	8.6	0	20.3	5.6	28.8	Yes	5
7305.12	7305.06	10.5	19.5	58.5	9.1	4.7	14.6	1.1	15.6	Yes	5
7061.02	7061.01	6.6	31.4	29.9	1.1	0	15.6	8.4	15.2		4
7304.04	7304.02	9.2	27.6	20.6	7	1.7	9	7.5	15.2		4
7061.03	7061.01	14	27.2	15.9	5.9	0	6.5	2.5	12		2
7502.01	7502.01	16.5	35.6	39.1	16.5	0.9	19.1	12	10.4	Yes	5
7515	7515	21.7	38.5	26.6	20.7	6	11.1	5	7.5	Yes	3
7501.01	7501.01	7.5	32.4	30.6	16.2	2.2	14.7	4.6	7.3	Yes	4
7302.06	7302.03	16.8	28.2	32.3	4.9	1.5	17.6	11.5	6.9	Yes	3
7401.05	7401.05	9.1	18.3	67.7	13.6	1.3	6.1	1	5.5	Yes	2
7302.04	7302.04	6.8	19.5	42.8	14.3	1.6	14	7	3.2	Yes	4
7063.02	7063.02	5.1	13.2	8.6	8.1	3.1	7.9	9.7	0.8		3
7304.03	7304.02	5.8	24.6	32.5	9.7	3.7	14.3	3	0		4

Next Steps

The next steps are:

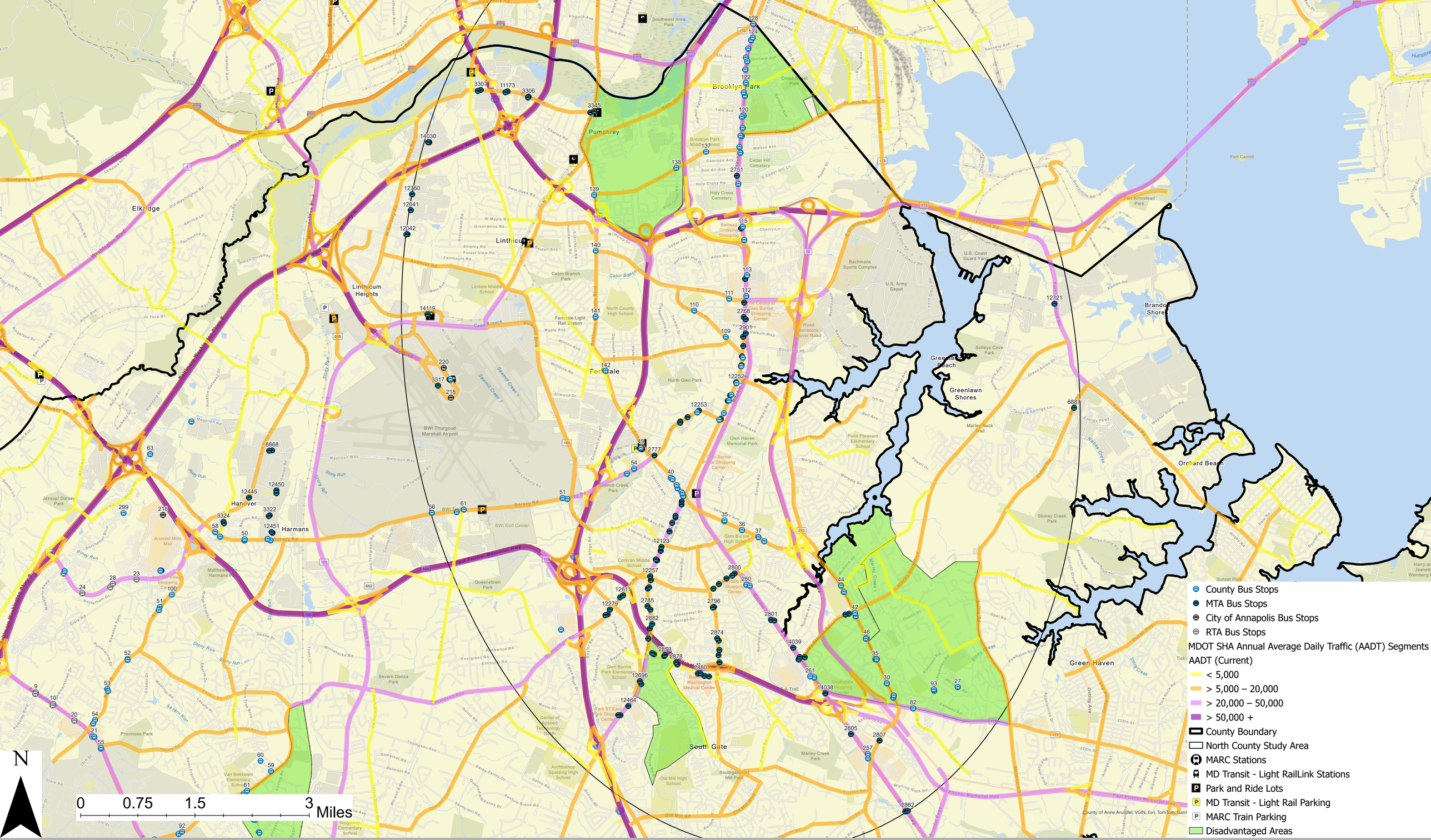
- Obtain stakeholder concurrence on scoring system.
- Conduct scoring process for all bus stops and rail stations within the three study areas using the adopted scoring system.
- Establish / refine limits of area boundaries for the three geographic areas, with possibility of subdividing into tier 1 and tier 2 boundary areas based on urgency of need from scoring process.
- Conduct stakeholder / community outreach then refine scoring based on the input received.

Attachments

A. Key Maps for Bus Stop Locations
B. Bus Stop Assessment Matrix
C-1. Station Profiles for Light Rail Stations (2011 BMC study)
C-2. Field Review Summaries for Light Rail and MARC Stations
D. Bus Stop Score Sheets from Example Scoring Exercise

Figure 9

North County - AADT



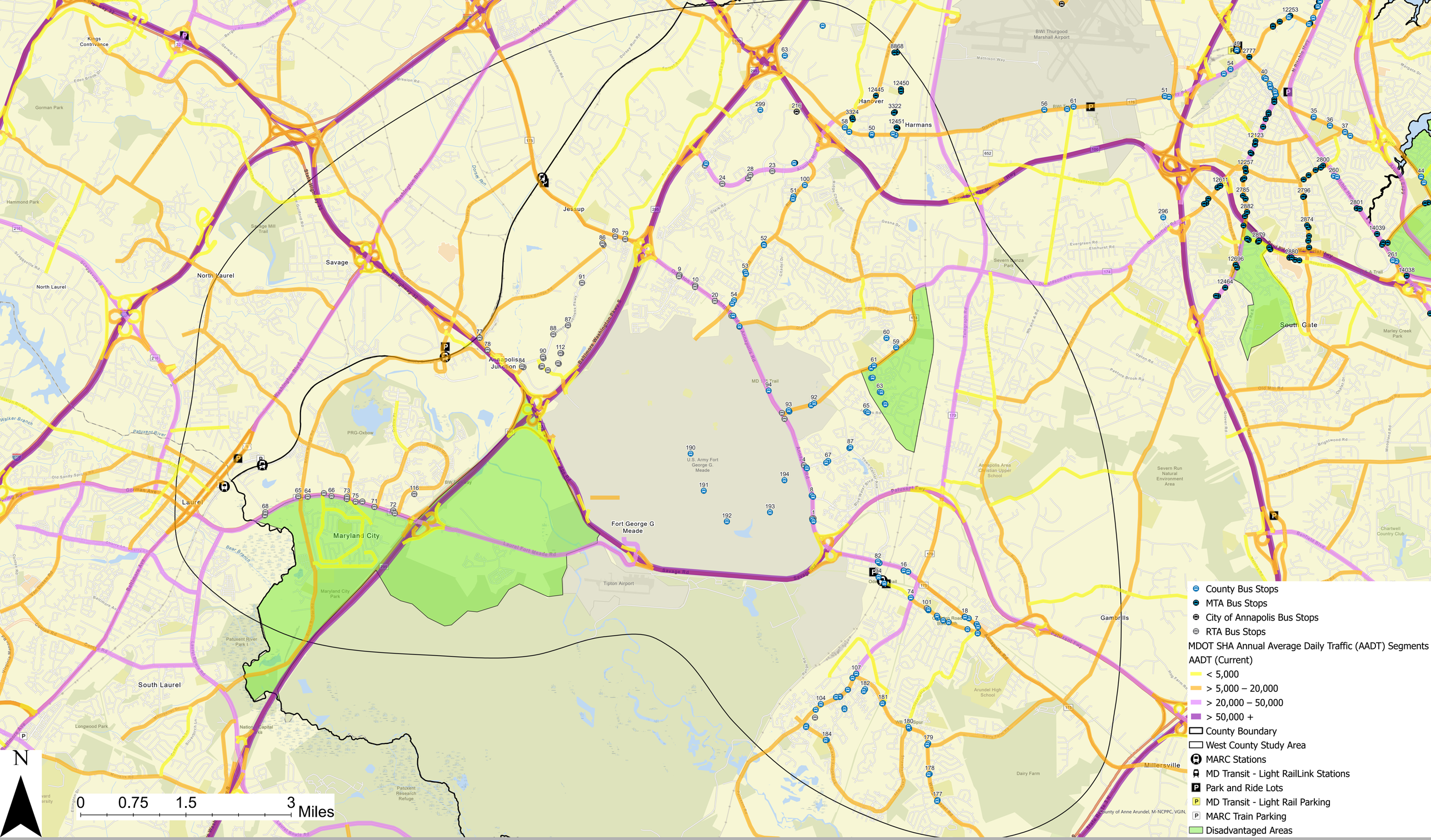


Figure 10

West County - AADT

Figure 11

Greater Annapolis - AADT

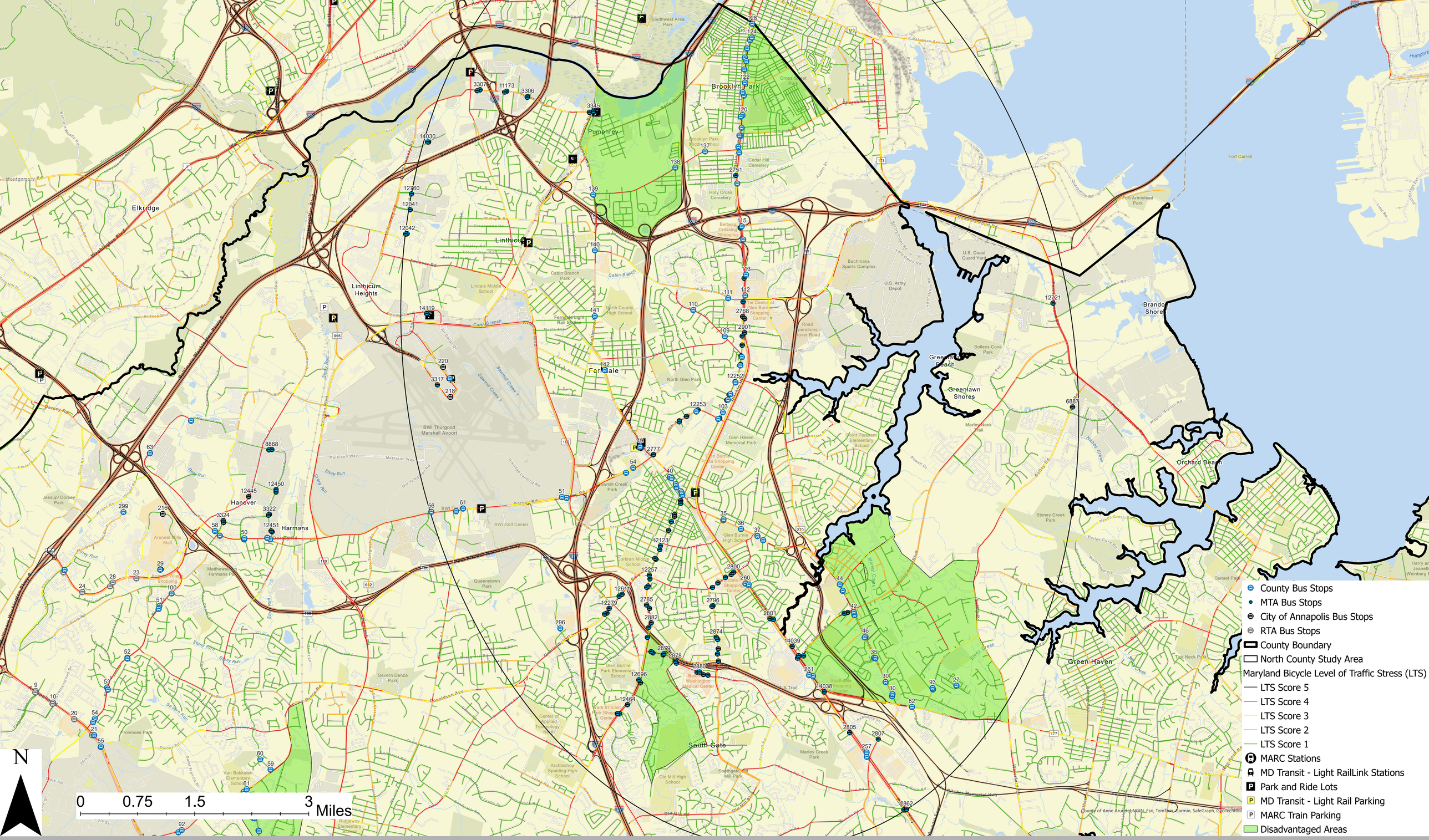
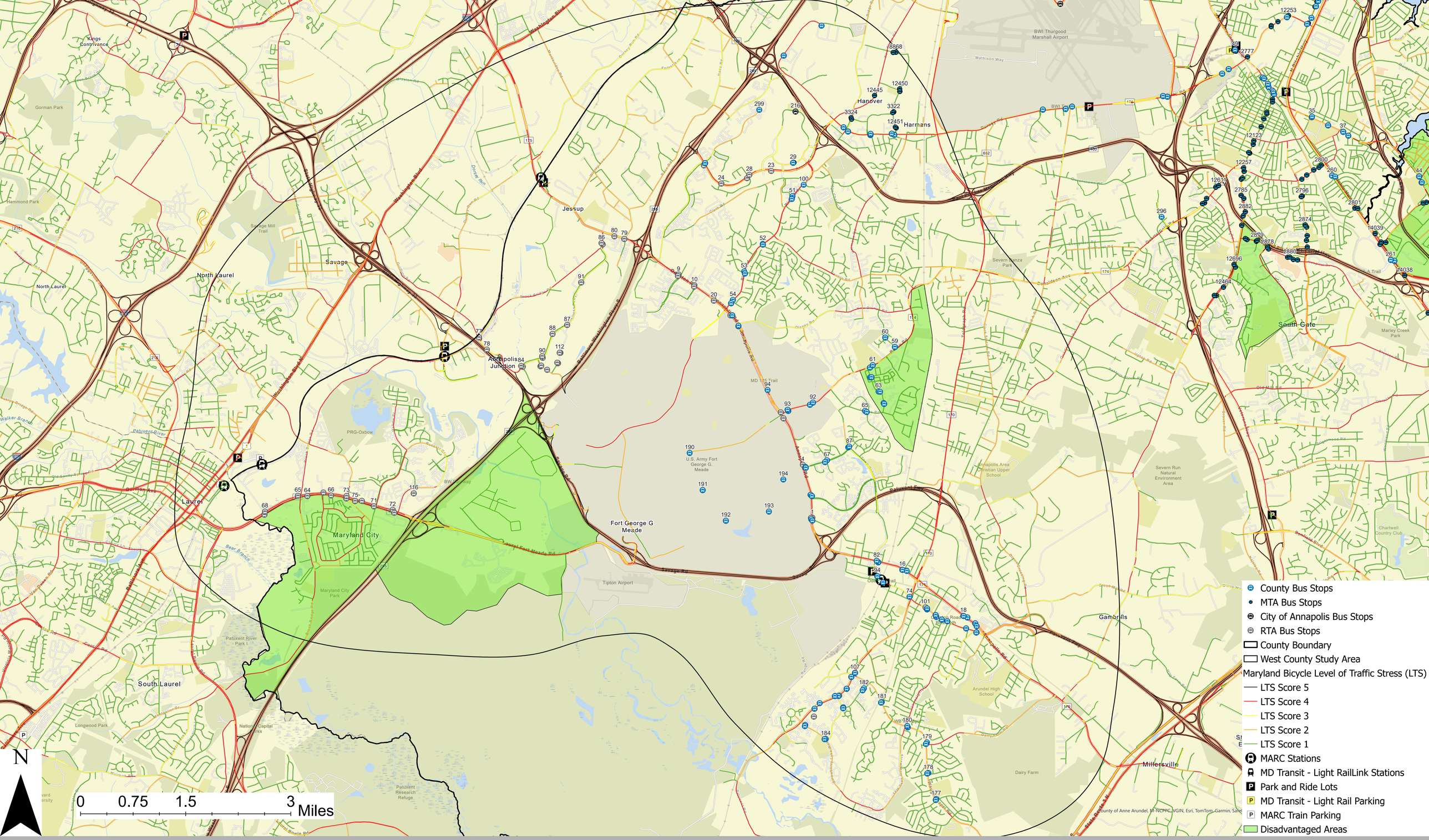
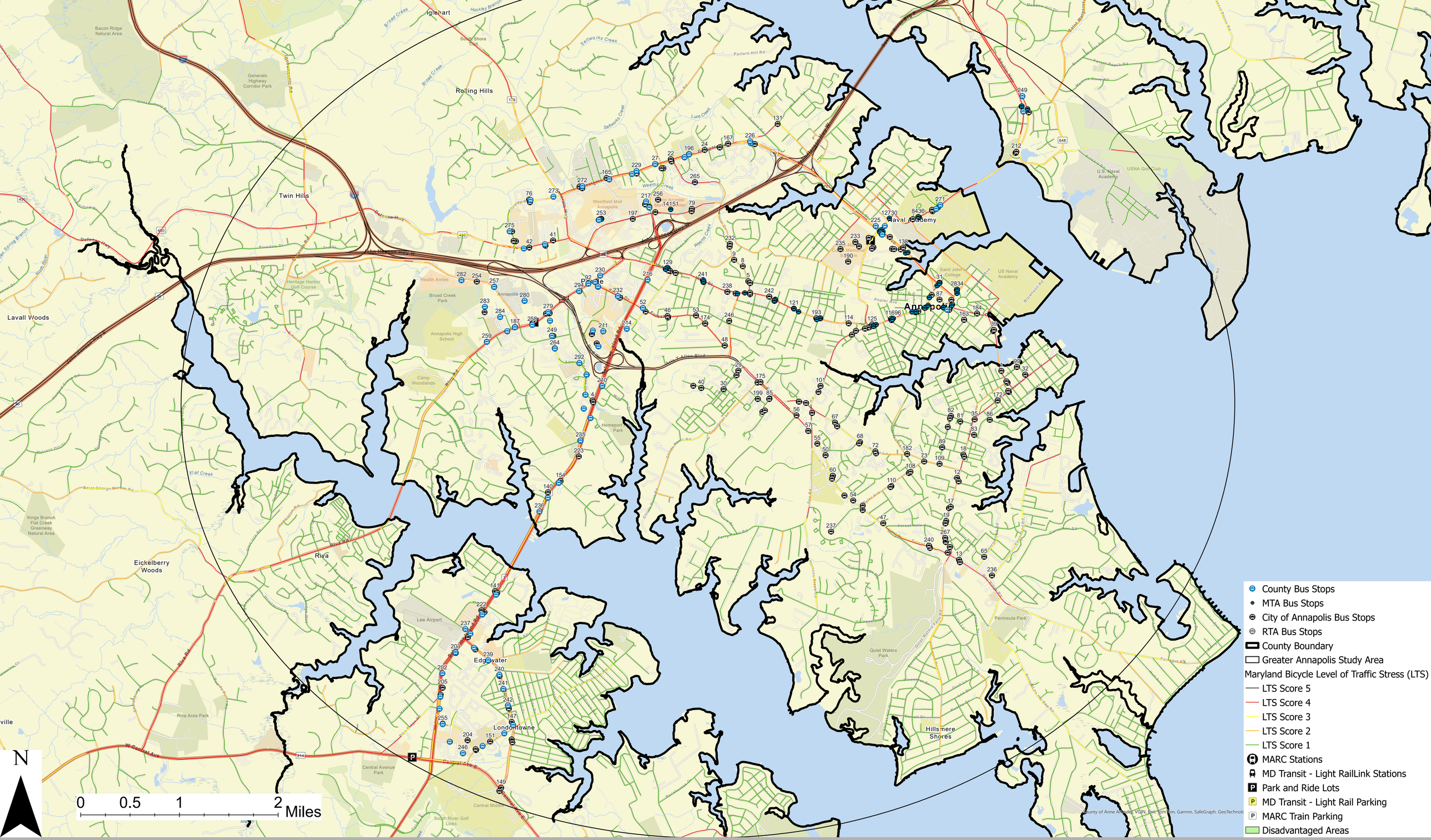


Figure 12

North County - Bicycle Level of Stress


Kings Contrivance
Gorman Park
Hammond Park
Savage Mill Trail
Savage
North Laurel
Jessup
Washington Blvd
Dorsey Run
Dorsey Run Rd
Patuxent River
PRG-Oxbow
Annapolis Junction
Baltimore Washington Blvd
Laurel
Maryland City
Bear Branch
Maryland City Park
Patuxent River Park
South Laurel
Longwood Park
National Capital Parks
Patuxent Research Refuge
Fort George G Meade
U.S. Army Fort George G. Meade
Laurel Fort Meade Rd
Tipton Airport
BWI Thurgood Marshall Airport
Hanover
Harmans
Gambrills
Arundel High School
Severn Run Natural Environment Area
Severn Run Park
Annapolis Area Christian Upper School
Chartwell Country Club
Dairy Farm
Millersville
South Gate
Marley Creek Park
MD 175 Trail
Patuxent River Park
Meadowridge Rd
Dorsey Rd
Guilford Rd
Old Mill Rd
Severn Run
Waterford Run
Deale Rd
Ridge Rd
Telegraph Rd
Hanover Rd
Harmans Rd
Dorsey Run Rd
Meadowridge Rd
Old Mill Rd
Guilford Rd


Iglehart
Rolling Hills
Twin Hills
Lavall Woods
Eickelberry Woods
Riva
Annapolis
Edgewater
Londontowne
Hillsmere Shores
Naval Academy
Bacon Ridge Natural Area
Generals Highway Corridor Park
Kings Branch Flat Creek Greenway Natural Area
Heritage Harbor Golf Course
Broad Creek Park
Annapolis High School
Camp Woodlands
Homeport Park
Lee Airport
Riva Area Park
Central Avenue Park
South River Golf Links
Quiet Waters Park
Peninsula Park
U.S. Naval Academy
USNA Golf Club
Saint John's College
Westfield Mall Annapolis
Anne Arundel Medical Center
Health Annex
Broad Creek
Selfworks Creek
Weems Creek
Luce Creek
Hockley Branch
Porters Hill Rd
Defense Hwy
John Hanson Hwy W
Generals Highway
Governor Ritchie Hwy
Riva Rd
Central Ave
Bay Ridge Ave
Taylor Ave
Forest Dr
Bestgate Rd
Solomons Island Rd
Rowe Blvd
Duke of Gloucester St
Prince George St
Northwest St
Main St
Maryland Ave
Bladen St
Green St
Calvert St
Franklin St
Clay St
Cathedral St
Dorsey Ave
Hilltop Ln
Admiral Mid Rd
Bowman Rd
Boulevard Rd
Bay Front Rd
Poplar Ave
Brownson Rd
Chesapeake Ave
Severn Ave
Forest Beach Rd
Saint George Bender Rd
Riva Rd
Governor Ritchie Hwy
Defense Hwy
Veterans Memorial Pkwy
Ritchie Hwy
Jones Station Rd
Quarterfield Rd
Crain Hwy
Meadow View Rd
Furnace Branch
Stony Run
Deep Run
Saint Margarets Rd
Bestgate Rd
Forest Beach Rd
Chesapeake Ave
Severn Ave
Boulevard Rd
Bay Front Rd
Poplar Ave
Brownson Rd
Bowman Rd
Admiral Mid Rd
Hilltop Ln
Dorsey Ave
Cathedral St
Clay St
Franklin St
Calvert St
Green St
Bladen St
Maryland Ave
Northwest St
Main St
Prince George St
Duke of Gloucester St
Rowe Blvd
Solomons Island Rd
Taylor Ave
Forest Dr
Bay Ridge Ave
Central Ave
Governor Ritchie Hwy
Generals Highway
John Hanson Hwy W
Defense Hwy
Riva Rd
Ritchie Hwy
Jones Station Rd
Quarterfield Rd
Crain Hwy
Meadow View Rd
Furnace Branch
Stony Run
Deep Run
Saint Margarets Rd
Forest Beach Rd
Saint George Bender Rd
Riva Rd
Defense Hwy
Veterans Memorial Pkwy

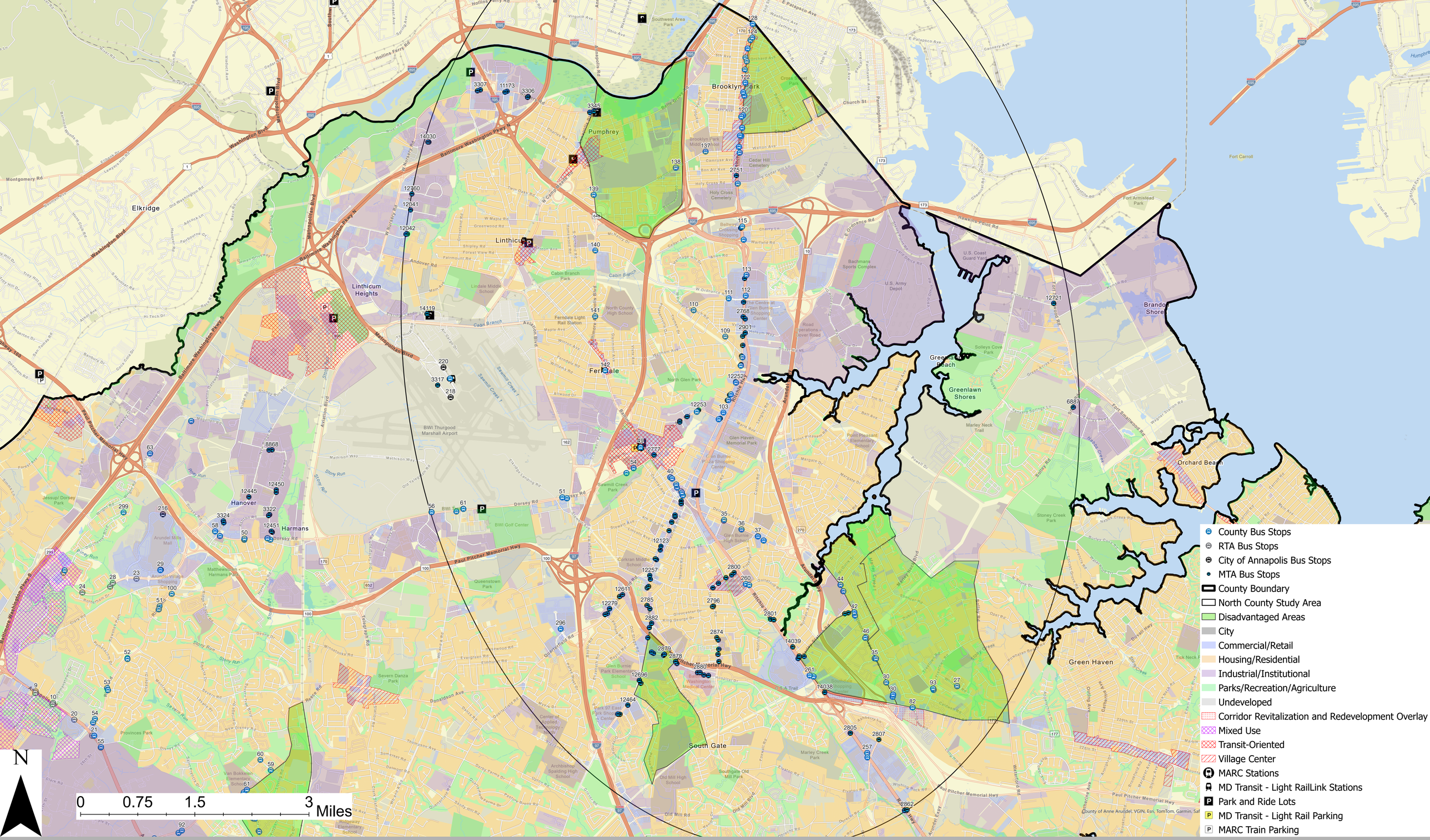
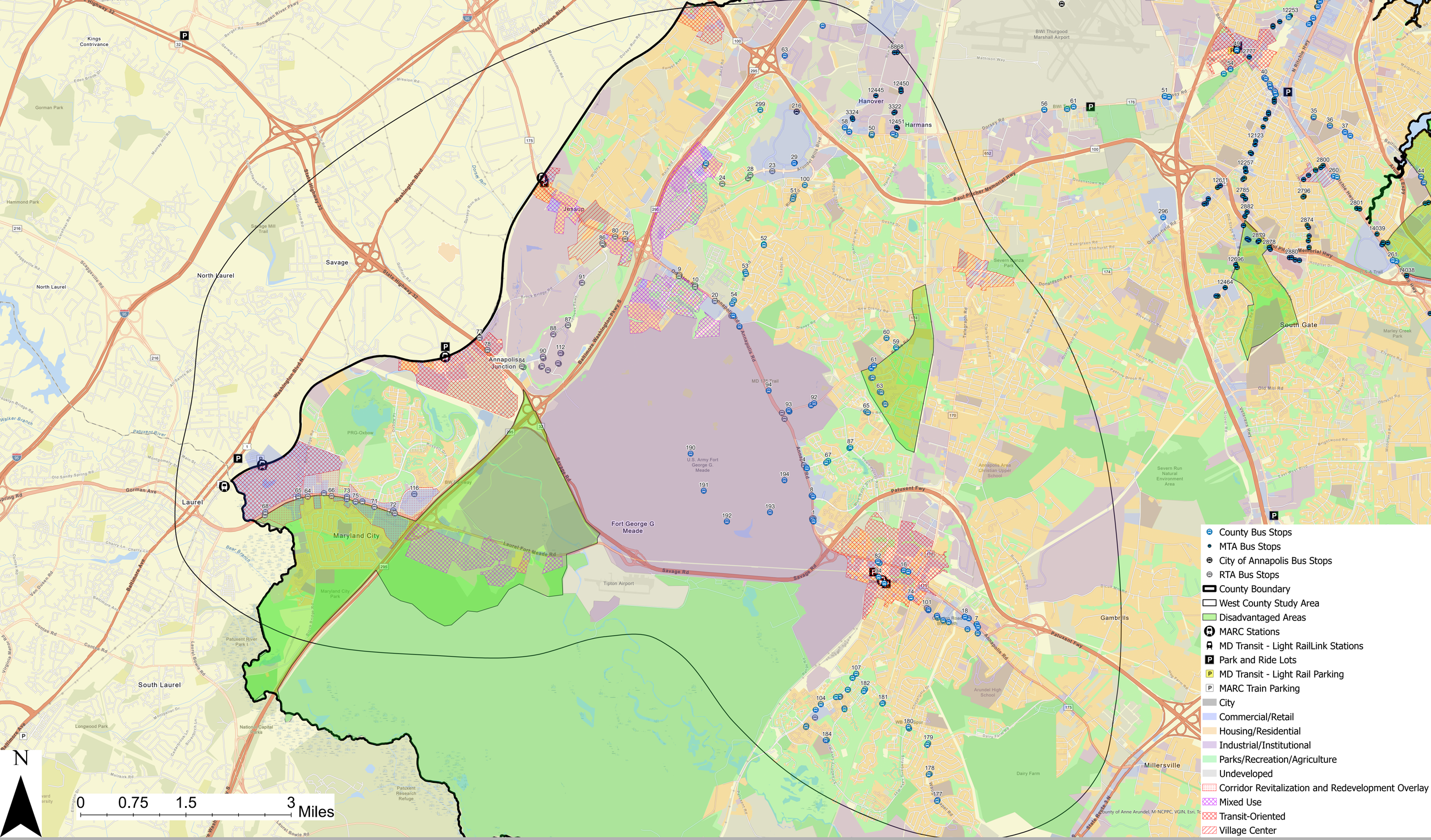


Figure 15

North County - Land Use Areas

Figure 16

West County - Land Use Areas



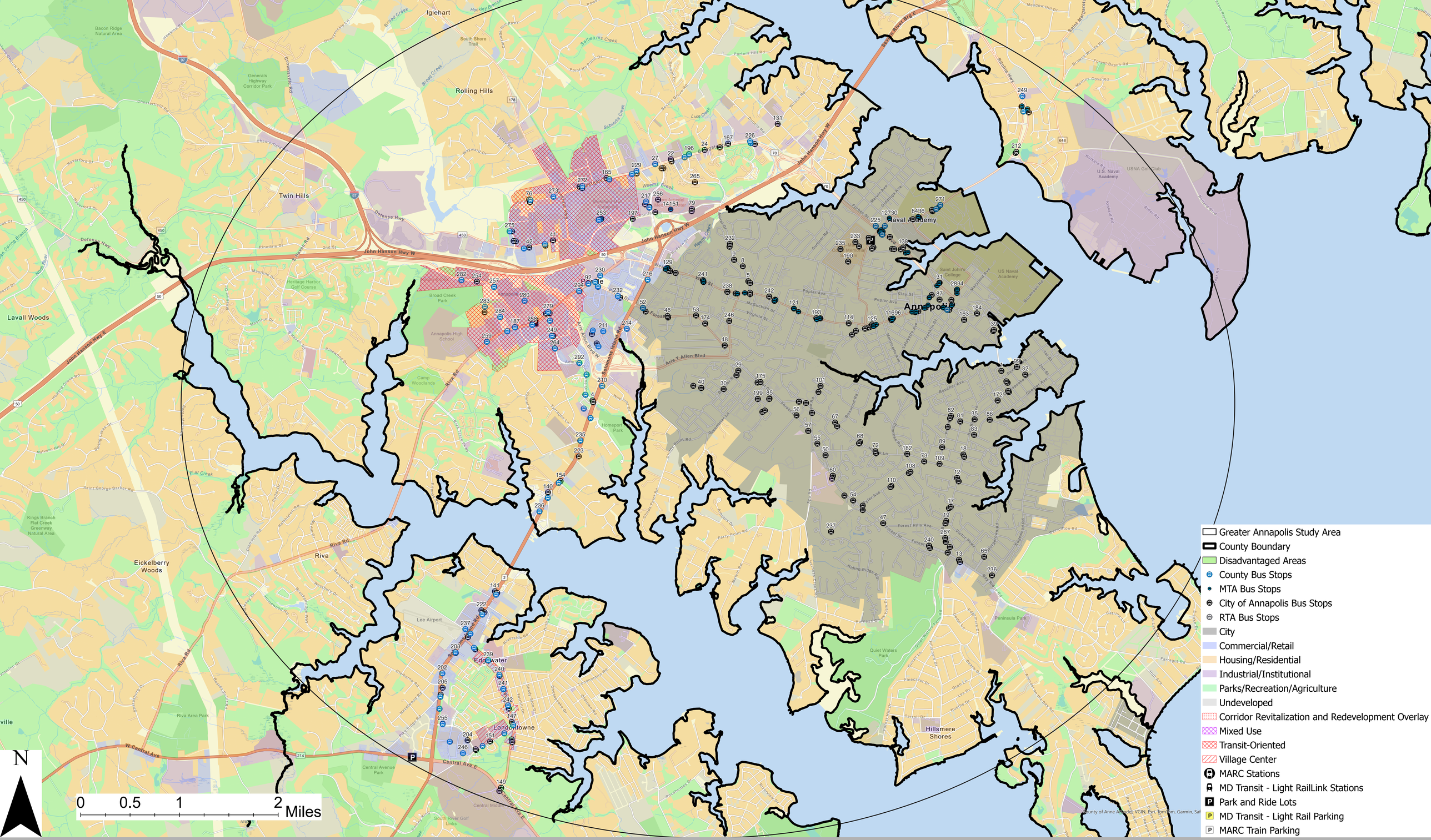

Greater Annapolis Study Area
County Boundary
Disadvantaged Areas
County Bus Stops
MTA Bus Stops
City of Annapolis Bus Stops
RTA Bus Stops
City
Commercial/Retail
Housing/Residential
Industrial/Institutional
Parks/Recreation/Agriculture
Undeveloped
Corridor Revitalization and Redevelopment Overlay
Mixed Use
Transit-Oriented
Village Center
MARC Stations
MD Transit - Light RailLink Stations
Park and Ride Lots
MD Transit - Light Rail Parking
MARC Train Parking
N
0 0.5 1 2 Miles
Annapolis
Eastport
Edgewater
Londontowne
Rolling Hills
Twin Hills
Riva
Eickelberry Woods
Lavall Woods
Iglehart
Hillsmere Shores
John Hanson Hwy W
John Hanson Hwy E
Defense Hwy
Riva Rd
Central Ave E
W Central Ave
Aris T Allen Blvd
Solomons Island Rd
Naval Academy
U.S. Naval Academy
USNA Golf Club
Lee Airport
Quiet Waters Park
Peninsula Park
Homeport Park
Central Avenue Park
Riva Area Park
Camp Woodlands
Annapolis High School
Heritage Harbor Golf Course
Broad Creek Park
South River Golf Links
Generals Highway Corridor Park
Bacon Ridge Natural Area
Kings Branch Flat Creek Greenway Natural Area
South Shore Trail
Saint John's College
US Naval Academy
Forest Beach
Meadow Hill
Saint Margarets
Brown Woods
Mosley Cove
Kinkaid Rd
Ridgely Rd
Astor Rd
Rudder Rd
Fairfax Rd
Fairgrounds Rd
Mill Ave
Bay Ridge Ave
Hillsmere Dr
Hillsmere Rd
Riding Ridge Rd
Forest Hills Ave
Fairfax Point Rd
Fairfax Blvd
Edgewood Rd
Carrollton Rd
Chinese Point Rd
Greenbriar Ln
Forest Dr
Fairy Point Rd
Mayo Rd
Mayo Beach Rd
Mayo Creek
Selfworks Creek
Broad Creek
Luce Creek
Weems Creek
Spa Creek
Back Creek
Whitehall Creek
Severn River Bridge E
Ritchie Hwy
Crownsville Rd
Chesterfield Rd
Haverford Dr
Pinedale Dr
Stewart Rd
Maryland Ave
Prince George St
Duke of Gloucester St
Main St
Northwest St
Bladen St
Clay St
Poplar Ave
Forest St
Virginia St
McCuskin St
Bunker Rd
Melvin Ave
Glenlord Ave
Monroe Ave
Monticello Ave
Bowdoin Ave
Brownell Rd
Bowman Rd
Forest Rd
Fairfax St
Rowe Blvd
Hilltop Ln
Riverside Rd
Riverside Dr
Edgewater Rd
Londontowne Rd
Pinehurst Rd
Pinehurst Cir
Pinecrest Dr
Hunt Meadow Rd
Hillsmere Dr
Darrell Dr
Groh Ln
Kuehn Dr
Lee Dr
Bayard Dr
Arundel Mills Blvd
Arundel Mills Cir
Arundel Mills Dr
Arundel Mills Loop
Arundel Mills Mall

Figure 18

North County - Nonmotorist Incidents

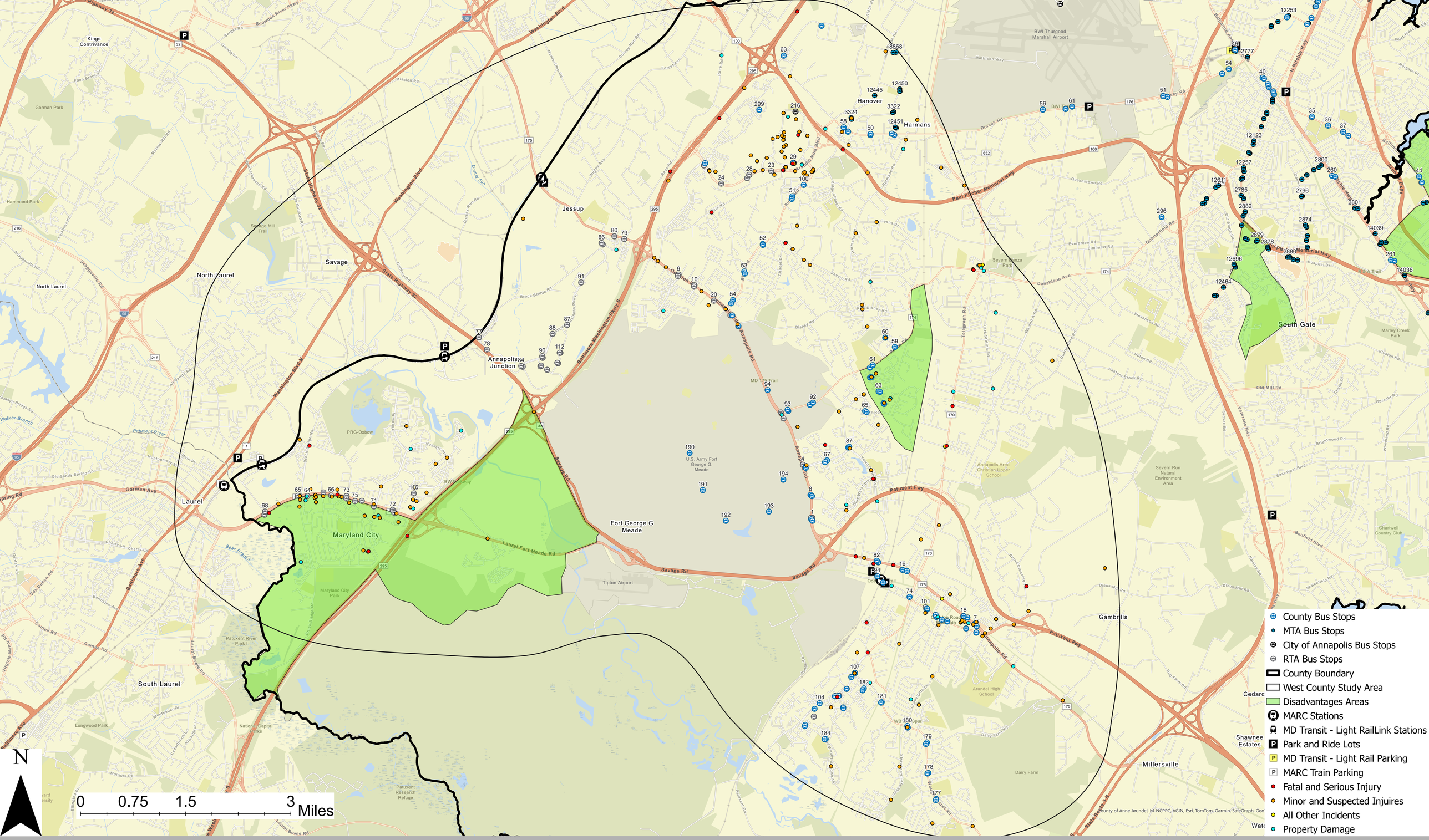


Figure 19

West County - Nonmotorist Incidents

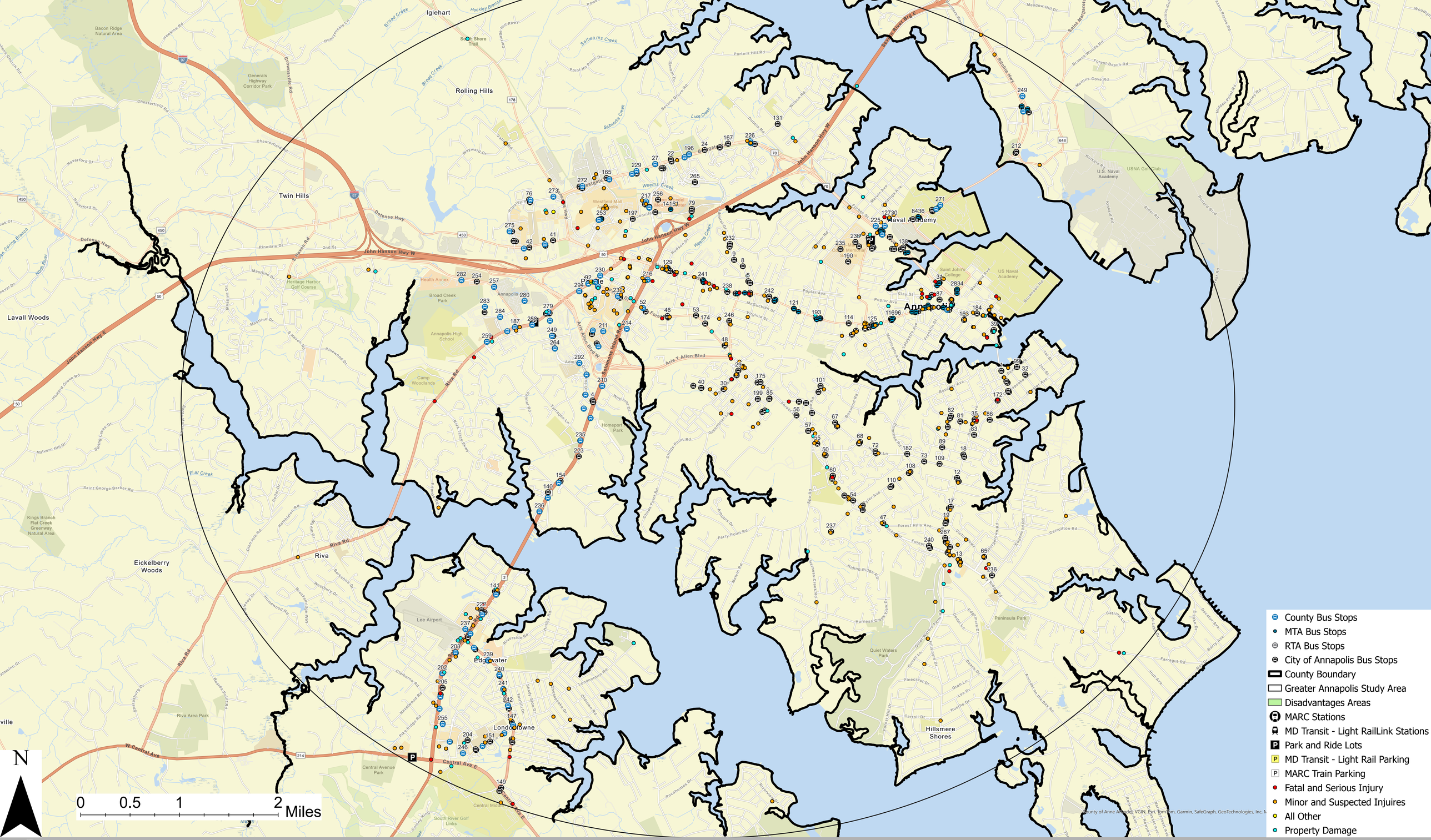


Figure 20

Greater Annapolis - Nonmotorist Incidents

Anne Arundel Co.
Safe Routes to School
Memorandum No. 2
Nov 19, 2024

Attachments

Attachments A, B, C-1, C-2, and D

Atttachment A
Key Map of Bus Stops and Routes

Attachment Omitted
Superceded by
Appendix A in Final
Action Plan

Attachment B
Bus Stop Inventory & Assessment Matrix

Attachment Omitted
Superceded by Appendix B
in Final Action Plan

Attachment C-1
Station Profiles for Light Rail Stations
(Existing Conditions Assessment, 2011, by BMC)

RAIL LINE: Light Rail **STATION PROFILE:** Nursery Road

CHARACTER:

The station is surrounded by suburban residential and natural environmental areas. There is no plan for transit oriented development for the area.

LAND USE CONTEXT:

The Nursery Road Light Rail station is located in an area classified as Residential Medium Density and Natural Feature land uses.

Year 2000 Population within 3 mile radius -	**87,422**
Weekday Station Ridership	547
Saturday Station Ridership:	347
Transit Connections:	MTA Route 17

PARKING:

There are 37 spaces provided in a surface lot. An occupancy rate of 86% was observed.

PEDESTRIAN ENVIRONMENT:

The station lacks connectivity to the communities north and west. South of Nursery Road, Baltimore Annapolis Boulevard has sidewalks on both sides, although they are narrow and damaged in many places with need of general maintenance and upkeep. The sidewalk terminates at the intersection of Nursery Road and does not extend north of the station. This leaves a small residential community without any pedestrian access to the station. This section has wide shoulders on both sides and people were observed walking on the shoulder.

A sidewalk gap exists on both sides of Nursery Road from B&A Boulevard to Patapsco Ave. Filling in this gap on Nursery Road would greatly improve pedestrian access to the station. Most of the streets in the residential community served by Nursery Road have sidewalks.

A pedestrian path connects the station to the residential neighborhood east of the station.

BICYCLING ENVIRONMENT:

There are no bike racks or lockers provided. No marked bike lanes were observed in this area. Major roads are wide enough to accommodate bicycles. The Baltimore Annapolis Boulevard north from Nursery Road intersection and the Nursery Road has wide shoulders that could accommodate bicycle use.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	9
Number of Bicycle Crashes within 3 miles	4

HIGHLIGHTS FROM FINDINGS

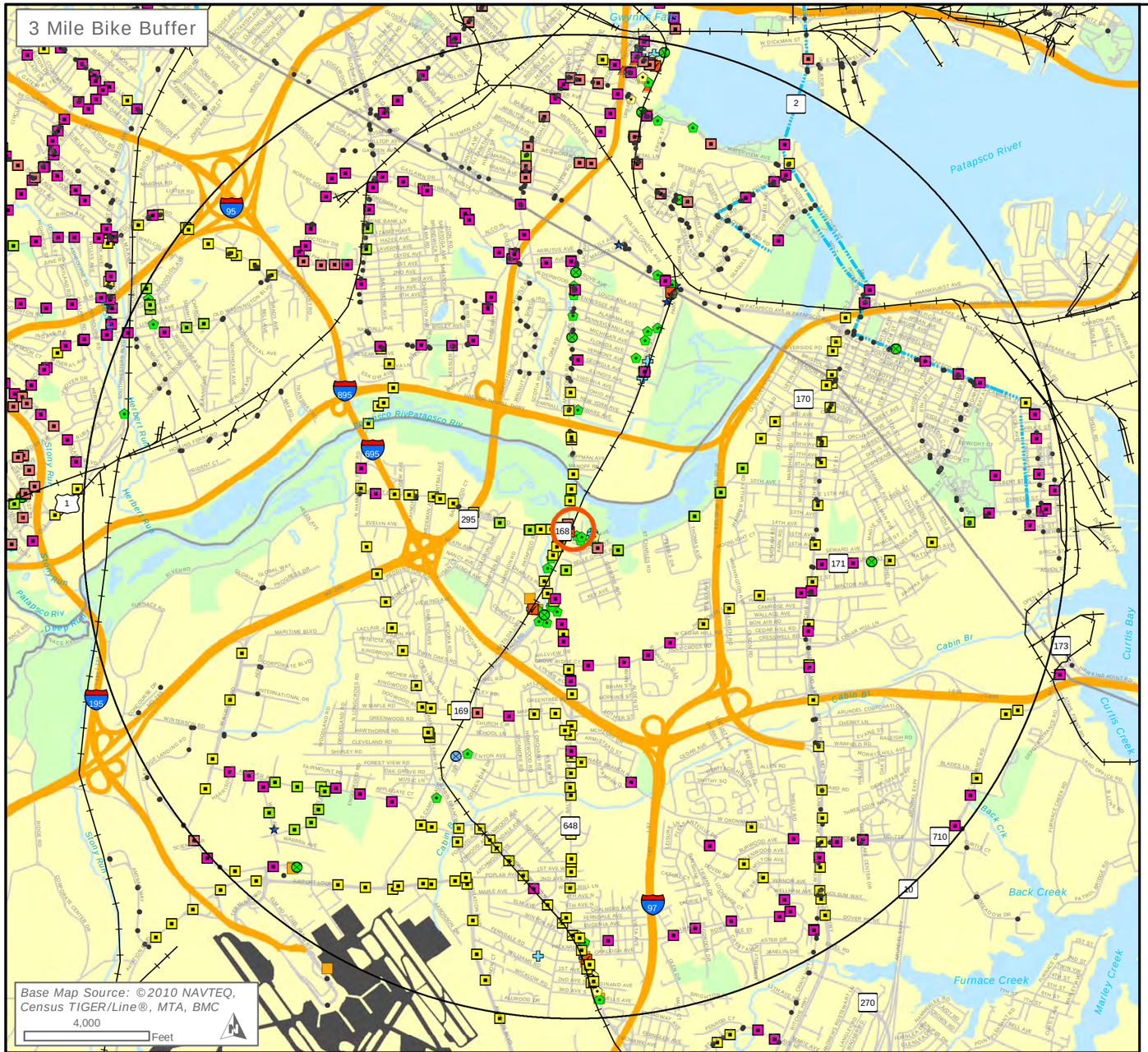
PEDESTRIAN DEFICIENCIES

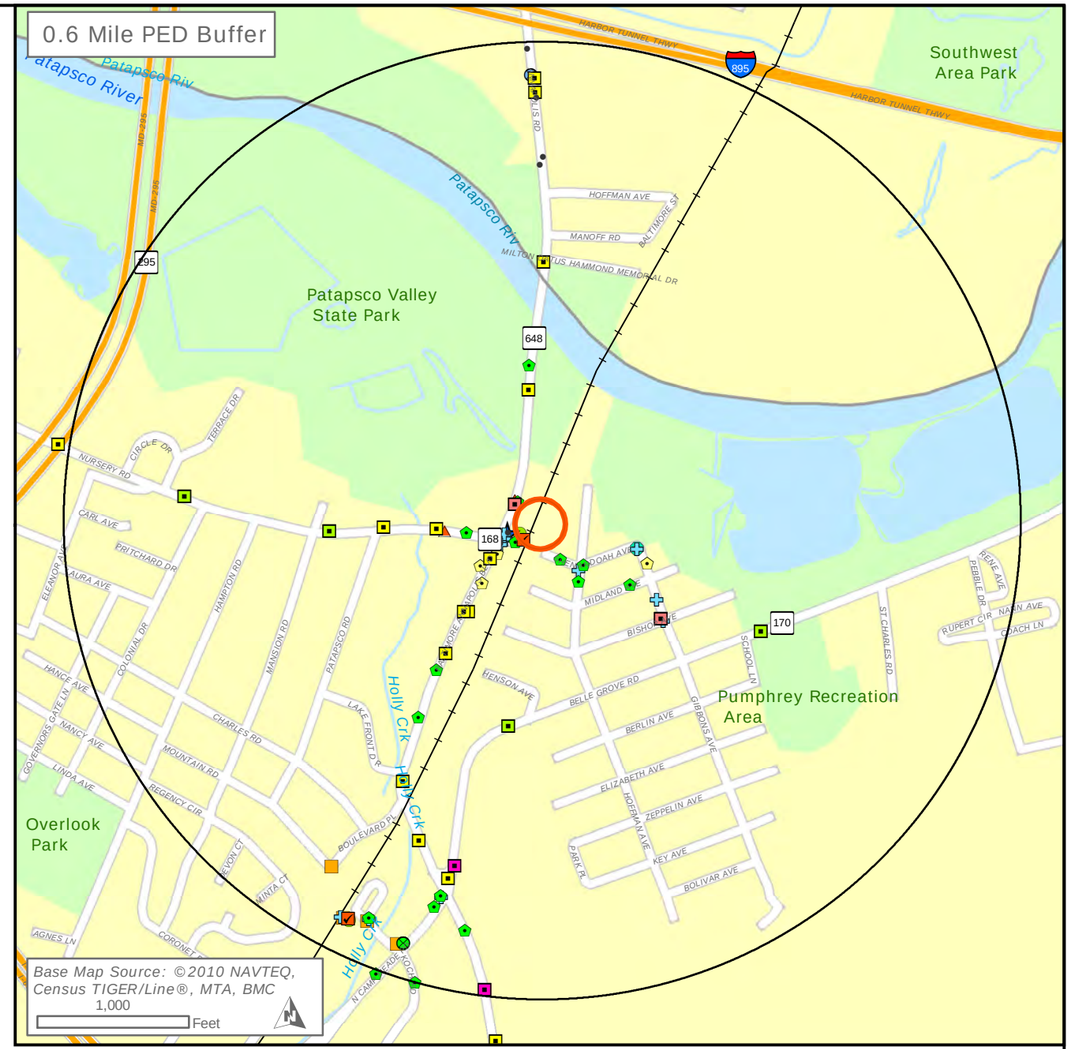
- Sidewalks are missing along several roads including Nursery Road, Old Annapolis Road and Hoffman Ave.,
- A crosswalk is recommended for Baltimore Annapolis Blvd @ Nursery Road, Berlin @ Gibbons and Gibbons @ Shenandoah Ave.
- Street Lighting is recommended for the bus stop at B&A Boulevard @ Nursery Road

BIKE ROUTE DEFICIENCIES

- On Nursery Road from Wedeman Ave to Colonial Drive, signage is needed to designate shoulder use by bicycles.
- To accommodate shared use lanes on a long portion of Hammonds Ferry Road signage and marking are recommended. For other roads including Hollins Ferry, MD 648, and Nursery Road signage and marking are also recommended.
- Bicycle compatible drainage is needed along Gibbons Ave, and portions of MD 648.

For more detailed information refer to the project database.

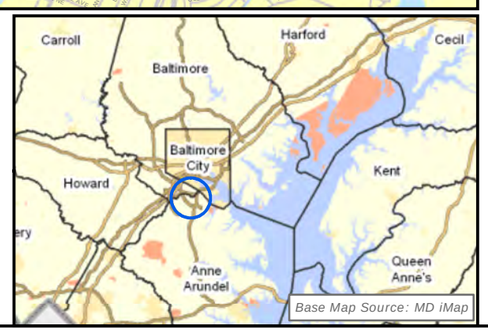




Existing Conditions

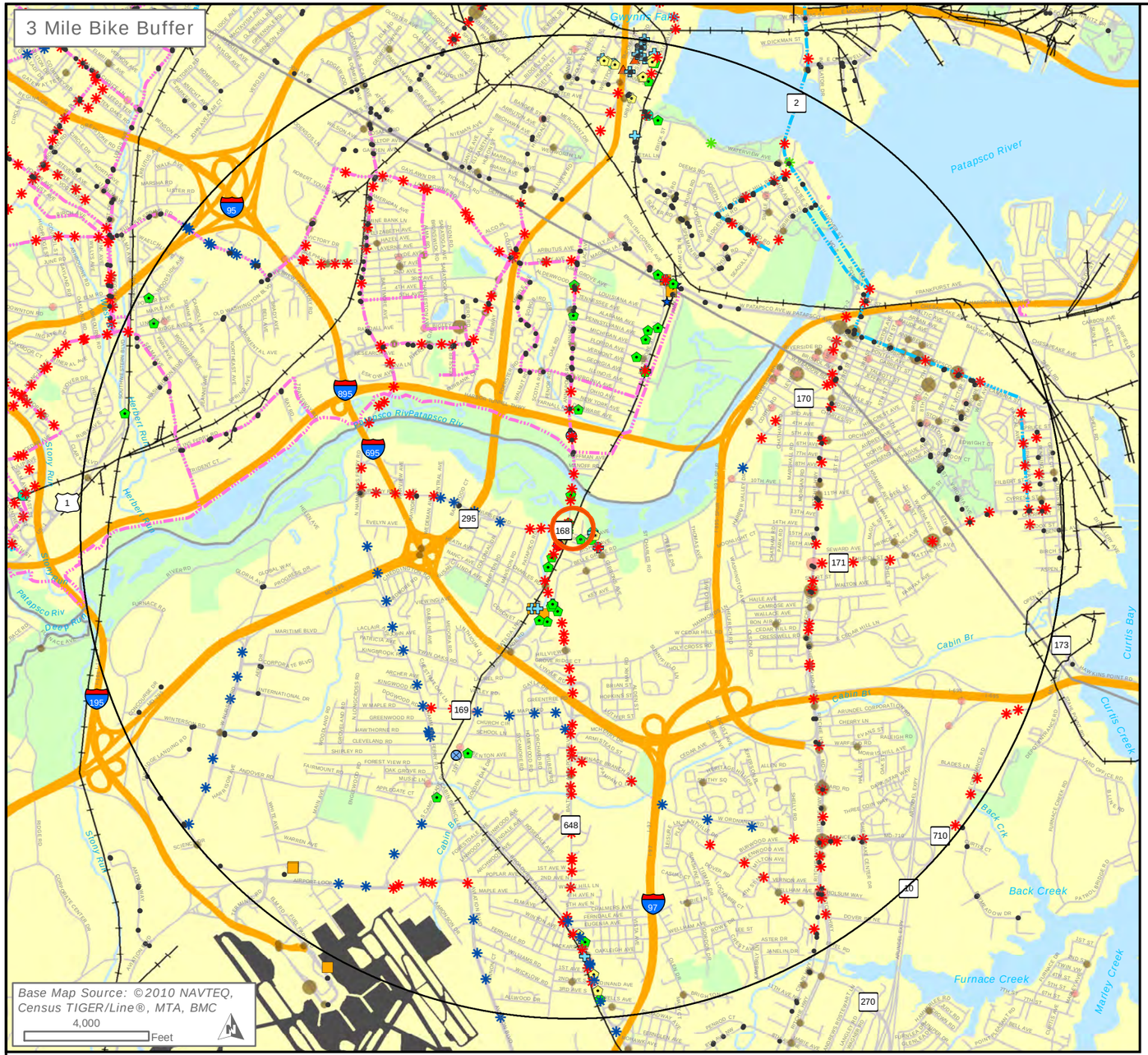
Station: Nursery Road
Rail Line: Light Rail

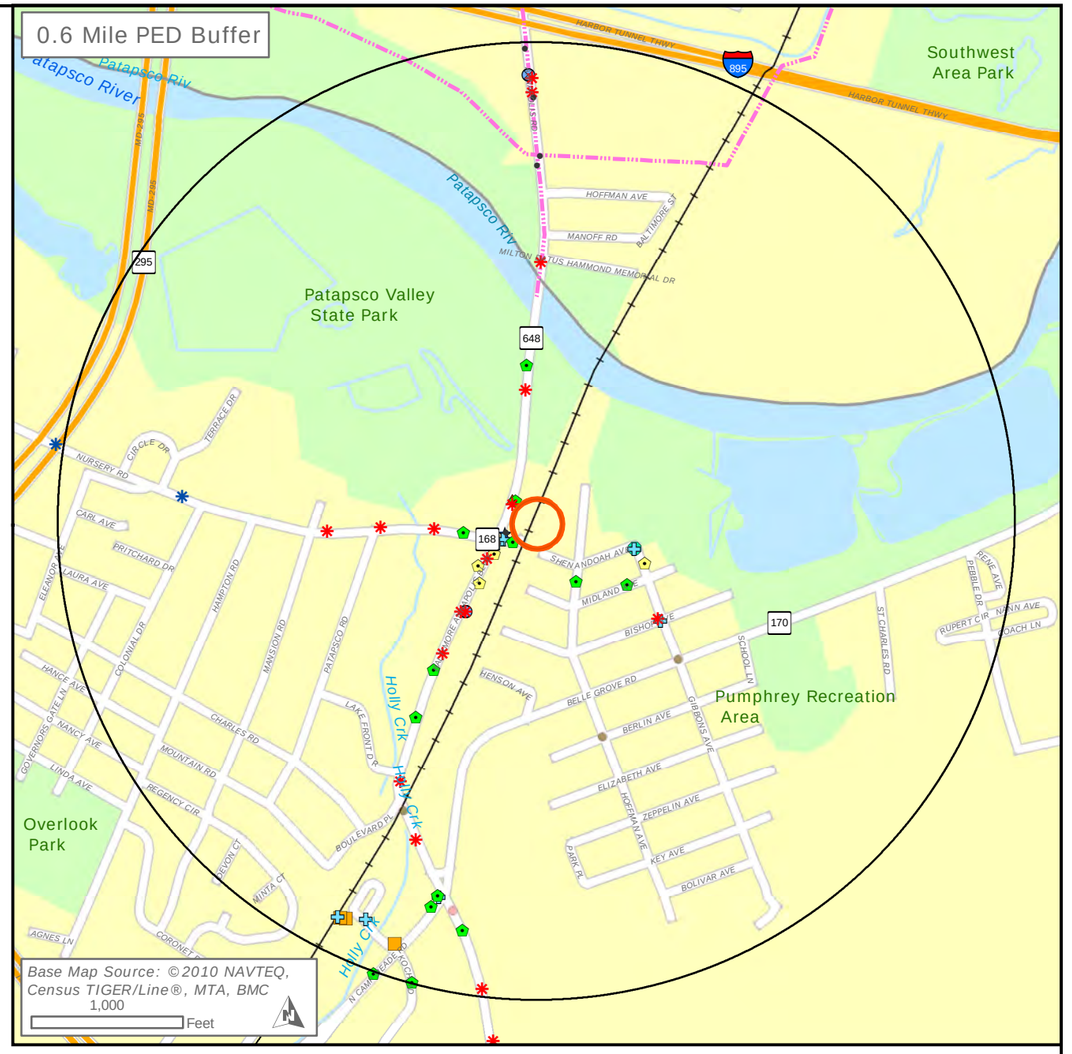
Jun 20, 2011



Legend

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

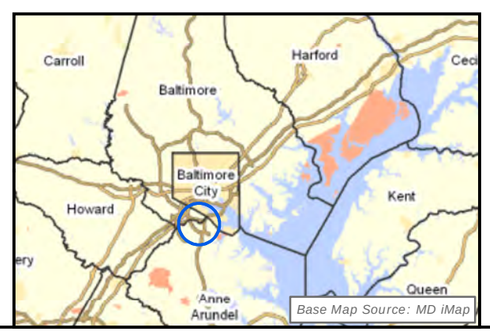




Recommended Improvements

Station: Nursery Road
Rail Line: Light Rail

Jun 20, 2011



Legend

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

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

NURSERY ROAD - LRT

Station No. 41

Nursery Road LRT **Anne Arundel County** **3825 Baltimore Annapolis Blvd.**

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		HOFFMAN AVE.	BISHOP AVE.	TO THE STATION	COUNTY	INSTALL 620'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		MIDLAND AVE	GIBBONS	THE END	COUNTY	INSTALL 500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		N OLD ANNAPOLIS ROAD	MANOFF ROAD	NURSERY ROAD	STATE	INSTALL 2000'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		N OLD ANNAPOLIS ROAD				INSTALL 2500'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		NURSERY ROAD	BALT/ANNAPOLIS BLVD.	TO THE STATION	COUNTY	INSTALL 150'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		NURSERY ROAD	PATAPSCO ROAD	BALTIMORE/ANNAPOLIS BLVD.	STATE	INSTALL 3000'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		S ANNAPOLIS ROAD	NURSERY ROAD	BOULEVARD PL	STATE	INSTALL 750'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		S OLD ANNAPOLIS ROAD	NURSERY ROAD	BOULEVARD PL	STATE	INSTALL 650'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.	110' SOUTH OF NURSERY ROAD		STATE	REPLACE 10'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.	220' SOUTH OF NURSERY ROAD		STATE	REPLACE 10'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.	300' SOUTH OF NURSERY ROAD		STATE	REPLACE 6'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		SHENANDOAH AVE.	INTERSECTION OF SHENANDOAH AVE.	AND GIBBONS AVE.	COUNTY	REPLACE 150'X4' S/W ON SHENANDOAH, 300'X4' GIBBONS	
	LIGHTING AT BUS STOP	BALTIMORE/ANNAPOLIS BOULEVARD AND NURSERY ROAD	BALTIMORE/ANNAPOLIS BOULEVARD			STATE	INSTALL LIGHTING AT BUS STOP	
	DIRECTIONAL SIGNING STATION MISSING		BALTIMORE-ANNAPOLIS BOULEVARD			STATE	INSTALL A LIGHT RAIL SIGN ON NB BALTIMOREANNAPOLIS BLVD. FOR NURSERY ROAD STATION	
	DESIRED LINE PRESENT	NURSERY ROAD/BALTIMORE ANNAPOLIS BLVD	NURSERY ROAD			STATE	INSTALL CROSSWALK AT SOUTHEAST LEG OF THE INTERSECTION	
	CURB RAMP MISSING	GIBBONS AVE AND SHENANDOAH AVE				COUNTY	INSTALL 2-CURB RAMPS AT THIS LOCATION	
	CROSSWALK MISSING	BALT ANNAP BLVD AND NURSERY RD				STATE	INSTALL 250' XWALL,2-PED XING SIGNS ON E LEG	
	CROSSWALK MISSING	BERLIN AVE. AND GIBBONS AVE.				COUNTY	INSTALL200'XWALK,25'SB ON WEST LEG	
	CROSSWALK MISSING	GIBBONS AVE AND SHENANDOAH AVE				COUNTY	INSTALL 550' SIDEWALK ON WEST SIDE OF THE ROAD	
	CROSSWALK FADED	BALTIMORE/ANNAPOLIS BOULEVARD AND NURSERY ROAD				STATE	REPAINT CROSSWALKS ON N AND W LEG -TOTAL OF 780' OF P.M.	
BIKE	WIDE LANE		GIBBONS AVENUE	HOFFMAN AVE	GIBBONS AVE	COUNTY	ROUTE, DRAINAGE	0.123106
	WIDE LANE		HAMMONDS FERRY ROAD	OLD HAMMONDS FERRY ROAD	LANSDOWNE ROAD	COUNTY	ROUTE, SIGNING	2.38447
	WIDE LANE		HAMMONDS FERRY ROAD				ROUTE, SIGNING, MARKING	2.38447
	WIDE LANE		HOLLINS FERRY ROAD	HAMMONDS FERRY ROAD	GEHB AVENUE	COUNTY	ROUTE, SIGNING, MARKING	0.163826
	WIDE LANE		MD 648	BALTIMORE ANNAPOLIS BLVD	HOFFMAN AVE	STATE	ROUTE, SIGNING, MARKING	0.106061
	WIDE LANE		MD 648				ROUTE, SIGNING, MARKING, DRAINAGE	0.106061
	WIDE LANE		MD 648	COUNTY LINE	COUNTY LINE	STATE	ROUTE, SIGNING, MARKING	0.211174
	WIDE LANE		NURSERY ROAD	COLONIAL DRIVE	BALTIMORE ANNAPOLIS BOULEVARD	COUNTY	ROUTE, SIGNING	0.125
	WIDE LANE		NURSERY ROAD	RIVER RD	WEDEMAN AVENUE	COUNTY	ROUTE, SIGNING	0.217803
	SHOULDER		NURSERY ROAD	WEDEMAN AVENUE	COLONIAL DRIVE	COUNTY	ROUTE, SIGNING	0.113636

Total Cost Station ($)
$3,602,245

Total Cost per Jurisdiction	
Anne Arundel County	$2,476,595
Baltimore City	$0
Baltimore County	$1,125,650
Harford County	$0
Howard County	$0
Prince George's County	$0

Total Cost By Responsibility	
State Roads/Stations	$1,792,240
County Roads	$1,810,005
City Roads	$0

RAIL LINE: Light Rail **STATION PROFILE:** North Linthicum

CHARACTER:

The station in Northern Anne Arundel County is surrounded by residential and commercial uses. Adjacent to the station is a small retail center. The area is built out at a suburban scale. The area is not designated for transit oriented development or mixed use.

LAND USE CONTEXT:

The North Linthicum Light Rail station is located in an area classified as Residential Medium Density and Commercial land uses. The station falls within the BWI/Linthicum Small Area Plan approved in 2004.

Year 2000 Population within 3 mile radius -	**81,324**
Weekday Station Ridership	741
Saturday Station Ridership:	456
Transit Connections:	No MTA services but BWI Airport area hotel shuttles serve the station.

PARKING:

There are 347 spaces provided in a surface lot. The observed occupancy rate was 76%.

PEDESTRIAN ENVIRONMENT:

There are very few pedestrian accommodations in the station area. Sidewalks extend from the station along Camp Meade Road to the intersection with MD 170 and then terminate. There are no sidewalks in the residential area directly across from the station.

BICYCLING ENVIRONMENT:

There are 2 bike racks provided but no bike lockers. Roads are wide enough to accommodate bicycle traffic. Share the road signs are posted on Camp Meade Road. There are a few bicycle accommodations nearby.

2007-2009 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

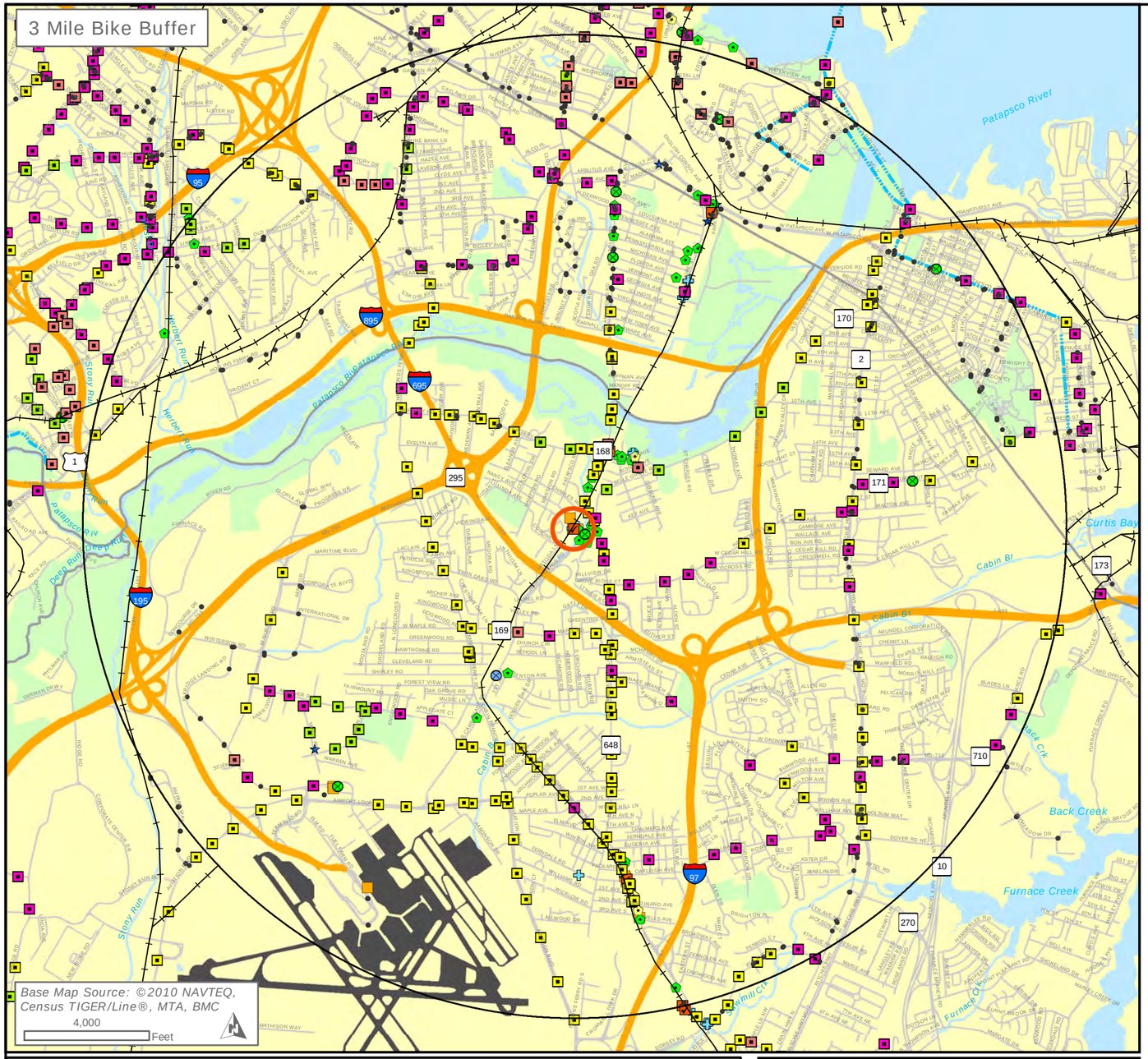
PEDESTRIAN DEFICIENCIES

- There are several gaps in the sidewalk network along state and county roads in the area.
- Faded or missing crosswalks should be replaced within the station to provide designated path for pedestrians. Pedestrian crossing signs should be placed at the railroad crossing.
- Crosswalk repainting is needed at Camp Meade Road @ B&A Boulevard.

BIKE ROUTE DEFICIENCIES

- To support shoulder use along MD 170 from 10th Ave to 6th Avenue bicycle signage is recommended.
- Restriping, signing and marking are recommended for MD 170 from 6th to Potee to support shared use lanes.
- Bicycle signage and some marking is recommended for segments of MD 171, Route 2 and MD 648.

For more detailed information refer to the project database.



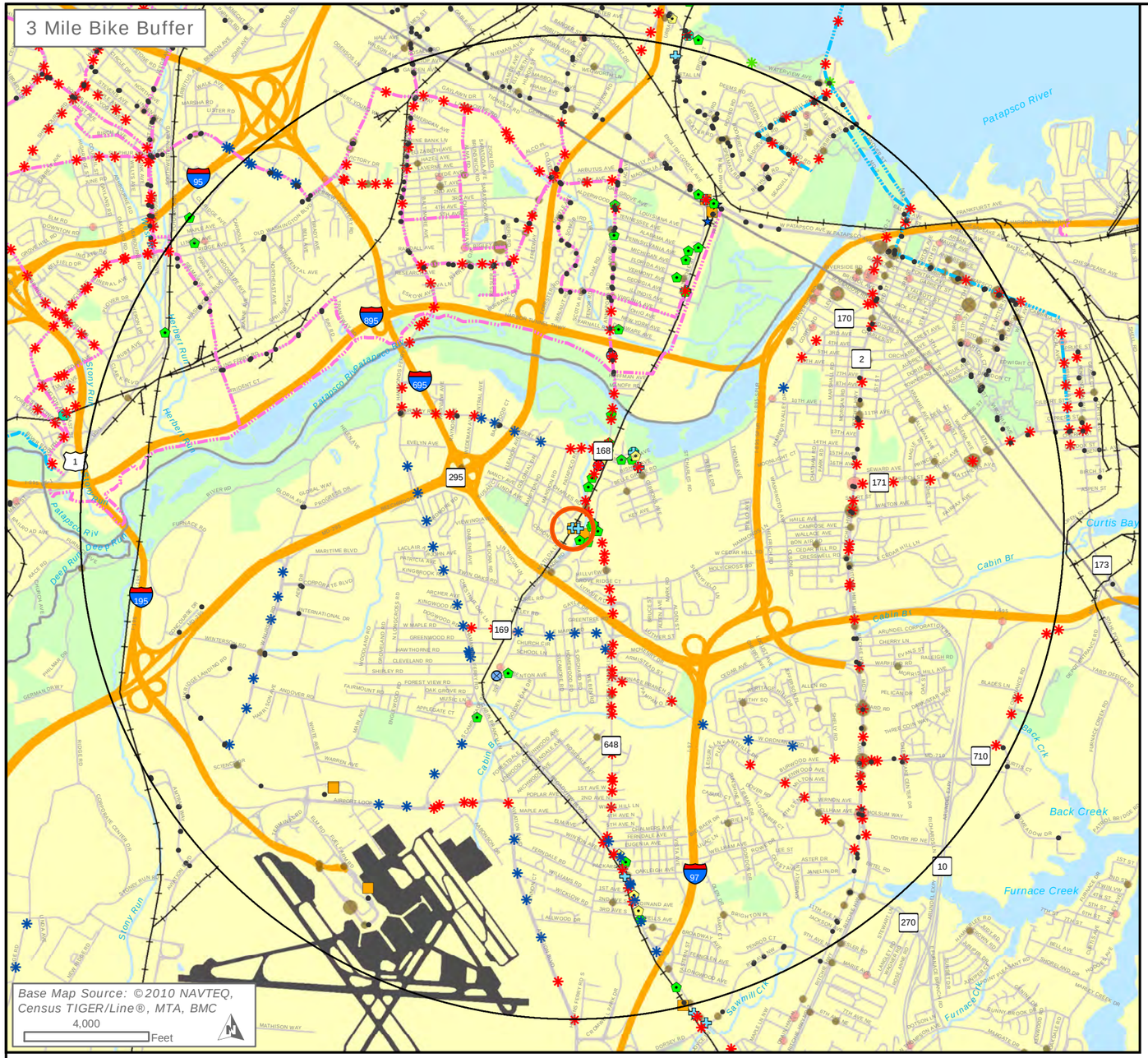
Existing Conditions

Station: North Linthicum
Rail Line: Light Rail

Jun 20, 2011

Legend

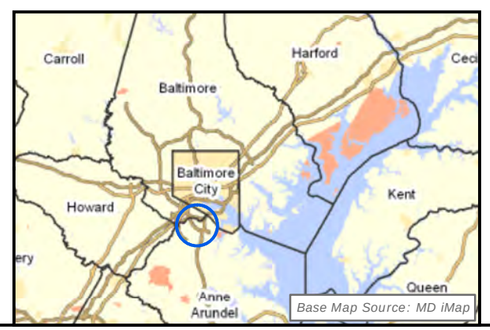
- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present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



Recommended Improvements

Station: North Linthicum
Rail Line: Light Rail

Jun 20, 2011



Legend

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

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

NORTH LINTHICUM - LRT

Station No. 42

North Linthicum LRT | **Anne Arundel County** | **450 N Meade Rd.**

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BALTIMORE ANNAPOLIS BOULEVARD	N. CAMP MEADE ROAD	HAMMONDS LN	STATE	INSTALL 2350'X5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		KOCH ROAD	N. CAMP MEADE ROAD	THE END	COUNTY	INSTALL 1400'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		N. CAMP MEADE ROAD	KOCH ROAD	N LITHICUM .6 MILES PED BUFFER(SOUTH)	STATE	INSTALL 1900'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING	N Camp Meade road/Balt-Annapolis Blvd	N CAMP MEADE ROAD	INTERSECTION OF BALTIMORE	N. CAMP MEADE ROAD (WEST CORNER)	STATE	INSTALL 320'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING	N Camp Meade road/Balt-Annapolis Blvd.	N CAMP MEADE ROAD	KOCH ROAD	BALTIMORE ANNAPOLIS BOULEVARD	STATE	INSTALL 600'X5' OF SIDEWALK	
	PEDESTRIAN CROSSING SIGNS MISSING		AT NORTH LINTHICUM STATION			STATE	INSTALL 2- PED XING SIGNS FROM PARKING TO PLATFORM	
	PEDESTRIAN CROSSING SIGNS MISSING	N. CAMP MEADE ROAD AT NORTH LINTHICUM'S ENTRANCE				STATE	INSTALL 150' OF XWALK, 2 RAMPS, 25' STOP BAR	
	PEDESTRIAN CROSSING MISSING		AT NORTH LINTHICUM STATION			STATE	INSTALL 240' CROSSWALK, 2 PED SIGNS FROM PARKING LOT TO PLATFORM AREA	
	CROSSWALK MISSING		AT NORTH LINTHICUM STATION			STATE	INSTALL 620' XWALK,4PED SIGNS,2RAMPS FROM SW-PLFRM	
	CROSSWALK MISSING		AT NORTH LINTHICUM STATION				INSTALL SIGNS FOR CROSSING OVER THE TRAIN TRACKS	
	CROSSWALK FADED	N. CAMP MEADE ROAD AND BALTIMORE ANNAPOLIS BLVD.				STATE	REPAINT CROSSWALK ON THE WEST LEG OF THE INTERSECTION-TOTAL OF 420' OF P.M.	
BIKE	WIDE LANE	MD 170	6TH STREET	6TH STREET	POTEE STREET	STATE	RESTRIPING, MARKING	0.125
	WIDE LANE	MD 170	6TH STREET	6TH STREET	POTEE STREET	STATE	ROUTE, RESTRIPING, SIGNING, MARKING	0.125
	WIDE LANE	MD 171	GOVENOR RITCHIE HIGHWAY	GOVENOR RITCHIE HIGHWAY	CURTIS AVENUE	STATE	ROUTE, SIGNING, MARKING	0.387311
	WIDE LANE	MD 2	DOVER RD NE	DOVER RD NE	BELLE GROVE RD	STATE	ROUTE, SIGNING	0.158144
	WIDE LANE	MD 2	DOVER RD NE	DOVER RD NE	BELLE GROVE RD	STATE	ROUTE, SIGNING, MARKING	0.158144
	WIDE LANE	MD 648	BALTIMORE ANNAPOLIS BLVD	BALTIMORE ANNAPOLIS BLVD	HOFFMAN AVE	STATE	ROUTE, SIGNING, MARKING	0.106061
	SHOULDER	MD 170	10TH AVENUE	10TH AVENUE	6TH AVENUE	STATE	ROUTE, SIGNING	0.284091

Total Cost Station ($)
$1,824,720

Total Cost per Jurisdiction	
Anne Arundel County	$1,824,720
Baltimore City	$0
Baltimore County	$0
Harford County	$0
Howard County	$0
Prince George's County	$0

Total Cost By Responsibility	
State Roads/Stations	$1,558,650
County Roads	$266,070
City Roads	$0

RAIL LINE: Light Rail

STATION PROFILE: Linthicum

CHARACTER:

The station is surrounded by suburban residential and commercial areas. The area is not designated for transit oriented development or mixed use

LAND USE CONTEXT:

The Linthicum Light Rail station is located in an area classified as Residential Medium Density land use. The station falls within the BWI/Linthicum Small Area Plan approved in 2004.

Year 2000 Population within 3 mile radius -	**56,819**
Weekday Station Ridership	567
Saturday Station Ridership:	347
Transit Connections:	None

PARKING:

No parking is provided.

PEDESTRIAN ENVIRONMENT:

The station has pedestrian access to residential and commercial areas that are pedestrian friendly.

BICYCLING ENVIRONMENT:

There are no bike lockers provided at this station. In general, the area roads could accommodate bicyclists. The BWI trail provides excellent connections to the surrounding area. The BWI Trail circles the airport property and extends to Andover Park and the Linthicum Light Rail Station. Excellent connections are provided to the surrounding area. The trail also connects with the B&A Trail which extends approximately 13 miles to Jonas Green State Park on the Severn River. Local and state planners are looking at alternatives to connect these trails to Baltimore City. Two alignments currently being studied run along Belle Grove Road through Brooklyn Park and along the MTA rail line.
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	3

HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

- A few short segments of missing sidewalk should be provided.
- Wayfinding signage is recommended on Camp Meade Road.

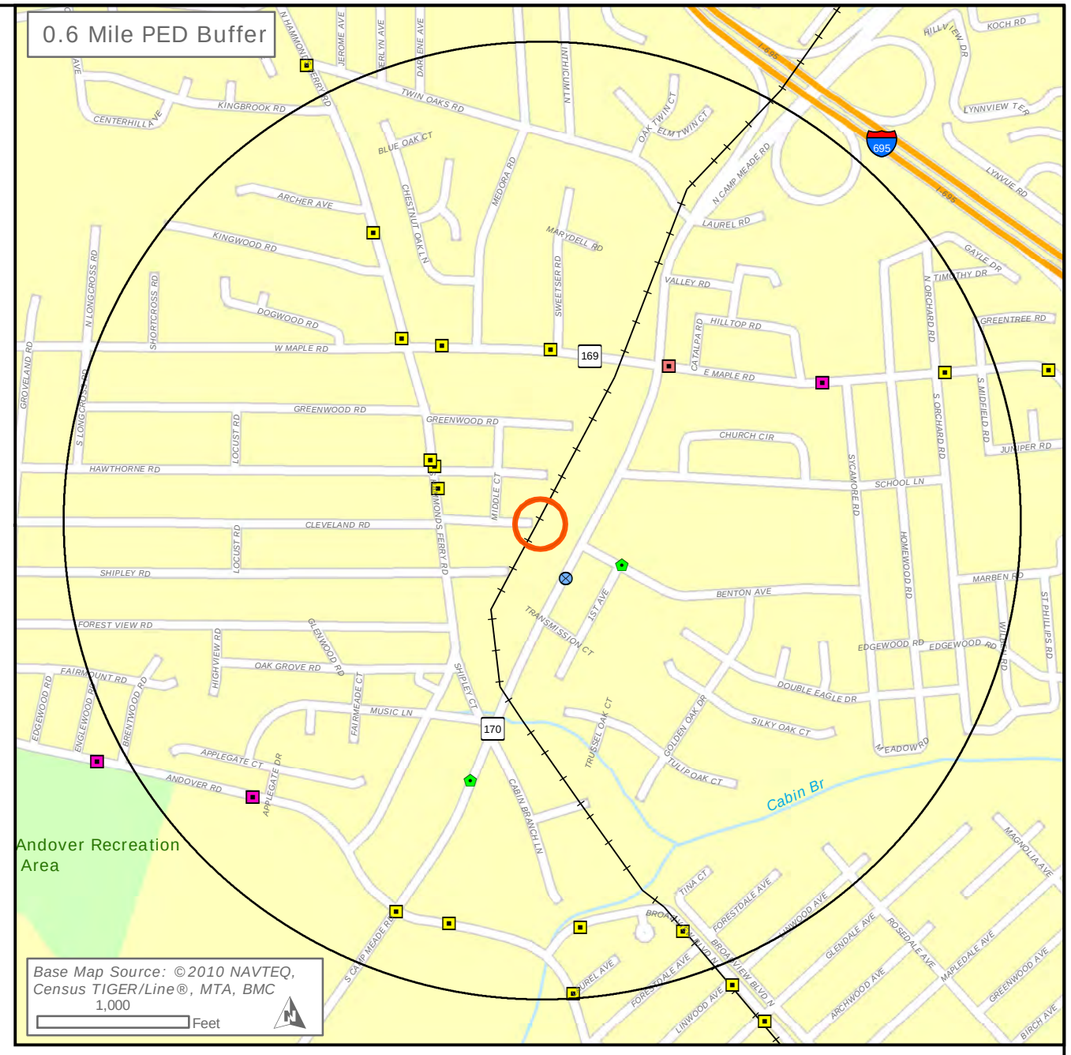
BIKE ROUTE DEFICIENCIES

- To support shoulder use along MD 170 from 10th Ave to 6th Avenue bicycle signage is recommended.
- Restriping, signing and marking are recommended for MD 170 from 6th to Potee to support shared use lanes.
- Bicycle signage, and some marking is recommended for segments of MD 171, Route 2 and MD 648.

For more detailed information refer to the project database.

3 Mile Bike Buffer

0.6 Mile PED Buffer



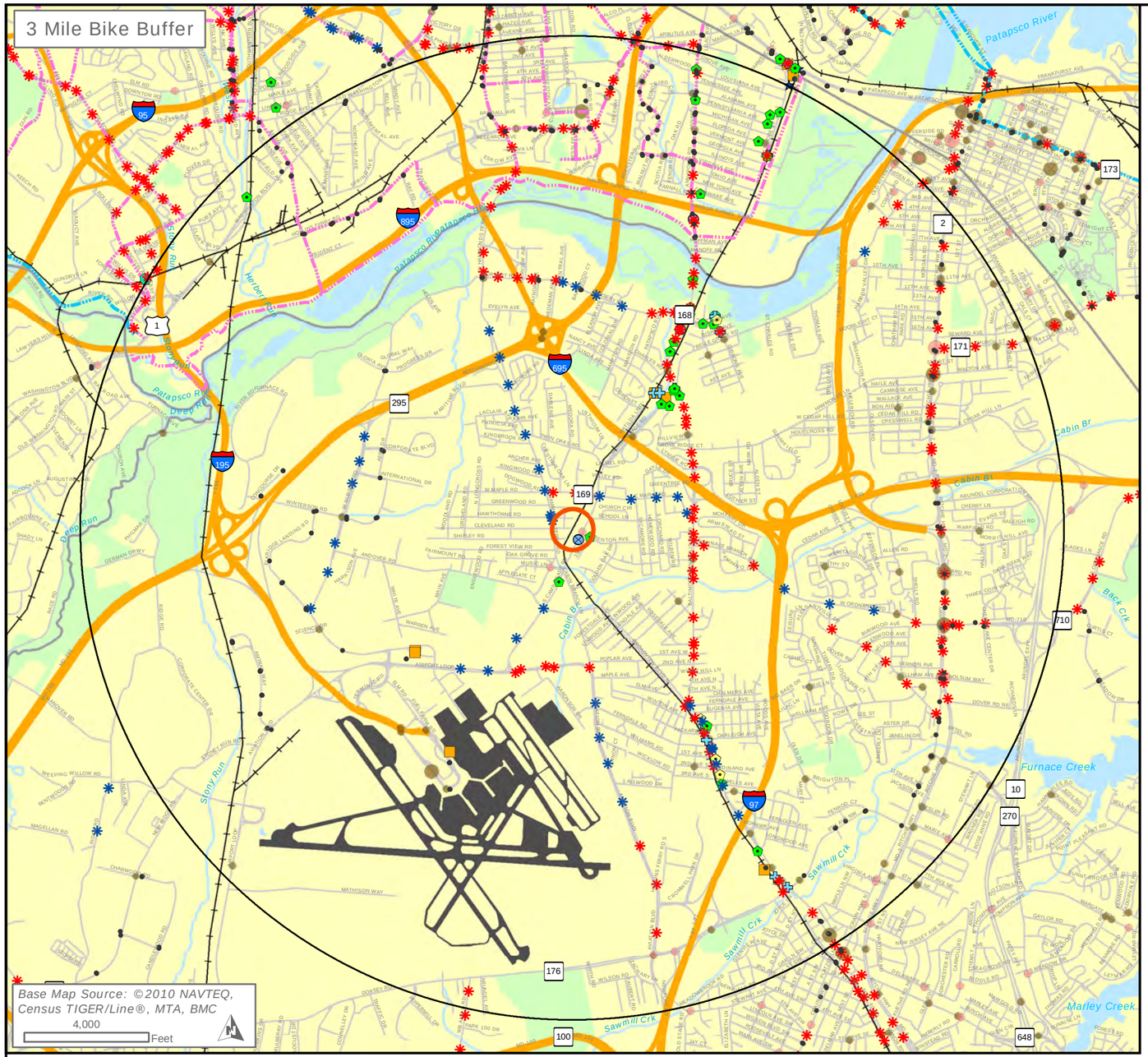
Existing Conditions

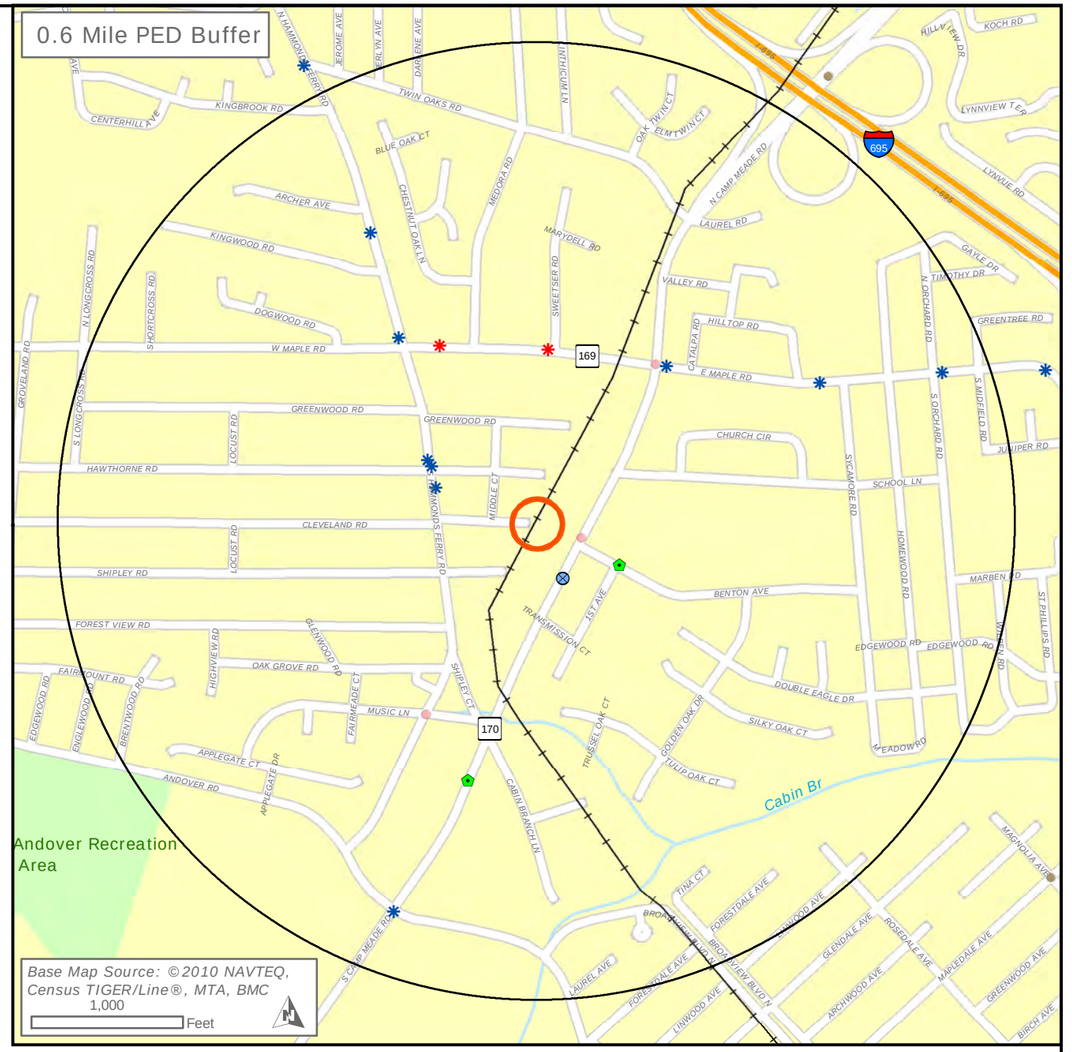
Station: Linthicum
Rail Line: Light Rail

Jun 20, 2011

Legend

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

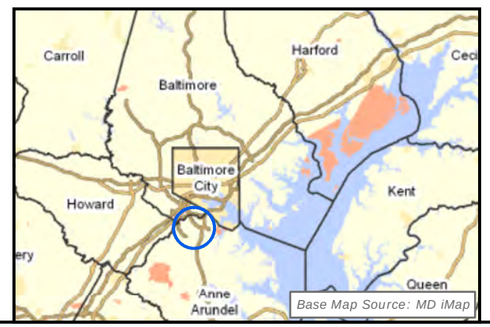




Recommended Improvements

Station: Linthicum
Rail Line: Light Rail

Jun 20, 2011



Legend

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

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

LINTHICUM - LRT

Station No. 35

Linthicum LRT **Anne Arundel County** **200 Hawthorne Rd.**

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BENTON AVE.	300' SOUTH OF S.CAMP MEADE ROAD	300' SOUTH OF S.CAMP MEADE ROAD		COUNTY	INSTALL 20'X5' OF SIDEWALK	
			N. CAMP MEADE ROAD	ANDOVER ROAD	ANDOVER ROAD	CABIN BRANCH LANE	STATE	INSTALL 760'X5' OF SIDEWALK	
	DIRECTIONAL SIGNING STATION MISSING		N CAMP MEADE RD.				STATE	INSTALL A LIGHT RAIL SIGN TO DIRECT MOTORISTS TO LIGHT RAIL STATION	
BIKE	WIDE LANE		MD 648	BALTIMORE ANNAPOLIS BLVD	BALTIMORE ANNAPOLIS BLVD	HOFFMAN AVE	STATE	ROUTE, SIGNING, MARKING	0.056818
			WEST MAPLE ROAD	N CAMP MEADE RD	N CAMP MEADE RD	S HAMMONDS FERRY RD	STATE	ROUTE, SIGNING, MARKING	0.159091
	SHOULDER		EAST MAPLE ROAD	BALTIMORE ANNAPOLIS BLVD	BALTIMORE ANNAPOLIS BLVD	CATALPA RD	STATE	ROUTE, DRAINAGE	0.157197
			EAST MAPLE ROAD					ROUTE, SIGNING	0.157197
			HAMMONDS FERRY ROAD	OLD HAMMONDS FERRY ROAD	OLD HAMMONDS FERRY ROAD	SOUTH HAMMONDS FERRY ROAD	COUNTY	ROUTE, SIGNING	0.072822
			HAMMONDS FERRY ROAD					ROUTE, SIGNING	0.145644

Total Cost Station ($)
$249,555

Total Cost per Jurisdiction	
Anne Arundel County	$249,555
Baltimore City	$0
Baltimore County	$0
Harford County	$0
Howard County	$0
Prince George's County	$0

Total Cost By Responsibility	
State Roads/Stations	$216,125
County Roads	$33,430
City Roads	$0

RAIL LINE: Light Rail **STATION PROFILE:** Ferndale

CHARACTER:

This is a walk-up station adjacent to the roadway and across from a residential and small commercial area. A fire house is located to the north of the station. Ferndale is classified as a revitalization area in the BWI/Linthicum Small Area Plan. The area is not designated for transit oriented development or mixed use.

LAND USE CONTEXT:

The Ferndale Light Rail station is located in an area classified as Residential Medium Density land use. The station is small in scale and intended to serve the immediate environs.

Year 2000 Population within 3 mile radius -	**62,048**
Weekday Station Ridership	119
Saturday Station Ridership:	73
Transit Connections:	None

PARKING:

No parking is provided. There is a sign advising customers not to park their vehicles at the station.

PEDESTRIAN ENVIRONMENT:

The station is a walk up station and the surrounding area is accommodating to pedestrians.

BICYCLING ENVIRONMENT:

The roadways are able to support bicycle improvements but they are not currently in place.
Websites are regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

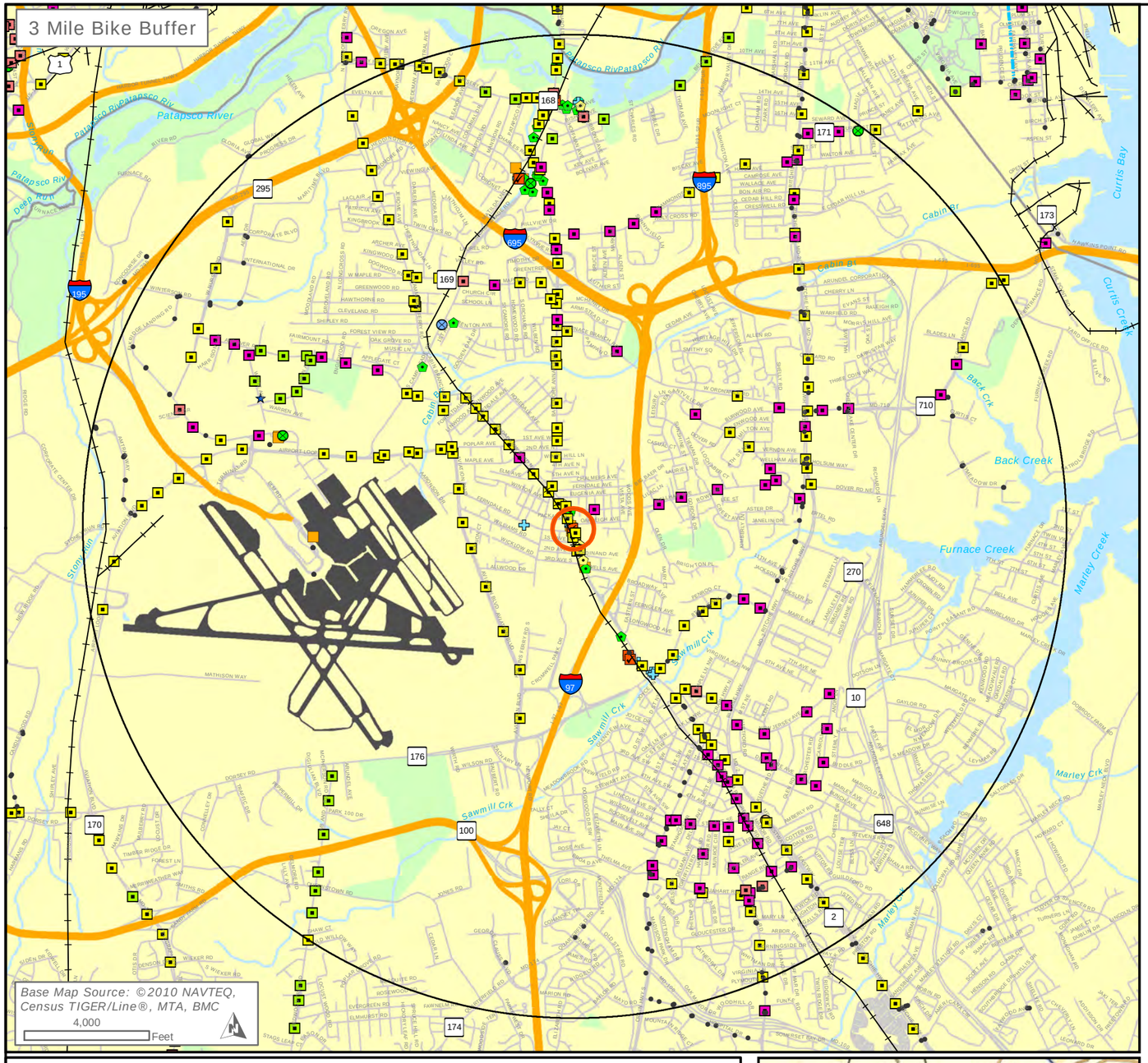
PEDESTRIAN DEFICIENCIES

- There are segments of missing or damaged sidewalk along B&A Boulevard that should be replaced. A tree also needs to be removed along B&A Boulevard.

Bike Route Deficiencies

- Bicycle signage and marking is needed to support shoulder use along MD 648 and MD 710.
- Share the Road signage and marking is recommended to accommodate shared use lanes along several roads including: Broadview Boulevard, MD 2; and West Furnace Branch Road.

For more details refer to the project database.



Existing Conditions

Station: Ferndale
Rail Line: Light Rail

Jun 20, 2011

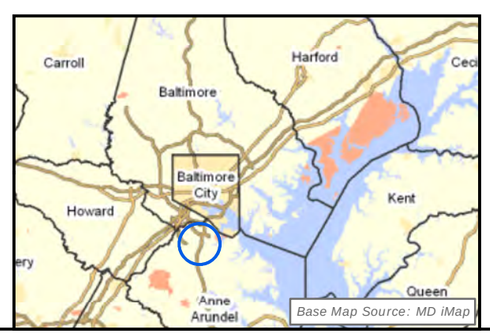
Legend

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

Recommended Improvements

Station: Ferndale
Rail Line: Light Rail

Jun 20, 2011



Legend

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

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

FERNDALE - LRT

Station No. 44

Ferndale LRT **Anne Arundel County** **10 Broadview Rd.**

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name		From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BALTIMORE ANNAPOLIS BOULEVARD		1ST AVENUE SOUTH	2ND AVENUE SOUTH	STATE	INSTALL 10'X5' OF SIDEWALK	
	SIDEWALK SEGMENT MISSING		BALTIMORE ANNAPOLIS BOULEVARD		WELLS AVE.	EASTERN ROAD	STATE	INSTALL 0.5 MILESX5' OF NEW SIDEWALK	
	SIDEWALK SEGMENT MISSING		WELHAM AVE.		N BROADVIEW ROAD	BALTIMORE AVE	STATE	INSTALL 1100'X5' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.		270' SOUTH OF EUGENIA AVENUE		STATE	REPLACE 150'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMORE ANNAPOLIS BLVD.		DRIVEWAY	DRIVEWAY	STATE	REPLACE 80'X4' OF SIDEWALK	
	SIDEWALK DAMAGED		BALTIMOTE ANNAPOLIS BLVD.		80' SOUTH OF FERDINAND AVENUE		STATE	REMOVE TREE, REPLACE 20'X4' OF SIDEWALK	
	CROSSWALK MISSING		N BROADVIEW BLVD.				COUNTY	INSTALL 210' XWALK,2-PED XING SIGNS,30' SB,2-ADPSI	
	CROSSWALK MISSING	BALTIMORE ANNAPOLIS BLVD. AND WELLHAM AVE.					COUNTY	INSTALL 140' CROSSWALK ON THE E LEG	
BIKE	WIDE LANE		BROADVIEW BOULEVARD NORTH	ELM AVENUE	ELM AVENUE	3RD AVENUE S	COUNTY	ROUTE, SIGNING, MARKING	0.124053
	WIDE LANE		BROADVIEW BOULEVARD SOUTH	ELM AVENUE	ELM AVENUE	3RD AVENUE S	COUNTY	ROUTE, SIGNING, MARKING	0.124053
	WIDE LANE		MD 2	DOVER RD NE	DOVER RD NE	BELLE GROVE RD	STATE	ROUTE, SIGNING	0.158144
	WIDE LANE		MD 648	BALTIMORE ANNAPOLIS BLVD	BALTIMORE ANNAPOLIS BLVD	HOFFMAN AVE	STATE	ROUTE, SIGNING, MARKING	0.106061
	WIDE LANE		MD 710	I-97	I-97	BALTIMORE ANNAPOLIS BLVD	COUNTY	ROUTE, SIGNING, MARKING	0.298295
	WIDE LANE		MD 710	PENNINGTON AVE	PENNINGTON AVE	SHELLY RD	COUNTY	SIGNING, MARKING	0.24053
	WIDE LANE		MD 710	PENNINGTON AVE	PENNINGTON AVE	SHELLY RD	STATE	ROUTE, SIGNING	0.24053
	WIDE LANE		MD 710	PENNINGTON AVE	PENNINGTON AVE	SHELLY RD	STATE	ROUTE, SIGNING, MARKING	0.24053
	WIDE LANE		WEST FURNACE BRANCH ROAD	CRAIN HWY N	CRAIN HWY N	W ORDNANCE RD	COUNTY	ROUTE, SIGNING, MARKING	0.204545
	SHOULDER		MD 648	ORCHARD ROAD	ORCHARD ROAD	EASTERN STREET	STATE	ROUTE, SIGNING	0.141098
	SHOULDER		MD 710	SHELLY RD	SHELLY RD	I-97	COUNTY	ROUTE, SIGNING	0.248106
	SHOULDER		MD 710	SHELLY RD	SHELLY RD	I-97	COUNTY	SIGNING	0.248106

Total Cost Station ($)
$1,199,835

Total Cost per Jurisdiction	
Anne Arundel County	$1,199,835
Baltimore City	$0
Baltimore County	$0
Harford County	$0
Howard County	$0
Prince George's County	$0

Total Cost By Responsibility	
State Roads/Stations	$997,850
County Roads	$201,990
City Roads	$0

RAIL LINE: Light Rail

STATION PROFILE: Cromwell/Glen Burnie

CHARACTER:

This terminal station is surrounded by industrial and commercial uses. An MTA Light Rail Vehicle Maintenance facility is located immediately behind the station. A shopping center is situated directly across the street from the station. The County Plan considers the area under-utilized and indicates that the station area presents an opportunity for more efficient and productive land uses.

MDOT identifies this station as a Joint Development Opportunity. No plans currently exist for joint development but the county has intent for redevelopment.

LAND USE CONTEXT:

The station is located in an area classified as Industrial and Government Institution land uses. A 2004 Small Area Plan for Glen Burnie presents a concept for a transit neighborhood as the area is redeveloped

Year 2000 Population within 3 mile radius -	**73,755**
Weekday Station Ridership	1,380
Saturday Station Ridership:	876
Transit Connections:	MTA Bus Route 14 Connect a Ride J Route

PARKING:

There are 795 spaces provided in a surface lot. Occupancy of 19% was observed.

An opportunity may exist for shared parking at this station. Consideration could be given to shared parking arrangements with nearby businesses or airport related services.

PEDESTRIAN ENVIRONMENT:

Baltimore Annapolis Boulevard is a busy road and has a sidewalk only on one side on a small stretch of road adjacent to the station. Even though there are signalized pedestrian crossings at both station entrances, there is no connecting sidewalk on the other side of the road. People arriving and leaving the rail station were observed crossing the Boulevard mid-block which is not recommended.
Improvements are needed to pedestrian circulation within the station parking lot and driveways. Where a pedestrian path enters the station from the north and crosses the busy access road, a clearly marked pedestrian path was absent. Also a painted crosswalk is missing where ramps lead from the station to the parking lot. The sidewalk on B&A Boulevard to the south of the station terminates at 8th Avenue.
Sidewalks are lacking on Eastern Rd which is the main connection to the station from the residential neighborhood on the north. Similarly, there is no sidewalk on Central Avenue which connects a residential community on the south to the station.

BICYCLING ENVIRONMENT:

The existing bike racks are not highly visible. Bicycle lockers are provided but are underutilized. The roadways are able to support bicycle improvements but they are not currently in place.
Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes within .6 miles	8
Number of Bicycle Crashes within 3 miles	33

HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

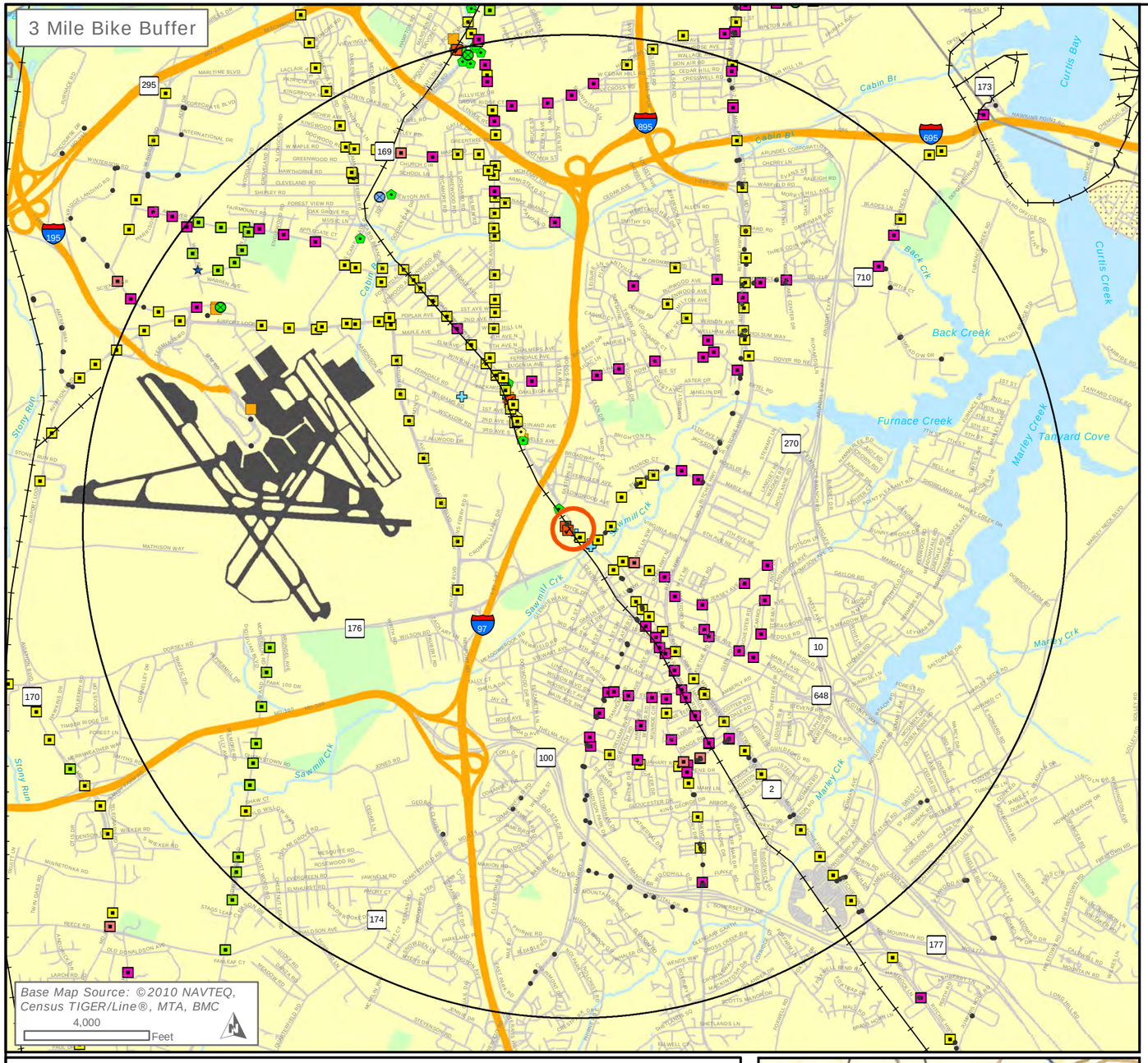
- Missing sidewalks, crosswalks and pedestrian crossing signs should be provided in the vicinity of the station to help prevent crashes.
- Pedestrian pathways /crosswalks are needed within the station site to create safe areas for pedestrians.
- A pedestrian signal and crosswalk is recommended for the intersection of B&A Boulevard and Dorsey Road.

BIKE ROUTE DEFICIENCIES

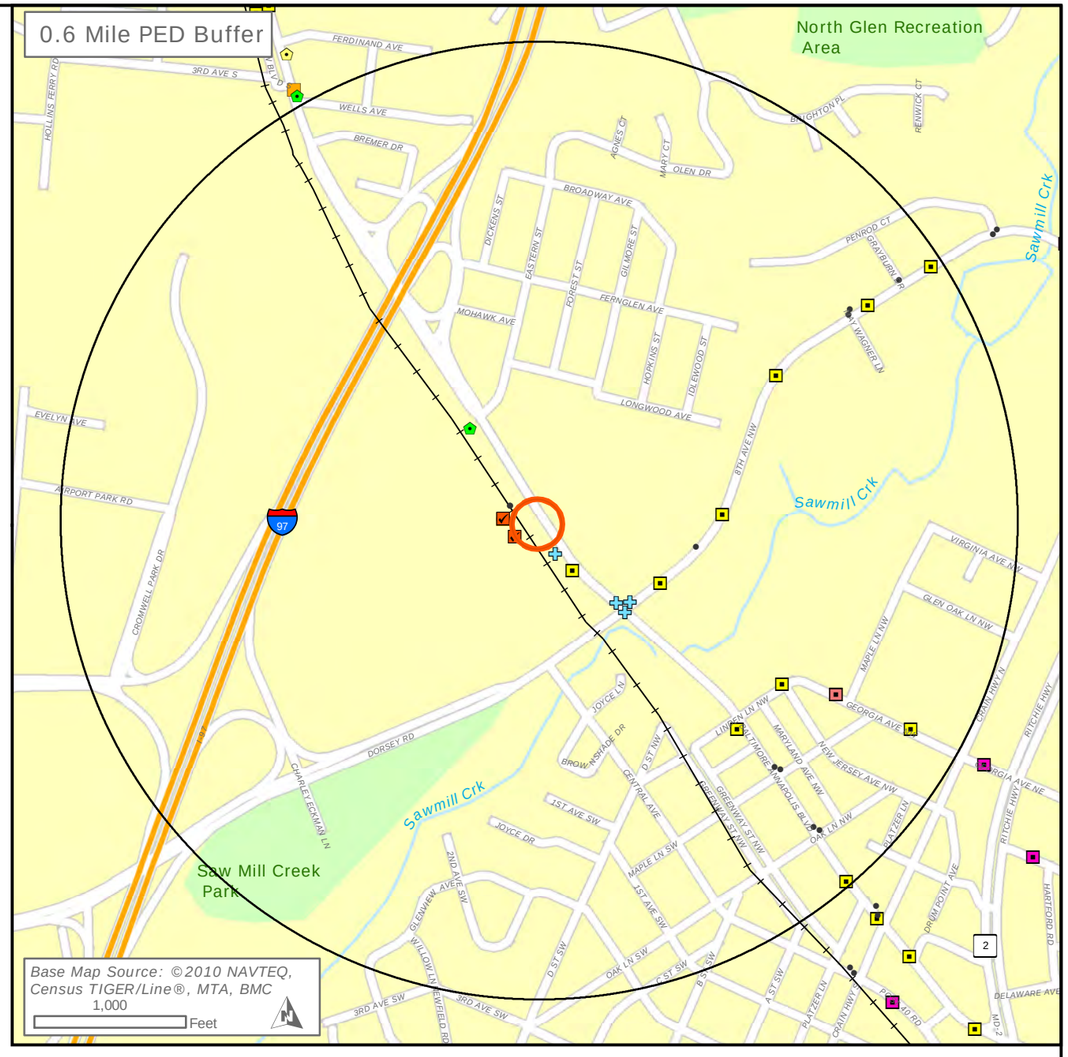
- Bicycle signage is recommended to support shoulder use of MD 162 and Ritchie Highway.
- To support shared use lanes on Aquahart, Greenway, MD 176 and MD 3 bicycle signage and marking is recommended. This may help reduce crashes.

For more detail refer to the project database.

3 Mile Bike Buffer



0.6 Mile PED Buffer



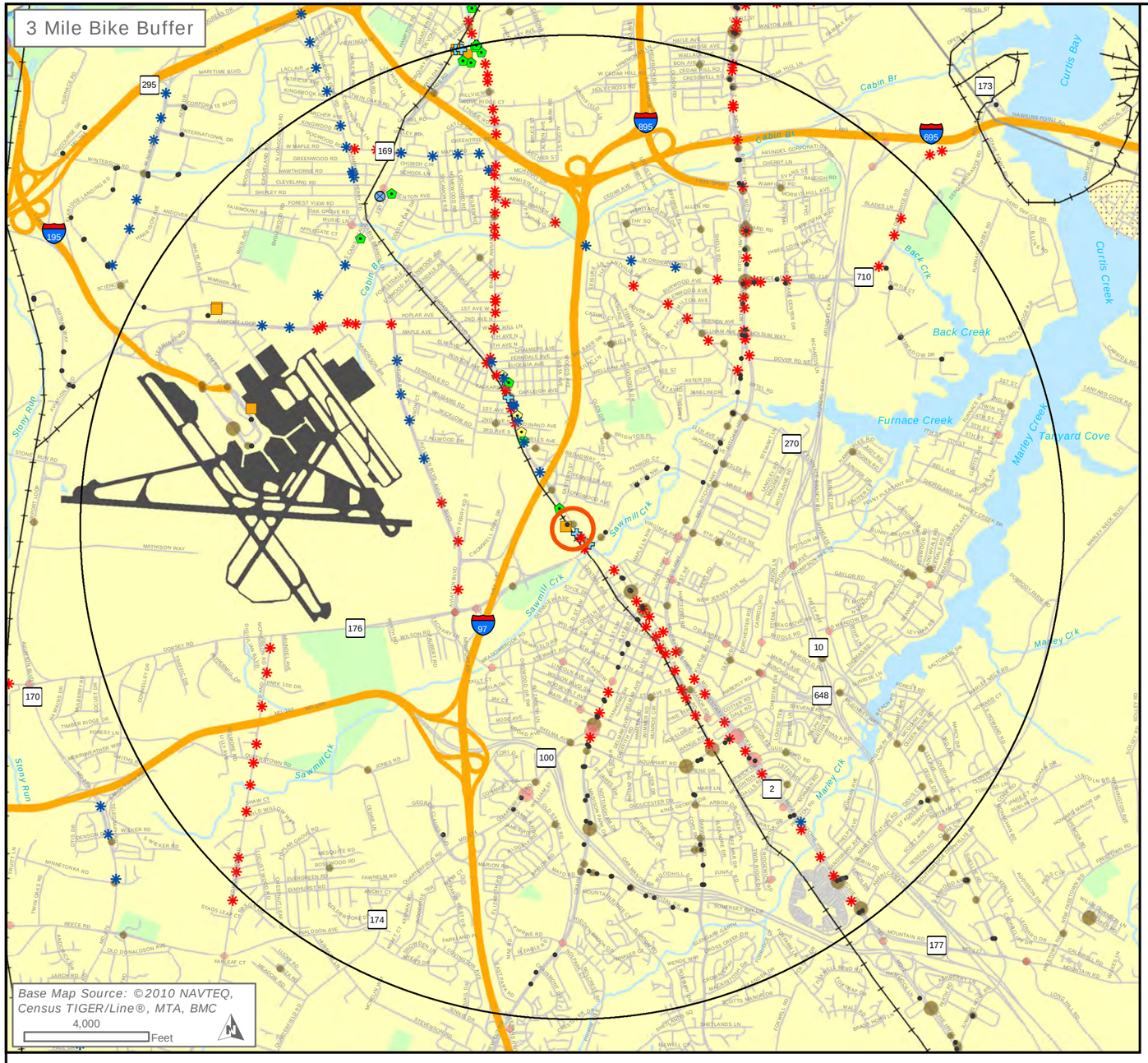
Existing Conditions

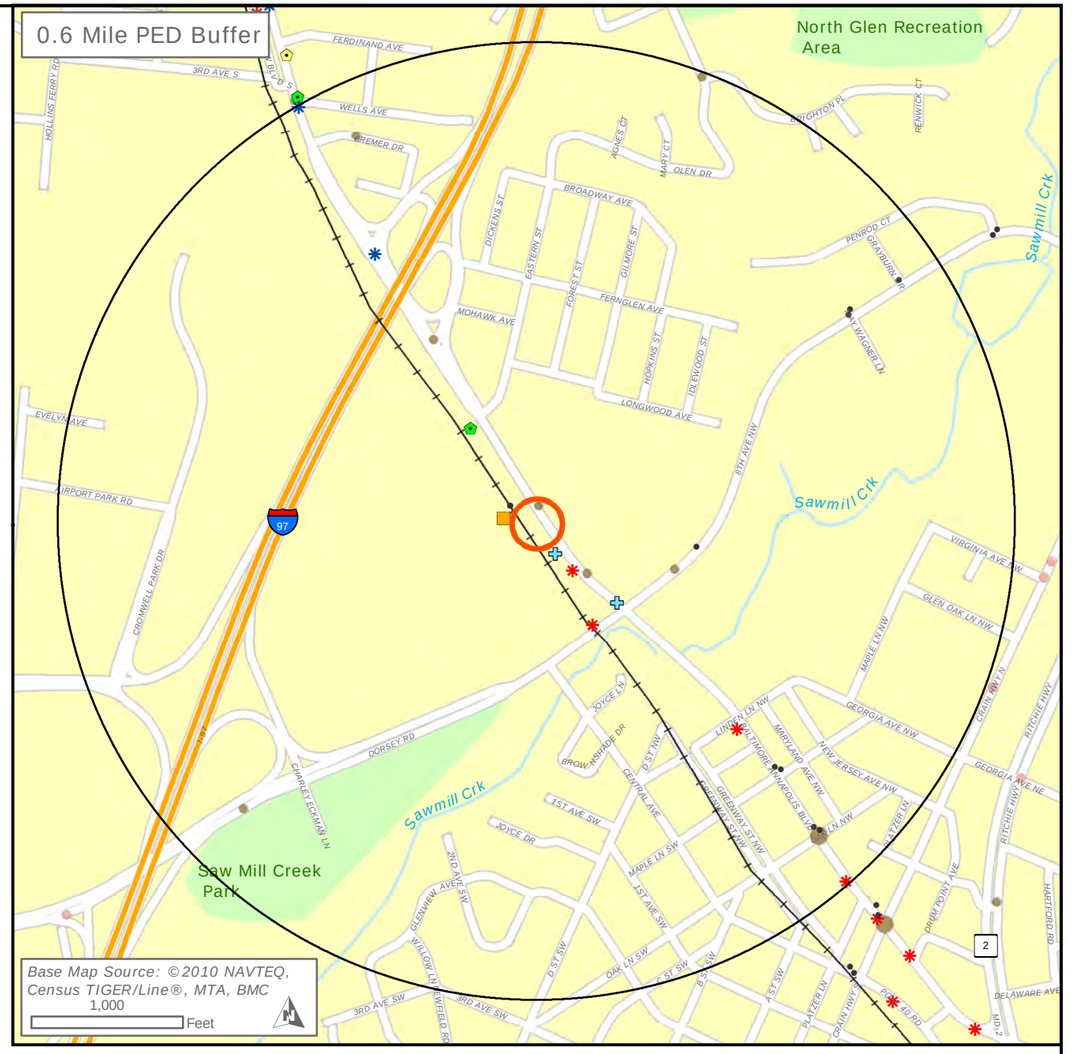
Station: Cromwell / Glen Burnie
Rail Line: Light Rail

Jun 20, 2011

Legend

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

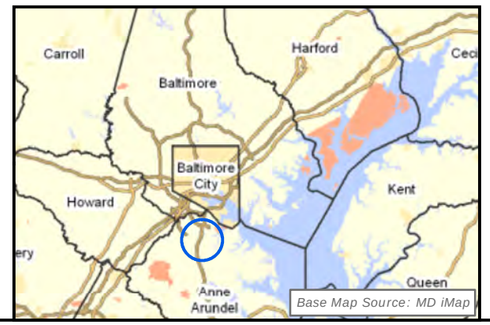




Recommended Improvements

Station: Cromwell / Glen Burnie
Rail Line: Light Rail

Jun 20, 2011



Legend

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

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

CROMWELL/GLEN BURNIE - LRT

Station No. 45

Cromwell/Glen Burnie LRT | **Anne Arundel County** | **7350 Baltimore Annapolis Rd.**

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	SIDEWALK SEGMENT MISSING		BALTIMORE ANNAPOLIS BOULEVARD	EASTERN ROAD	MD 97	STATE	INSTALL 2800'X5' OF NEW SIDEWALK	
	PEDESTRIAN CROSSING MISSING		AT CORNWELL/GLEN BURNIE STATION			0 STATE	INSTALL 180' CROSSWALK, 2-CURB RAMPS, 2-PED CROSSING SIGNS AT THE PARKING LOT	
	CROSSWALK MISSING		AT CORNWELL/GLEN BURNIE STATION			0 STATE	INSTALL 1000' FENCE ALONG SIDE SHOPPING CENTER	
	CROSSWALK MISSING	BALTIMORE ANNAPOLIS ROAD AND DORSEY ROAD				0 STATE	INSTALL PED SIGNALS ON N,S AND E LEG	
BIKE	WIDE LANE		AQUAHART ROAD	MD 2	GREENWAY ROAD SE	COUNTY	ROUTE, SIGNING, MARKING	0.14678
	WIDE LANE		GREENWAY ROAD SE	AQUAHART RD	CRAIN HWY S	COUNTY	ROUTE, SIGNING, MARKING	0.104167
	WIDE LANE		MD 162	DORSEY RD	6936 AVIATION BOULEVARD	STATE	ROUTE, SIGNING, MARKING	0.24053
	WIDE LANE		MD 176	AVIATION BLVD	MAGELLAN RD	STATE	ROUTE, SIGNING, MARKING	0.179924
	WIDE LANE		MD 3	AQUAHART RD	5TH AVE SE	STATE	ROUTE, SIGNING, MARKING	0.123106
	WIDE LANE		MD 648	EASTERN STREET	MD 2	STATE	ROUTE, SIGNING, MARKING	0.17803
	WIDE LANE		RITCHIE HIGHWAY	BALTIMORE ANNAPOLIS BLVD	AMERICANA CIR	STATE	ROUTE, SIGNING	0.166667
	WIDE LANE		WB AND A ROAD	STAGS LEAP COURT	DORSEY ROAD	COUNTY	ROUTE, RESTRIPING, SIGNING, MARKING	0.171875
	SHOULDER		MD 162	6936 AVIATION BOULEVARD	MAPLE AVE	STATE	ROUTE, SIGNING	0.265152
	SHOULDER		RITCHIE HIGHWAY	BALTIMORE ANNAPOLIS BLVD	AMERICANA CIR	STATE	ROUTE, SIGNING	0.166667

Total Cost Station ($)
$1,550,075

Total Cost per Jurisdiction	
Anne Arundel County	$1,550,075
Baltimore City	$0
Baltimore County	$0
Harford County	$0
Howard County	$0
Prince George's County	$0

Total Cost By Responsibility	
State Roads/Stations	$914,260
County Roads	$635,815
City Roads	$0

RAIL LINE: Light Rail

STATION PROFILE: BWI Business District

CHARACTER:

The station is located just north of the BWI airport at the junction of Elkridge Landing Road and Aviation Boulevard making it accessible to the BWI business park employees and the highway network. The area is developed with industrial and commercial uses including hotels, offices and restaurants.

LAND USE CONTEXT:

The station is located in an area classified as Industrial and Government Institution land uses. The BWI/Linthicum Small Area Plan does not propose to changes to this area.

Year 2000 Population within 3 mile radius -	**37,038**
Weekday Station Ridership	262
Saturday Station Ridership:	164
Transit Connections:	MTA Bus Route 17 Howard Transit Silver Line WMATA B30

PARKING:

There are 36 spaces provided and a58% occupancy was observed
This parking lot is also utilized by people destined to Ravens home games.

PEDESTRIAN ENVIRONMENT:

The station is accessible by foot however it is isolated from areas that might generate pedestrian traffic, other than nearby employers.

BICYCLING ENVIRONMENT:

The BWI hiker/biker trail makes a loop around the entire airport and provides a connection to the B&A Trail. There is a proposed county hiker biker loop trail extending north from this area. Roadways in the area could accommodate bicycle facilities.
Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

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

HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

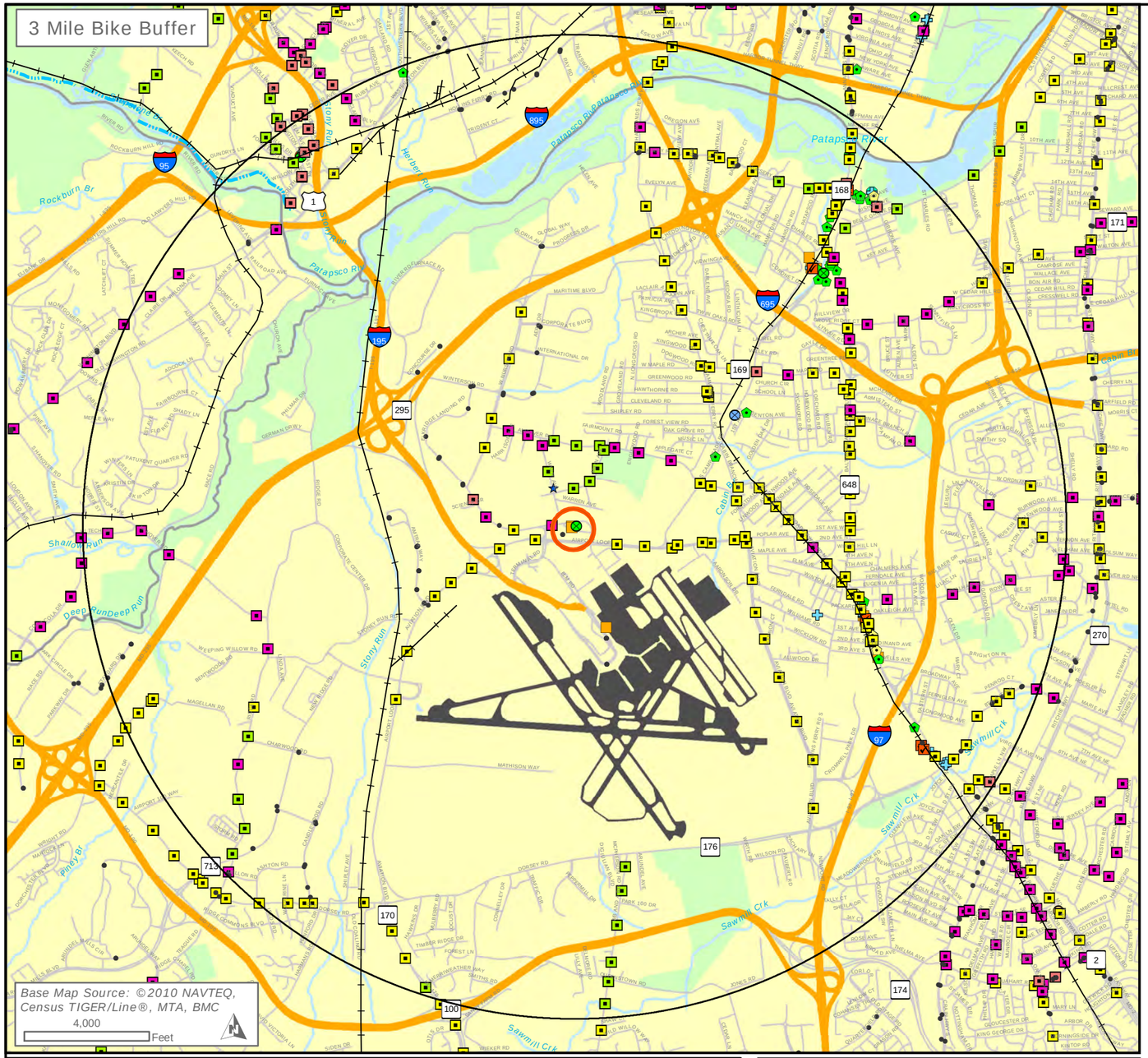
- A designated pedestrian path with crosswalks is recommended within the station parking area.

BIKE ROUTE DEFICIENCIES

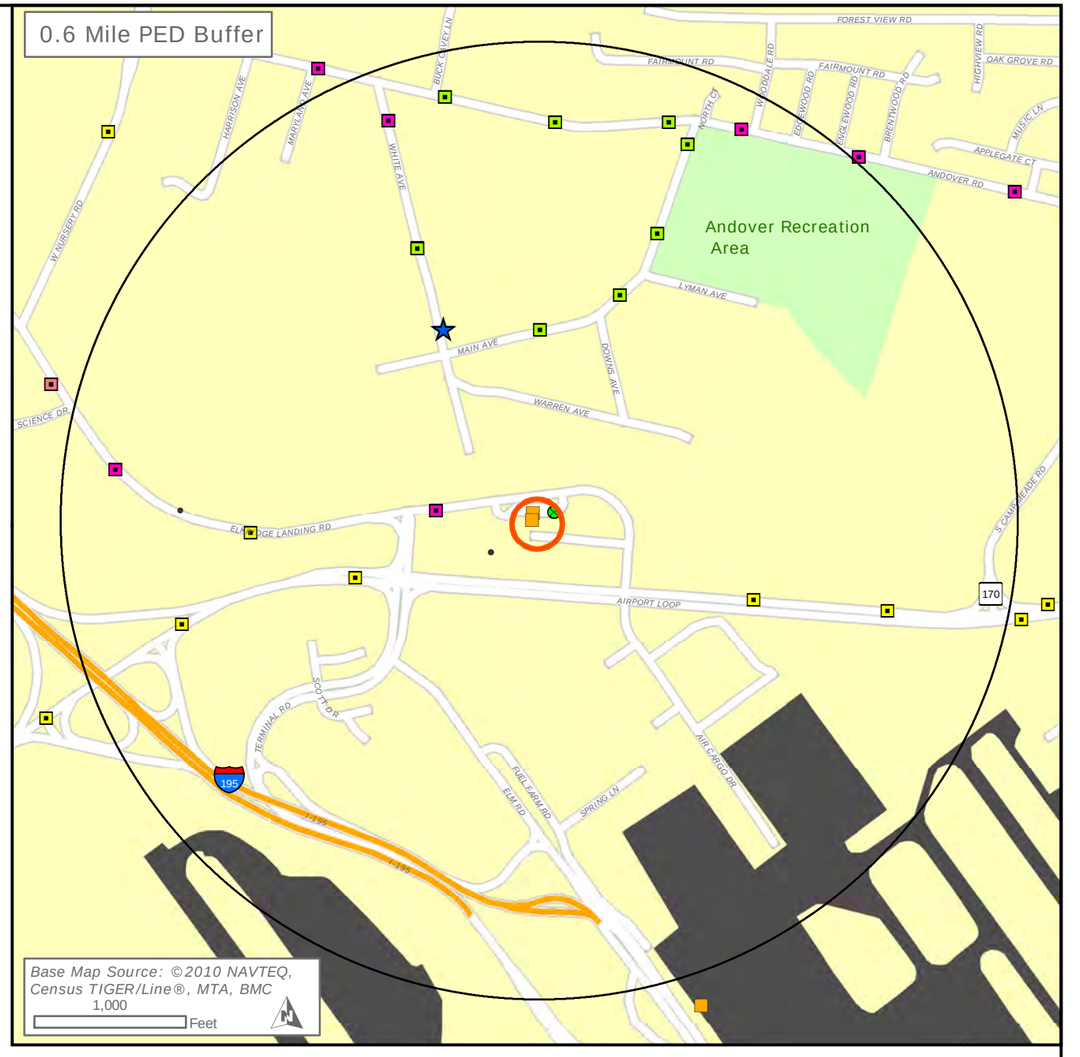
- To support shoulder use, signage and marking are recommended for segments of Nursery Road, MD 170 and MD 162.

For more details refer to the project database.

3 Mile Bike Buffer



0.6 Mile PED Buffer



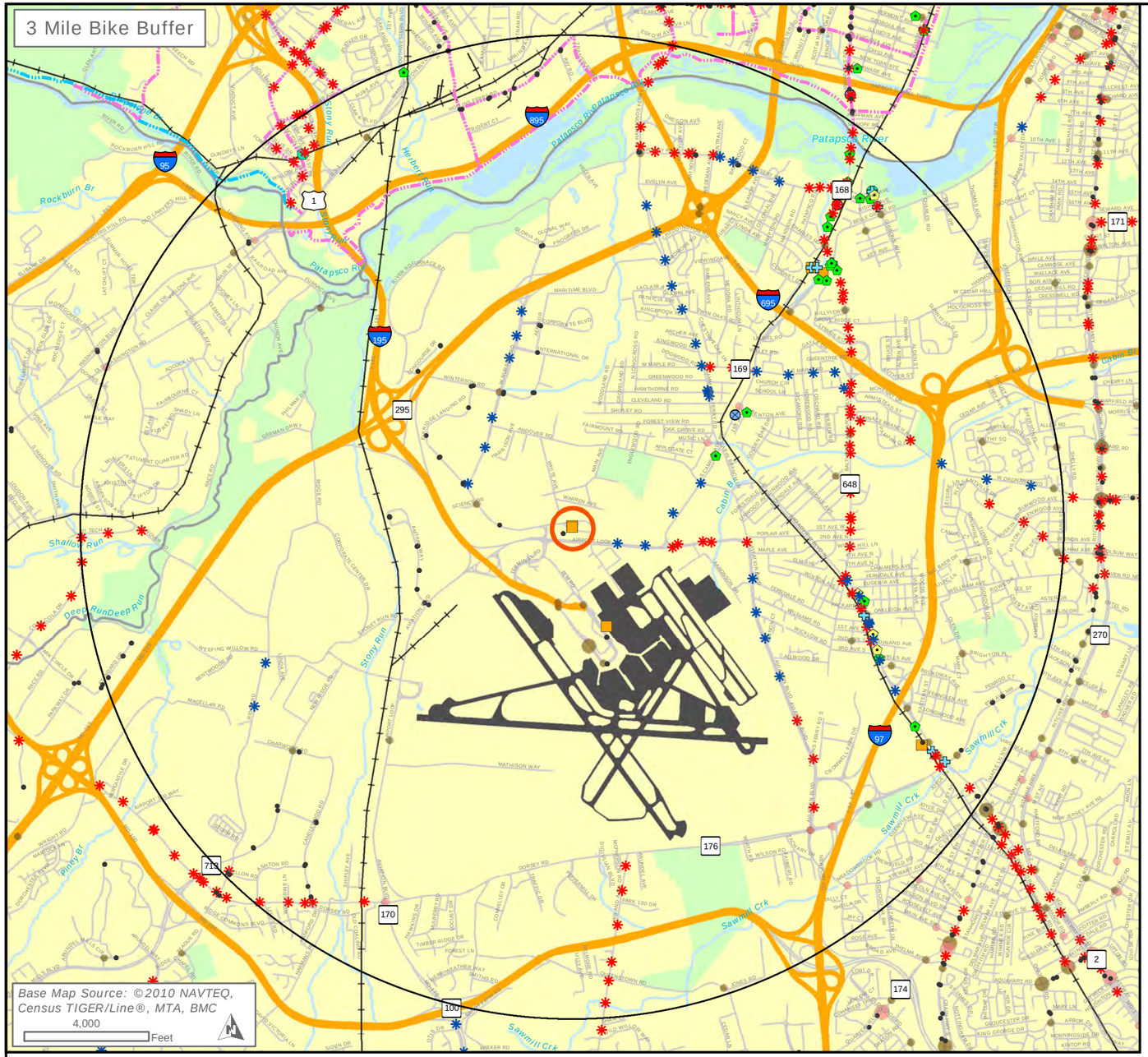
Existing Conditions

Station: BWI Business District
Rail Line: Light Rail

Jun 20, 2011

Legend

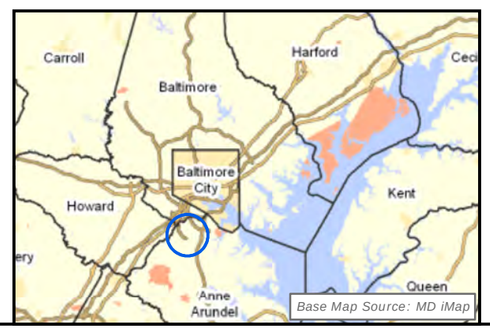
- Train Station
- Bus Stop
- Parallel Drainage Grate
- Wide Outside Lane Missing
- Paved Shoulder Missing
- Marked Bike Lane Missing
- Directional Signing at Station Missing
- Bike Signing Missing
- Sidewalk Damaged
- Sidewalk Segment Missing
- Crosswalk Deficient
- Curb Ramp Missing
- Desire Line Present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



Recommended Improvements

Station: BWI Business District
Rail Line: Light Rail

Jun 20, 2011



Legend

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

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

BWI BUSINESS DISTRICT - LRT

Station No. 46

BWI Business District LRT **Anne Arundel County** **678 Elkridge Landing Rd.**

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		AT BWI BUSINESS DISTRICT			STATE	INSTALL 2-PED XING SIGNS FROM PARKING TO PLATFORM	
			AT BWI BUSINESS DISTRICT				INSTALL 2-PED XING SIGNS IN THE PARKING LOT	
BIKE	WIDE LANE		MD 162	MAPLE AVE	S CAMP MEADE RD	STATE	ROUTE, SIGNING, MARKING	0.113636
	SHOULDER		MD 162	6936 AVIATION BOULEVARD	MAPLE AVE	STATE	ROUTE, SIGNING	0.265152
			MD 170	AVIATION BLVD	ANDOVER ROAD	STATE	ROUTE, SIGNING	0.229167
			MD 170	ELKRIDGE LANDING ROAD	AVIATION BOULEVARD	STATE	ROUTE, SIGNING	0.229167
			NURSERY ROAD	ELKRIDGE LANDING RD	RIVER RD	COUNTY	SIGNING	0.30303

Total Cost Station ($)
$113,040

Total Cost per Jurisdiction	
Anne Arundel County	$113,040
Baltimore City	$0
Baltimore County	$0
Harford County	$0
Howard County	$0
Prince George's County	$0

Total Cost By Responsibility	
State Roads/Stations	$82,970
County Roads	$30,075
City Roads	$0

RAIL LINE: Light Rail **STATION PROFILE:** BWI Thurgood Marshall Airport

CHARACTER:

The station is located on the lower level of BWI Thurgood Marshall Airport terminal. The area is built out as an International Airport. No TOD plans exist as the airport is already a multi modal terminal.

LAND USE CONTEXT:

The BWI Marshall Airport Light Rail station is located in an area classified as Government Institution land use. The BWI Linthicum Small Area Plan exists for the surrounding business and residential communities.

Year 2000 Population within 3 mile radius -	**41,909**
Weekday Station Ridership	1,273
Saturday Station Ridership:	803
Transit Connections:	MTA Route 17 Howard Transit Silver, WMATA B30, Annapolis Transit C60, UMBC shuttle, Bayrunner Shuttle, hotel shuttles.

PARKING:

No parking is provided exclusively for light rail. Both short and long term parking areas are provided at the airport.

PEDESTRIAN ENVIRONMENT:

The station is accessible by foot from the terminal. The airport terminal is very busy with people arriving and departing the airport, airport employees and merchants.

BICYCLING ENVIRONMENT:

The BWI Loop Trail nearby provides bicycle access to the surrounding areas. Due to the high volume of car and bus traffic at the terminal it is not a desirable place for bicyclists to ride. The BWI Loop Trail connects to the B&A Trail which extends to Annapolis. Websites for regional trails are listed in the Appendix.

2007-2009 CRASH DATA:

Number of Pedestrian Crashes 2007-2009	6
Number of Bicycle Crashes 2007-2009	1

HIGHLIGHTS FROM FINDINGS

PEDESTRIAN DEFICIENCIES

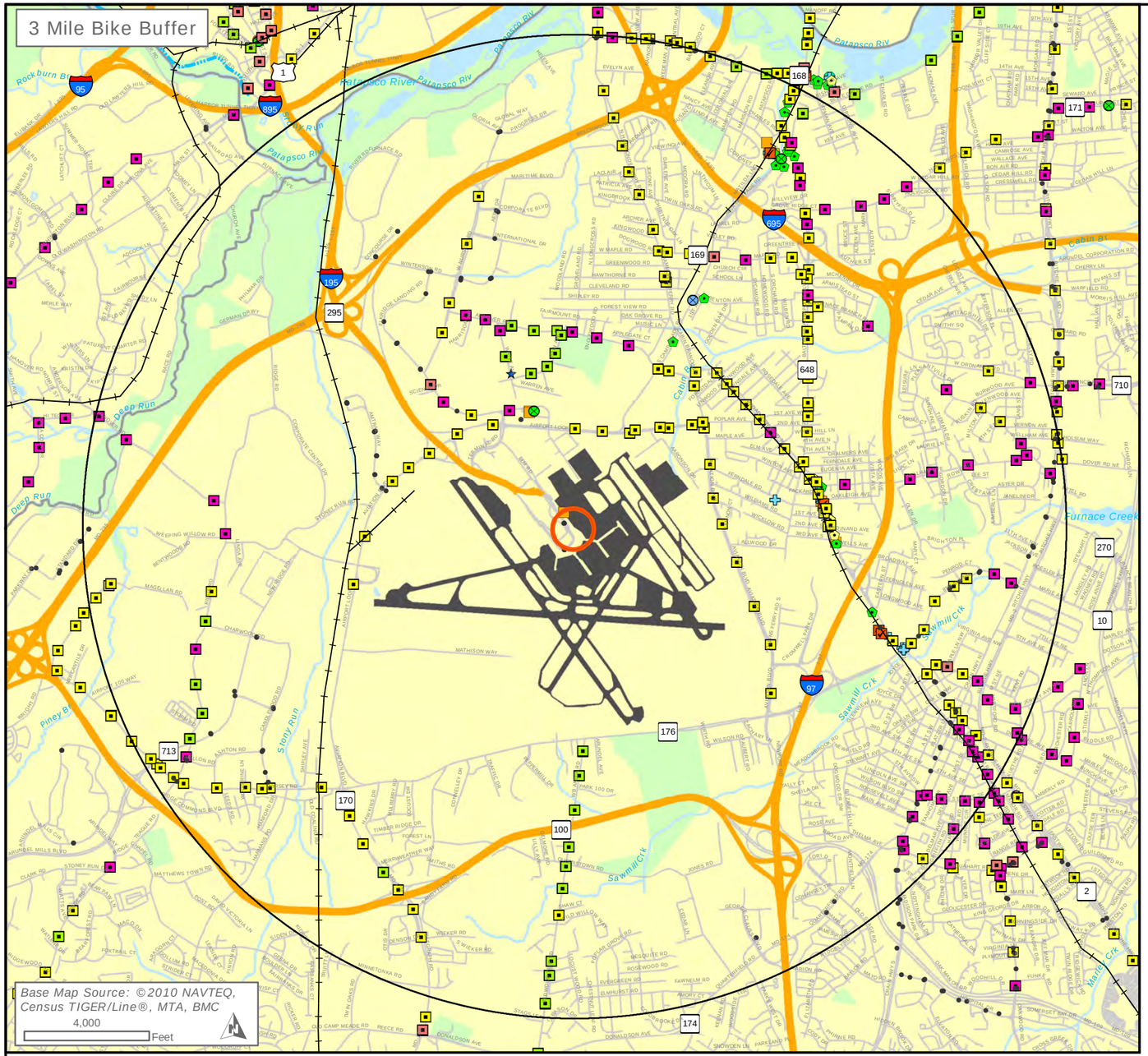
- Pedestrian crossing signs are recommended from the airport parking facility to the LRT station.
- Wayfinding signage could be improved for people seeking the station location from within the parking facility.

BIKE ROUTE DEFICIENCIES

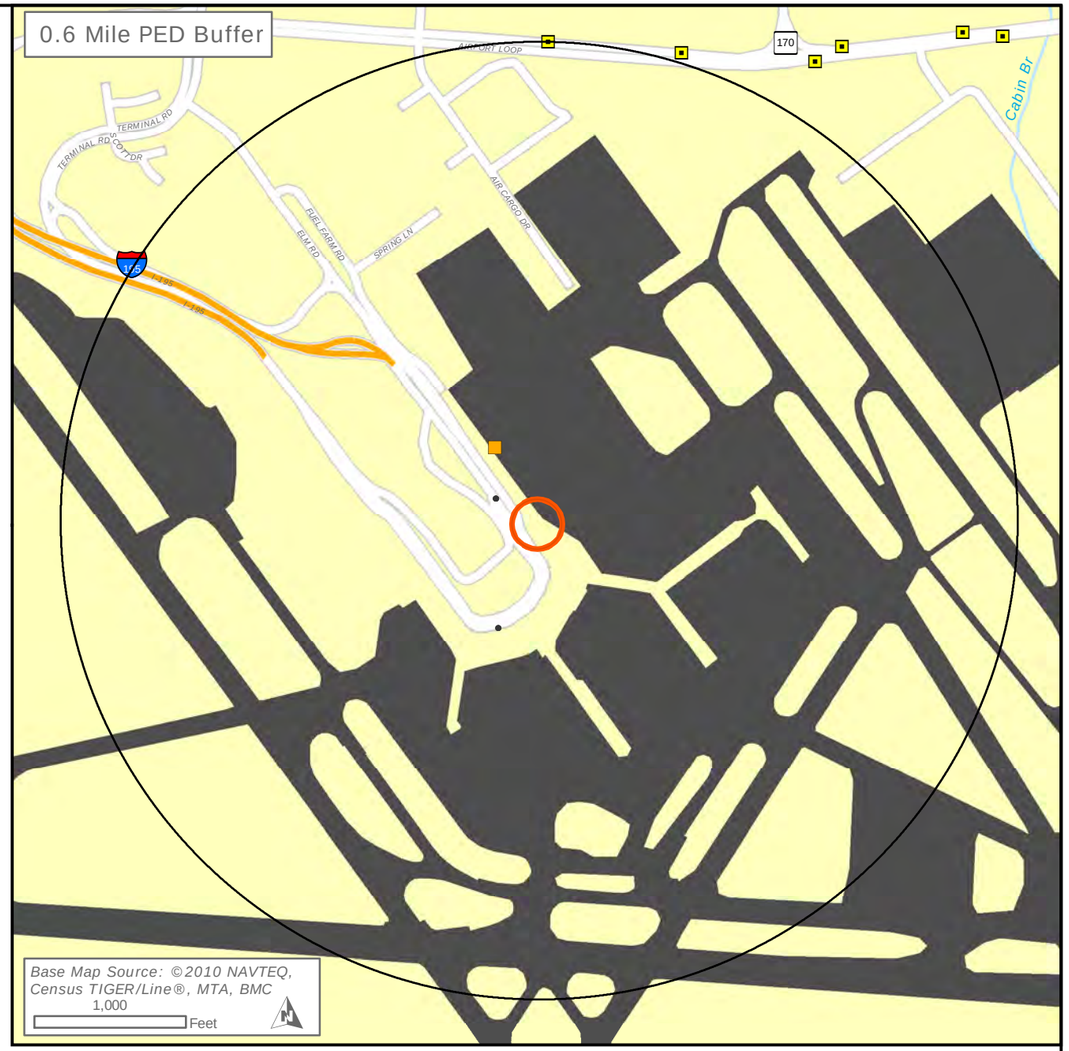
- Bicycling to the airport terminal or the light rail station therein is not advisable. Bicyclists can reach the BWI Business District station to access the Light Rail system.

For more details refer to the project database.

3 Mile Bike Buffer



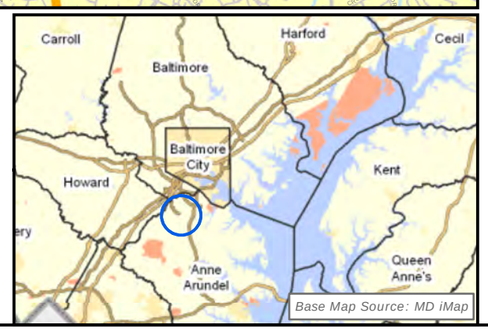
0.6 Mile PED Buffer



Existing Conditions

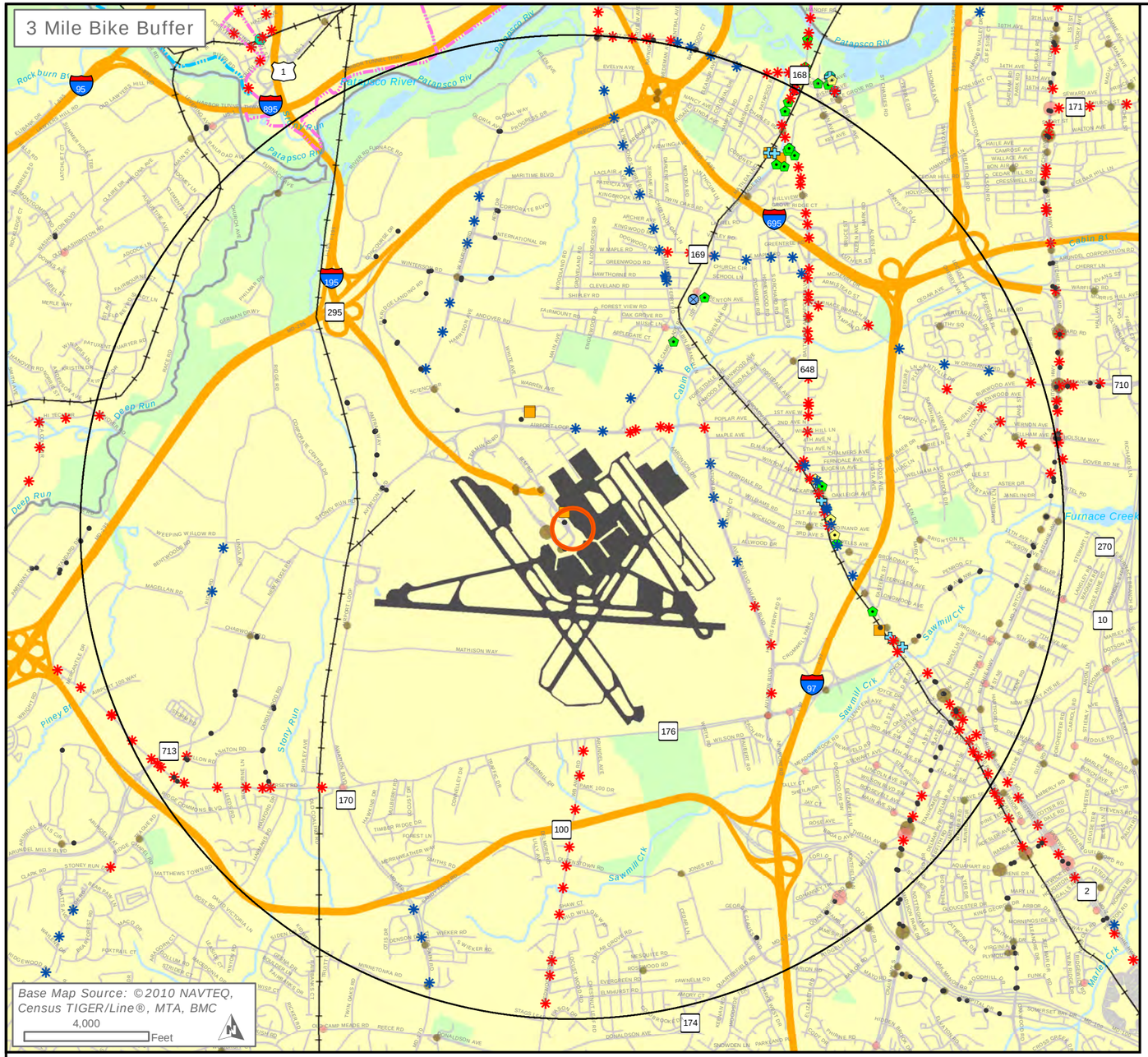
Station: BWI Marshall Airport
Rail Line: Light Rail

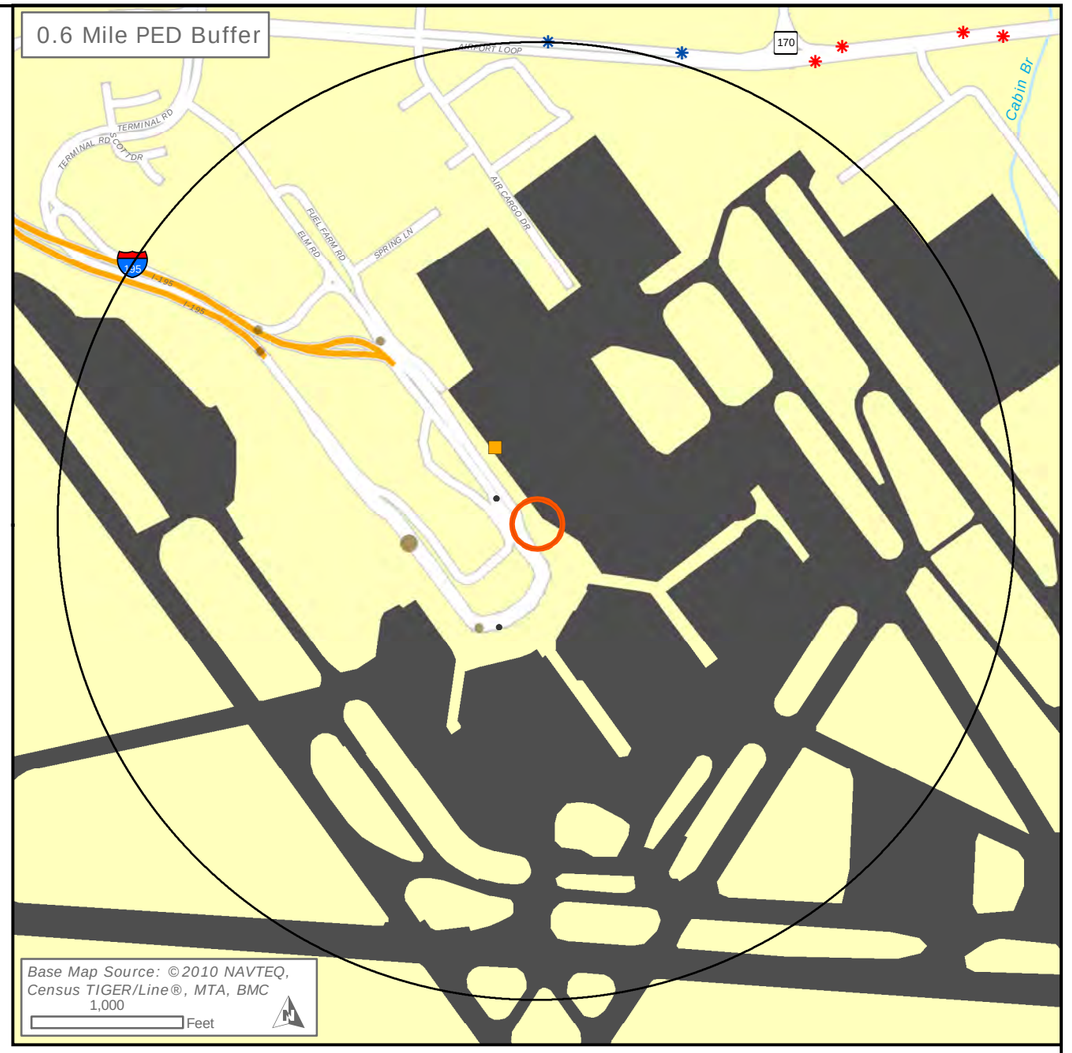
Jun 20, 2011



Legend

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

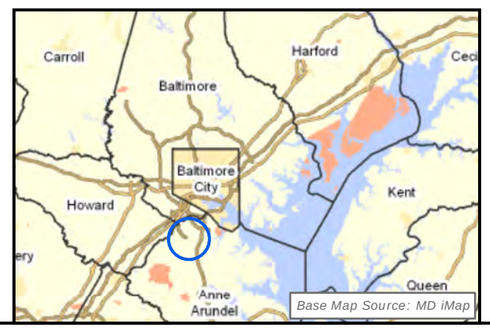




Recommended Improvements

Station: BWI Marshall Airport
Rail Line: Light Rail

Jun 20, 2011



Legend

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

Bicycle Traffic Incidents

- 1
- 2
- 3 - 4

Pedestrian Traffic Incidents

- 1
- 2 - 9
- 10 - 69

RECOMMENDED IMPROVEMENTS

BWI MARSHALL AIRPORT - LRT

Station No. 47

BWI Marshall Airport LRT **Anne Arundel County** **International Pier BWI**

Facility Type	Recommendation Type	Roadway Intersection	Roadway Name	From	To	Roadway Jurisdiction	Recommended Improvement	Distance (Mi)
PEDESTRIAN	PEDESTRIAN CROSSING SIGNS MISSING		AT BWI MARSHALL AIRPORT			STATE	INSTALL 2- PED XING SIGNS FROM PARKING TO PLATFORM	

Total Cost Station ($)
$1,980

Total Cost per Jurisdiction	
Anne Arundel County	$0
Baltimore City	$1,980
Baltimore County	$0
Harford County	$0
Howard County	$0
Prince George's County	$0

Total Cost By Responsibility	
State Roads/Stations	$1,980
County Roads	$0
City Roads	$0

Attachment C-2
Gap Assessment of Transit Stations
November 2024

Nursery Road Light Rail Station

Character:

The station is surrounded by suburban residential and natural environment areas. There is no plan for transit oriented development for the area.

Land Use Context:

The Nursery Road Light Rail station is located in an area classified as Residential Medium Density and Natural Feature land uses. The station is serviced by MTA Route 17.

Parking:

There are 37 spaces provided in a surface lot. An 8% occupancy rate was observed.

Pedestrian Environment:

Seating and ADA compliant shelters are provided within the station's bus loop.

The station lacks connectivity to the communities north and west. South of Nursery Road, Baltimore Annapolis Boulevard has sidewalk on both sides, although the sidewalk is narrow and need of maintenance and general upkeep in areas. The sidewalk terminates north of Nursery Road, which limits residential access.

Additionally, there are gaps in the sidewalk on both sides of Baltimore Annapolis Boulevard south of the Nursery Road Light Rail station; as well as on both sides of Nursery Road from B&A Boulevard to Patapsco Ave. Improving sidewalk connectivity will greatly improve pedestrian access from the surrounding residential community.

Residential neighborhoods east of the transit station are connected by a pedestrian path accessible by wheelchair and micromobility users.

Crossings of B&A Boulevard and Nursery Road with APS and operational push buttons are provided, however, crosswalk pavement markings are faded and curb ramps upgrades are needed. In addition, the pavement surface within the intersection is uneven and deteriorated.

Deficiencies:

1. Sidewalks are missing or have significant gaps along several roads in the area, including Nursery Road, Baltimore Annapolis Boulevard, Old Annapolis Road and Hoffman Ave.
2. Crosswalk upgrades are recommended at B&A Boulevard & Nursery Road.
3. Street lighting is recommended for the bus stop at B&A Boulevard & Nursery Road.

Bicycling Environment:

Limited bike racks are provided, but there are no bike lockers available. No marked bike lanes were observed in the area. Nursery Road has wide shoulders that can accommodate bicycle use, while the roadway width and parking on Nursery Rd east of B&A Boulevard limit bicycle use.

Deficiencies:

1. Signage is not present to designate Nursery Road shoulder for use by bicyclists.
2. Parking and limited roadway width limit use bicycle use of the shoulders south of the station.

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles - 10

Additional Deficiencies Observed:

1. Parking lot drains towards the bus stop on B&A Boulevard adjacent to the site which causes sediment build up.
2. Vegetation overgrowing sidewalk connection to the east at Hoffman Ave limits access to the transit stop.
3. No handrail or barrier at the end of the train platform.

Planned Projects

Per the 2023 Bicycle and Pedestrian Master Plan – Walk and Roll Anne Arundel!, bike lanes are proposed along Nursery Road, Belle Grove Road, and Baltimore Annapolis Boulevard, as well as a shared used path extension to BWI Trail which would terminate at Nursery Road Station.

Nursery Road Light Rail Station
6825 Baltimore Annapolis Boulevard
Linthicum, MD 21090

Provided by MTA

MTA Connections	LocalLink 75
Local Connections	N/A

Location and Ownership		Station Amenities	
Survey Date:	5/10/2023	Schedule Information:	Yes
Jurisdiction:	Anne Arundel County	Route Information:	Yes
		Ticket Booth or Machine:	Yes
Parking		Shelter:	Yes
Total Spaces:	36	Benches:	Yes
Average Spaces Occupied in 2023:	4	Restrooms:	No
Total Space Utilization (%):	11	Public Telephone:	Yes
Parking Fee:	No	Pedestrian Access via Sidewalk:	Yes
CCTV Present:	Yes	Pedestrian Access via Trail:	No

Accessibility Information		Bicycle Facility Information	
ADA Spaces:	2	Bicycle Spaces (#):	0
ADA Spaces Occupied:	0	Type of Bicycle Racks:	N/A
ADA Signage Present:	Yes		
ADA Fine Information Posted:	Yes	Bicycle Lockers (#):	0
ADA Access to Station:	N/A	Bike Access via Trail:	No

Infrastructure Attributes		Electric Vehicle Charging Station Information	
Paved Surface:	Yes	EVC Stations Available:	0
Striping:	Yes	EVC Type:	N/A
Lighting:	Yes		

Facility Image

North Linthicum Light Rail Station

Character:

The station in Northern Anne Arundel County is surrounded by residential and commercial use. Adjacent to the station is a small retail center. The area is built out at a suburban scale. The area is not designated for transit oriented development or mixed use.

Land Use Context:

The North Linthicum Light Rail station is located in an area classified as Residential Medium Density and Commercial land uses. The station falls within the BWI/Linthicum Small Area Plan approved in 2004 and the LTR Camp Meade North Drainage Repairs SW-365 project, which is part of the Maryland Consolidated Transportation Program FY2024 – FY2029.

There are no MTA or Anne Arundel County bus routes servicing the station, but BWI Airport area hotel shuttles operate within the region.

Parking:

There are 347 parking spaces provided in a surface lot. Low occupancy rate observed (November 2024 site visit) with under 20% of occupied parking spaces, mid-day.

Pedestrian Environment:

There are few pedestrian accommodations in the station area. There is a sidewalk connection from the transit stop to Camp Meade Road and continues along Camp Meade Road to Baltimore Annapolis Boulevard where it terminates. This sidewalk consists primarily of asphalt pavement with utility poles obstructing the travel width in numerous locations, non ADA complaint driveway crossings, and no separation from vehicles at the Linthicum Auto Parts/Dunkin' Donuts parking lot. There is no sidewalk in the residential area directly across from the station where there is a steep slope.

There is a pedestrian path providing access to the station from Mountain Road/Boulevard Place. There is no curb ramp at this connection. This path has adequate lighting, but is inaccessible to wheelchair and micromobility users. Sidewalk on Mountain Road & Boulevard Place is narrow in some locations, has utility poles obstructing the travel way, and curb ramps are non ADA compliant. Stairs leading to the platform have a steep drop off to one side with gaps in the handrail at the landings.

Deficiencies:

1. There are numerous sidewalk gaps in the surrounding areas.
2. There are no crosswalks or designated pedestrian paths within the station area.
3. Pedestrian crossing signs are not present at the railroad crossing.
4. Crosswalk at Camp Meade Road and B&A Boulevard needs to be repainted.

Bicycling Environment:

There are bike racks provided, but no bike lockers. Roads within the vicinity are wide enough to accommodate bicycle traffic. Camp Meade Road/MD 170 has marked bicycle lanes in both directions.

Deficiencies:

1. Bike lanes on Camp Meade Road/MD 170 terminate at Baltimore Annapolis Boulevard.

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles – 18

Planned Projects:

Per the 2023 Bicycle and Pedestrian Master Plan – Walk and Roll Anne Arundel!, a shared used path extension to BWI Trail is proposed which would service this station. Additionally, bike lanes are proposed along Baltimore Annapolis Boulevard and Belle Grove Road.

North Linthicum Light Rail Station
450 Camp Meade Road
Linthicum Heights, MD 21090

Provided by MTA

MTA Connections	N/A
Local Connections	N/A

Location and Ownership		**Station Amenities**	
Survey Date:	5/10/2023	Schedule Information:	Yes
Jurisdiction:	Anne Arundel County	Route Information:	Yes
		Ticket Booth or Machine:	Yes
Parking		Shelter:	Yes
Total Spaces:	336	Benches:	Yes
Average Spaces Occupied in 2023:	33	Restrooms:	No
Total Space Utilization (%):	10	Public Telephone:	No
Parking Fee:	No	Pedestrian Access via Sidewalk:	Yes
CCTV Present:	Yes	Pedestrian Access via Trail:	No

Accessibility Information		**Bicycle Facility Information**	
ADA Spaces:	12	Bicycle Spaces (#):	8
ADA Spaces Occupied:	5	Type of Bicycle Racks:	4 (Bicyle Shaped)
ADA Signage Present:	Yes		
ADA Fine Information Posted:	Yes	Bicycle Lockers (#):	0
ADA Access to Station:	N/A	Bike Access via Trail:	No

Infrastructure Attributes		**Electric Vehicle Charging Station Information**	
Paved Surface:	Yes	EVC Stations Available:	2
Striping:	Yes	EVC Type:	Type II
Lighting:	Yes		

Facility Image

Linthicum Light Rail Station

Character:

The station is surrounded by suburban residential and commercial areas. The area is being considered by County Planning as designated for transit oriented development.

Land Use Context:

The Linthicum Light Rail station is located in an area classified as Residential Medium Density land use. The station falls within the BWI/Linthicum Small Area plan approved in 2004.

Parking:

No parking is provided.

Pedestrian Environment:

The station has pedestrian access to surrounding pedestrian friendly residential and commercial areas. Wheelchair and micromobility access are provided from both the east and west side connections to the station.

Deficiencies:

1. There are areas with sidewalk gaps in the surrounding areas, most notably along Camp Meade Road.
2. Upgrades to the crossing of Camp Meade Road east of the station are recommended; including ADA compliant curb ramps, addition of APS/push buttons and connections to adjacent sidewalks.

Bicycling Environment:

There are limited bicycle racks and no bike lockers at this station. Roads in the area are generally accommodating to bicycle with low traffic, residential character or have sufficient roadway width with shoulders. The BWI trail provides access to the station on the west side. The trail terminates north of the station at Maple Road where there is a gap to the nearby bike lane that begins just north of Maple Road on Camp Meade Road. This trail segment extends to the south providing a connection to the BWI Trail segment along Andover Road.

Deficiencies:

1. The bike lanes along Camp Meade Road terminate at Music Lane south of the station and north of the station at School Lane where the roadway width can no longer accommodate bicycle use.
2. Signage for full lane shared bicycle use is missing where the bike lane drops at School Lane.

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles - 7

Planned Projects:

Upgrades to the BWI Trail are being considered through the Hammons Ferry School Sidewalk – Safe Routes to School (SRTS) project.

Linthicum Light Rail Station
595 Camp Meade Road
Linthicum Heights, MD 21090

Provided by MTA

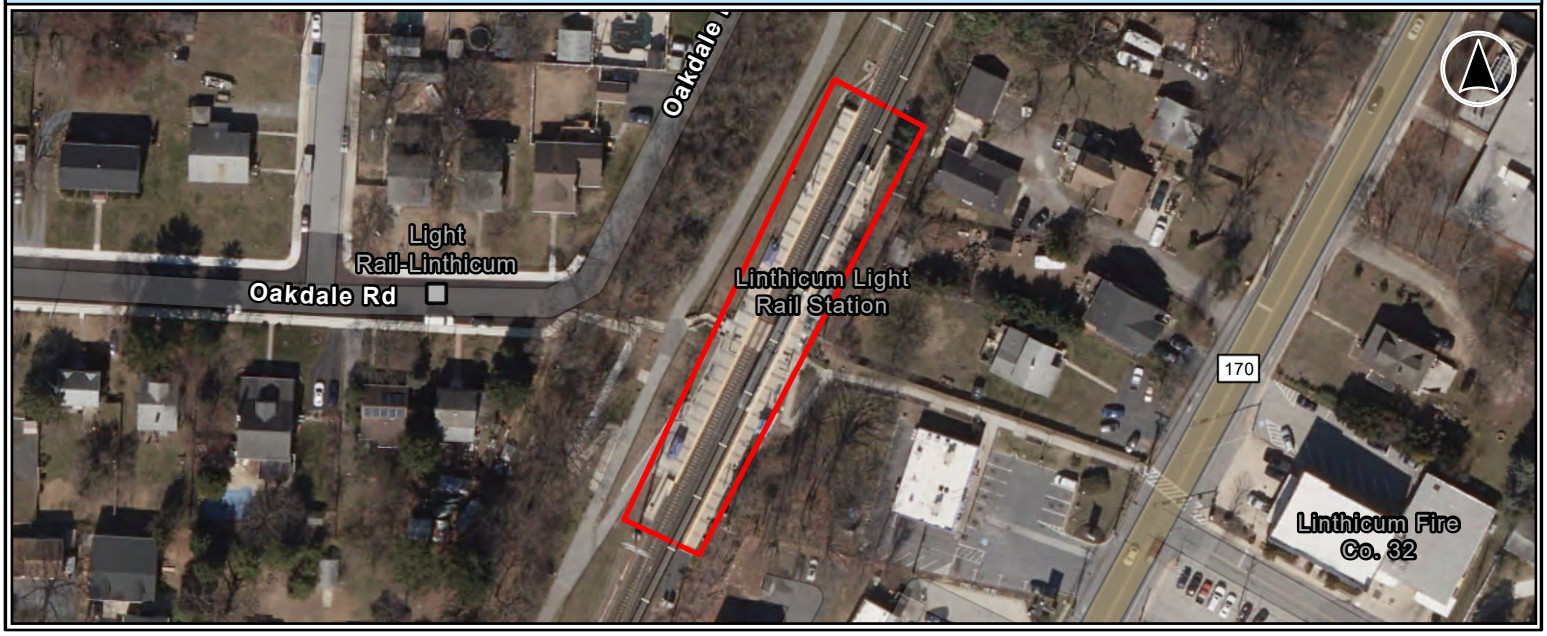
MTA Connections	N/A
Local Connections	N/A

Location and Ownership		**Station Amenities**	
Survey Date:	5/10/2023	Schedule Information:	Yes
Jurisdiction:	Anne Arundel County	Route Information:	Yes
		Ticket Booth or Machine:	Yes
Parking		Shelter:	Yes
Total Spaces:	N/A	Benches:	Yes
Average Spaces Occupied in 2023:	N/A	Restrooms:	No
Total Space Utilization (%):	N/A	Public Telephone:	Yes
Parking Fee:	N/A	Pedestrian Access via Sidewalk:	Yes
CCTV Present:	Yes	Pedestrian Access via Trail:	Yes

Accessibility Information		**Bicycle Facility Information**	
ADA Spaces:	N/A	Bicycle Spaces (#):	4
ADA Spaces Occupied:	N/A	Type of Bicycle Racks:	2 (Other)
ADA Signage Present:	N/A		
ADA Fine Information Posted:	N/A	Bicycle Lockers (#):	0
ADA Access to Station:	N/A	Bike Access via Trail:	Yes

Infrastructure Attributes		**Electric Vehicle Charging Station Information**	
Paved Surface:	N/A	EVC Stations Available:	0
Striping:	N/A	EVC Type:	N/A
Lighting:	Yes		

Facility Image



Ferndale Light Rail Station

Character:

This station is designated as a community walk on stop located in a residential community with a small commercial area nearby. A fire station is located north of the station. Ferndale is classified as a revitalization area in the BWI/ Linthicum Small Area plan. The area is not designated for transit oriented development or mixed use.

Land Use Context:

The Ferndale Light Rail station is located in an area classified as Residential Medium Density land use. The station is small in scale and intended to serve the surrounding residential community as a walk-up stop. There are no bus routes servicing this station. The station falls with the LTR Group 5S – Rehabilitation of Light Rail System project.

Parking:

No parking is provided, which is in character with a community walk-on stop. Riders wishing to park their car and then ride transit are directed by signage at the Ferndale station to use the Cromwell/Glen Burnie or North Linthicum stations.

Pedestrian Environment:

The surrounding area is generally accommodating to pedestrians, with some room for improvement or upgrade.

Deficiencies:

1. Pedestrian crossing signs should be placed at the railroad crossings.
2. Curb ramps upgrades to ADA compliance are needed for connections to the west of the station.
3. Gap in the sidewalk south of Ferndale Road along Broadview Boulevard.
4. Sidewalk terminates on Broadview Boulevard north of Packard Avenue.
5. Sidewalk adjacent to the station on Broadview Boulevard between Ferndale Avenue and Packard Avenue is narrow and pedestrians were observed walking within the roadway.

Bicycling Environment:

The surrounding roadways are generally able to accommodate bicyclist improvements, but there are no bike markings or signage in the area.

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles - 10

Planned Projects:

Per the 2023 Bicycle and Pedestrian Master Plan – Walk and Roll Anne Arundel!, bike lanes are proposed along Baltimore Annapolis Boulevard and Broadway Boulevard to provide connections to existing bicycle facilities.

Ferndale Light Rail Station
7214 Baltimore Annapolis Boulevard
Glen Burnie, MD 21061

Provided by MTA

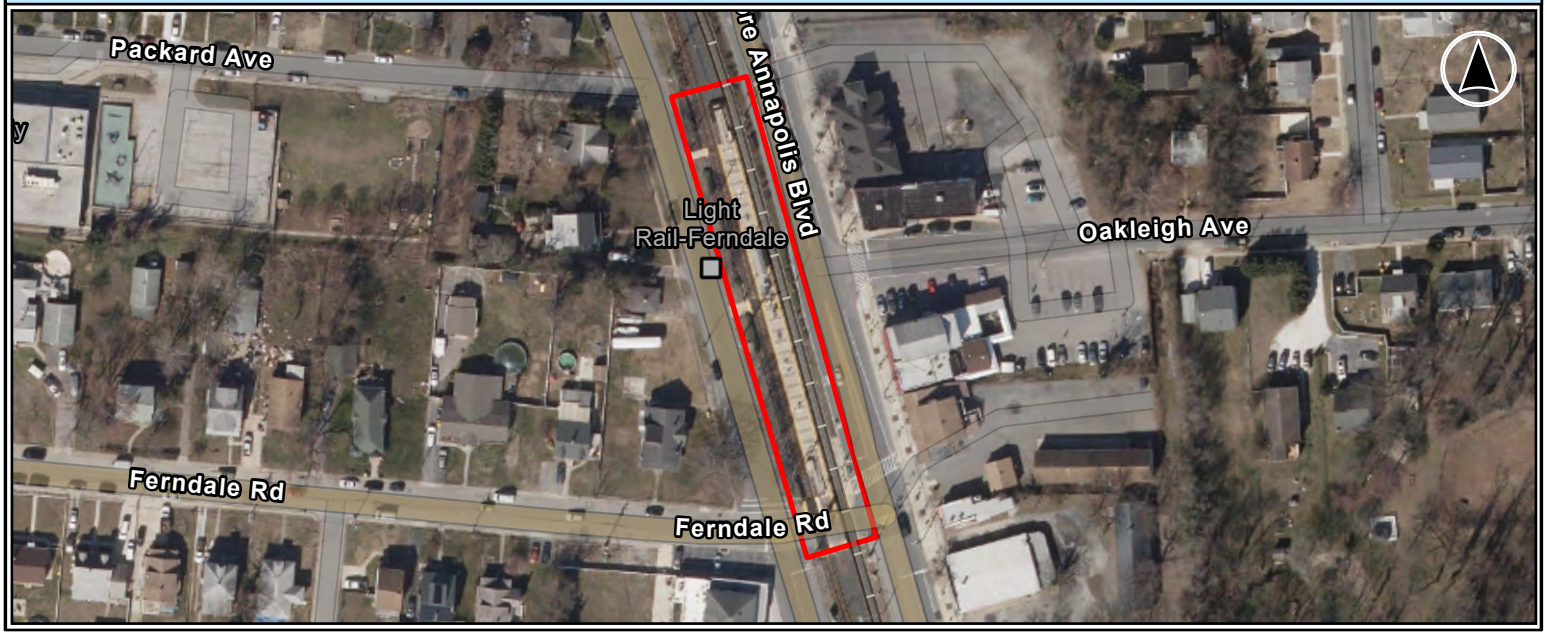
MTA Connections	N/A
Local Connections	N/A

Location and Ownership		**Station Amenities**	
Survey Date:	5/10/2023	Schedule Information:	Yes
Jurisdiction:	Anne Arundel County	Route Information:	Yes
		Ticket Booth or Machine:	Yes
Parking		Shelter:	Yes
Total Spaces:	N/A	Benches:	Yes
Average Spaces Occupied in 2023:	N/A	Restrooms:	No
Total Space Utilization (%):	N/A	Public Telephone:	No
Parking Fee:	N/A	Pedestrian Access via Sidewalk:	Yes
CCTV Present:	No	Pedestrian Access via Trail:	No

Accessibility Information		**Bicycle Facility Information**	
ADA Spaces:	N/A	Bicycle Spaces (#):	4
ADA Spaces Occupied:	N/A	Type of Bicycle Racks:	2 (Inverted U)
ADA Signage Present:	N/A		
ADA Fine Information Posted:	N/A	Bicycle Lockers (#):	0
ADA Access to Station:	N/A	Bike Access via Trail:	No

Infrastructure Attributes		**Electric Vehicle Charging Station Information**	
Paved Surface:	N/A	EVC Stations Available:	0
Striping:	N/A	EVC Type:	N/A
Lighting:	Yes		

Facility Image



Cromwell/Glen Burnie Light Rail Station

Character:

This station is surrounded by industrial and commercial uses. An MTA Light Rail Vehicle Maintenance facility is located immediately behind the station. A shopping center is situated directly across the street to the west of the station. The County Plan considers the area under-utilized and indicates that the station area presents an opportunity for more efficient and productive land uses. MDOT identifies this station as a Joint Development Opportunity. No plans currently exist for joint development, but the County has intent for redevelopment.

Land Use Context:

The station is located in an area classified as Industrial and Government Institution land uses. A 2004 Small Area Plan for Glen Burnie presents a concept for a transit neighborhood as the area is redeveloped. MTA bus routes 69 & 70 and Anne Arundel County bus routes 201, 215, BPC, & GXT service this transit stop.

Parking:

There are 795 spaces provided in a surface lot. Low occupancy was observed.

Pedestrian Environment:

The station abuts Baltimore Annapolis Boulevard, a busy road with many sidewalk gaps. There are signalized crossings at the north and south entrance to the station, but there is no connecting sidewalk on the east side of the road that provides connections across the parking lot to Cromwell Field Center Mall. Multiple midblock crossings were observed.

There is a pedestrian path which provides access from the north. The entrance to the path is within the Ryder Truck Rental parking lot off at Eastern Avenue and B&A Boulevard. No crosswalk is provided at this connection or across the station parking lot to the south. Sidewalks are lacking on Eastern Road which is the main connection to the station from the north. Similarly, there is no sidewalk on Central Avenue which connects a residential community on the south.

Improvements are needed to improve the safety of pedestrians and circulation within the station parking lot and driveways. Painted crosswalks and a designated path for pedestrians is needed. Additionally, the crossings of the train tracks within the station have poor sightlines and are unprotected.

Deficiencies:

1. Pedestrian path from the north is in need of maintenance with overgrown vegetation and accumulation of debris.
2. Sidewalk connection is missing on Eastern Road between Longwood Avenue and B&A Boulevard, which would provide access from the large residential neighborhood.
3. Sidewalk and curb ramps across from the stop on the east side of B&A Boulevard are insufficient and do not have connections to the shopping center.
4. Pedestrian signals and crosswalks are recommended across B&A Blvd at Eastern Road and at 8th Ave/Dorsey Rd.
5. Missing sidewalks, crosswalks and pedestrian crossing signs should be provided in within the station.

Bicycling Environment:

The existing bike racks are not highly visible and multiple bikes were locked to poles and other inappropriate locations. Bicycle lockers are provided but underutilized.

There are no bicycle facilities along the adjacent roadways. The roadways are able to support bicycle improvements, but there are no bicycle connections to/from the station. Also missing is a connection to the John Overstreet Connector SUP to the south at Dorsey Road/8th Avenue and B&A Boulevard.

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles – 26

Planned Projects:

Bike lanes are proposed along Baltimore Annapolis Boulevard and 8th Avenue, per the 2023 Bicycle and Pedestrian Master Plan – Walk and Roll Anne Arundel!.

Cromwell / Glen Burnie Light Rail Station
7300 Baltimore Annapolis Boulevard
Glen Burnie, MD 21061

Provided by MTA

MTA Connections	LocalLink 69, 70
Local Connections	RTA Route 201 (Arundel Mills - Freetown Village)

Location and Ownership		**Station Amenities**	
Survey Date:	5/10/2023	Schedule Information:	Yes
Jurisdiction:	Anne Arundel County	Route Information:	Yes
		Ticket Booth or Machine:	Yes
Parking		Shelter:	Yes
Total Spaces:	723	Benches:	Yes
Average Spaces Occupied in 2023:	29	Restrooms:	No
Total Space Utilization (%):	4	Public Telephone:	Yes
Parking Fee:	No	Pedestrian Access via Sidewalk:	Yes
CCTV Present:	Yes	Pedestrian Access via Trail:	No

Accessibility Information		**Bicycle Facility Information**	
ADA Spaces:	17	Bicycle Spaces (#):	4
ADA Spaces Occupied:	1	Type of Bicycle Racks:	1 (Inverted-U); 1 (Bicycle Shaped)
ADA Signage Present:	Yes		
ADA Fine Information Posted:	Yes	Bicycle Lockers (#):	10
ADA Access to Station:	N/A	Bike Access via Trail:	No

Infrastructure Attributes		**Electric Vehicle Charging Station Information**	
Paved Surface:	Yes	EVC Stations Available:	2
Striping:	Yes	EVC Type:	Type II
Lighting:	Yes		

Facility Image

Odenton MARC Station

Character:

This large commuter station is surrounded by residential neighborhoods, with some industrial and commercial uses nearby. The 2023 Odenton Town Center Master Plan identifies significant opportunity to attract high-quality, mixed use development to the core of Odenton Town Center. The MARC Odenton Station Renovation project will perform interior improvements to the station building and accessible restrooms. Exterior renovations will include improved drainage, exterior signage and external building improvements.

Land Use Context:

The station is located in an area classified as Residential, Industrial, and some Commercial land uses. RTA routes 202, 203, and 504 and County route CRC service this transit station

Parking:

There are several surface parking lots on the east and west sides of the station with over 2,000 spaces. Parking spacing occupancy utilization was not captured. The County and State have partnered to construct a future parking garage at the station, which is anticipated to a be a catalyst for future mixed-use development.

Pedestrian Environment:

ADA compliant shelters and seating are available on the east and west sides of the station.

Access to the station is car centric and pedestrian access is limited by Commercial development, Annapolis Road, and natural barriers. Pedestrian and bicyclist crashes on Annapolis Road, including a fatality, highlight the unsafe conditions.

The Odenton pedestrian network has significant gaps, especially connecting individual residential subdivisions, along MD 175 (Annapolis Road) and Telegraph Road, and within the northern portions of the Town Center. The rail corridor creates a barrier for the continuation of Odenton Road, which is split into east and west segments. Sidewalk infrastructure to access the station from either direction is limited. There is a tunnel to connect the passengers from inbound and outbound platforms.

Deficiencies:

1. Sidewalk along Annapolis Road is narrow without a grass buffer. High vehicular speeds and limited sightlines present a hazard to pedestrians traveling along the roadway. Although the sidewalk is protected by a high curb, numerous guiderail strikes are present in the area.
2. Crosswalk and curb ramp upgrades are needed at Annapolis Road and Town Center Boulevard.
3. Clear pedestrian paths and crosswalks are needed to provide a safe path within the station to the train platform.
4. Desire paths around the train platforms should be barricaded or paved to provide safe pedestrian pathways.

Bicycling Environment:

There are bike racks and bike lockers on the east and west sides of Odenton Station.

The Washington, Baltimore and Annapolis Trail (WB&A Trail) begins at the intersection of Odenton Road and Piney Orchard Parkway and runs south to the Patuxent River and the Prince Georges County border. A shared use path runs along Odenton Road from the WB&A Trail/Piney Orchard Parkway east to the roundabout intersection of Odenton Road, Annapolis Road, Sappington Station Road, and Higgins Drive. Another shared use path connects the residential development on Town Center Boulevard from Odenton Road to Charter Oaks Boulevard, providing access across Patuxent Parkway.

Deficiencies:

1. Shared use path accessing the east segment of the station from the south at Becknel Avenue has a very steep slope and has vegetation limiting the travel way.
2. There are no markings or signage accommodating bicycle use where high vehicle speeds with limited sightlines dominate conditions.

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles = 6

Planned Projects:

Per the 2023 Bicycle and Pedestrian Master Plan – Walk and Roll Anne Arundel!, shared use paths are proposed in the area along Annapolis Road, Odenton Avenue, Morgan Road, and Telegraph Road.

Odenton MARC Station
1396 Odenton Road
Odenton MD 21113

Provided by MTA

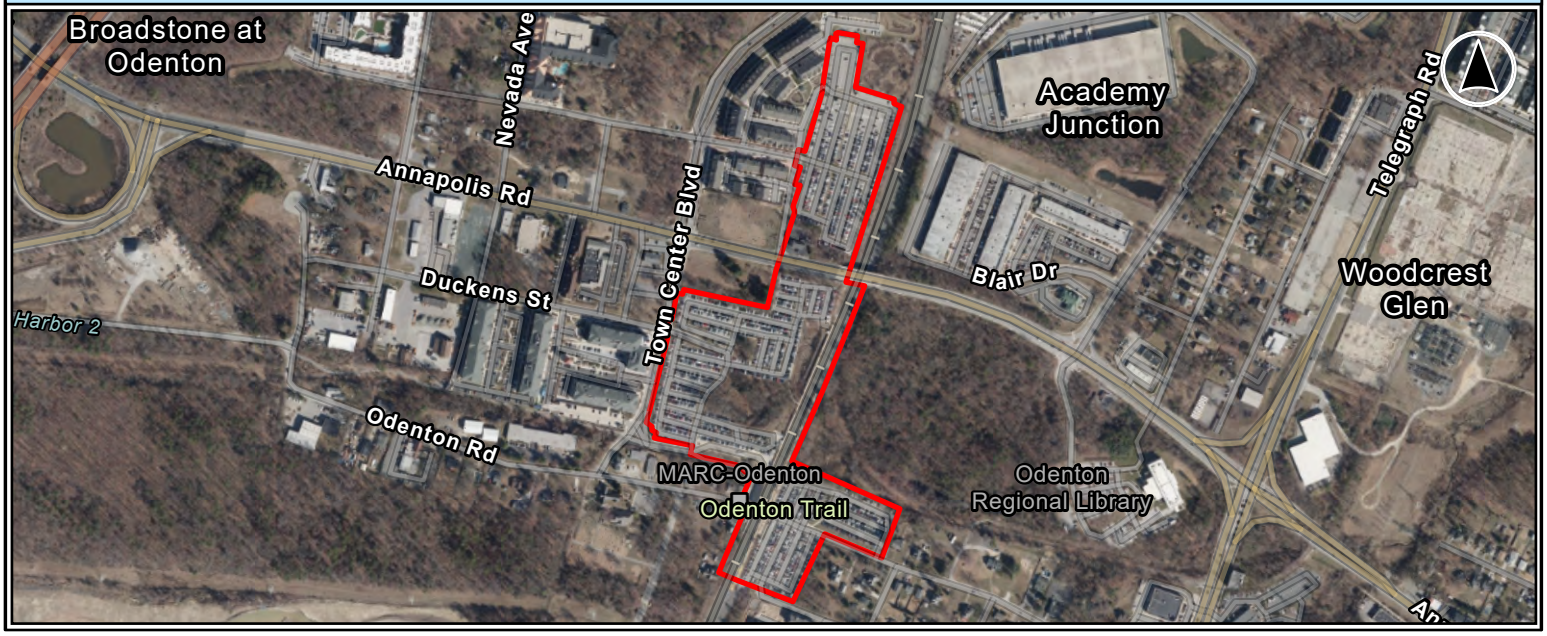
MTA Connections	N/A
Local Connections	RTA Route 504 (Savage MARC - Fort Meade / Piney Orchard)

Location and Ownership		**Station Amenities**	
Survey Date:	5/17/2023	Schedule Information:	Yes
Jurisdiction:	Anne Arundel County	Route Information:	Yes
		Ticket Booth or Machine:	Yes
Parking		Shelter:	Yes
Total Spaces:	2015	Benches:	Yes
Average Spaces Occupied in 2023:	886	Restrooms:	Yes
Total Space Utilization (%):	44	Public Telephone:	Yes
Parking Fee:	No	Pedestrian Access via Sidewalk:	Yes
CCTV Present:	Yes	Pedestrian Access via Trail:	No

Accessibility Information		**Bicycle Facility Information**	
ADA Spaces:	29	Bicycle Spaces (#):	43
ADA Spaces Occupied:	28	Type of Bicycle Racks:	15 (Inverted-U); 1 (Hanger); 1 (Covered Vertical)
ADA Signage Present:	Yes		
ADA Fine Information Posted:	Yes	Bicycle Lockers (#):	32
ADA Access to Station:	N/A	Bike Access via Trail:	No

Infrastructure Attributes		**Electric Vehicle Charging Station Information**	
Paved Surface:	Yes	EVC Stations Available:	2
Striping:	Yes	EVC Type:	Type II
Lighting:	Yes		

Facility Image



Laurel Racetrack MARC Station

Character:

This station is located on the Anne Arundel/Howard County Line and primarily services the Laurel Racetrack within Anne Arundel County. The station facilities are in disrepair, are not ADA accessible, and present hazards to users.

Land Use Context:

This station is as Industrial with nearby Commercial and Recreational land uses. Nearby, south of Fort Meade Road is designated as a disadvantaged area.

Parking:

There is no designated transit user parking at the site, however there are private surface parking lots nearby at the Laurel Racetrack facility.

Pedestrian Environment:

Pedestrians are unlikely to walk to this station due to its geographic isolation and lack of sidewalk connections to the station. The station primarily services the Laurel Racetrack, the sole trip generator. Pedestrians were observed walking along Laurel Race Track Road where there is no sidewalk after performing a midblock crossing from the bus stop on the south side of Fort Meade Road at Laurel Rack Track Road. A pedestrian injury crash occurred at this location in 2022.

Deficiencies:

1. Wood train platforms are in disrepair with loose boards and numerous tripping hazards. Wood railings are structurally deficient.
2. Pedestrian tunnels from Laurel Race Track Road to the train platforms have low clearance and accessibility issues.
3. Pedestrian paths are uneven and overgrown with vegetation.
4. Concrete stairs accessing the train platforms are deteriorating and in need of replacement.
5. There is no sidewalk along Laurel Racetrack Road which connects to the station. Pedestrians were observed walking north along Laurel Race Road from Fort Meade Road/MD 198.
6. Midblock crossings were observed crossing Fort Meade Road near Laurel Race Track Road. There is a bus stop located on the south side of Fort Meade Road. High vehicular speeds are prevalent on Fort Meade Road with a large grass median and 7 lanes. A pedestrian fatality occurred at this location and midblock crossings were observed. A HAWK signal or other accommodations to facilitate safe pedestrian crossings is recommended.

Bicycling Environment:

There are no bike racks or bike lockers at the station. There are no bike markings or signage on the nearby roadways which have insufficient shoulders to support the addition of bike lanes.

Deficiencies:

1. Bicyclists were observed on Fort Meade Road which does not have sufficient shoulders to support bicycle use and has cars traveling at high speeds.
2. There are no designated bike lane or facilities accessing or near the station.

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles - 7

Planned Projects

The MARC Joint Benefit CSX – Inaccessibility to Laurel Racetrack Station Tunnel project includes proposed pedestrian access improvements within station.

Per the 2023 Bicycle and Pedestrian Master Plan – Walk and Roll Anne Arundel!, a shared use path is planned along Fort Meade Road.

Savage MARC Station

Character:

This station on the border of Anne Arundel and Howard Counties is surrounded by Commercial and Industrial uses.

Land Use Context:

The Savage MARC station is located in an area classified as Residential and Commercial uses. The are no bus routes servicing this station within Anne Arundel County.

Parking:

There is no parking available within Anne Arundel County. However, there is a large parking garage on the Howard County side of the station.

Pedestrian Environment:

Pedestrian access to the station is very limited. The railroad tracks provide a barrier to the access from the north, Patuxent Freeway/MD 32 limits access to the east, and lack of sidewalk connections generally limit pedestrian trips to the station. The primary access point is from Dorsey Run Road where a set of stairs leads to a crossing of Brock Bridge Road to the station. There is no sidewalk along Brock Ridge Road adjacent to the site.

Deficiencies:

1. No sidewalk along Brock Bridge Road.
2. No ADA accessible access to the site.
3. Crosswalk on Brock Bridge Road needs to be repainted and additional signage is needed to alert drivers to crossing pedestrians. Lighting at and leading up to this crossing needs to be improved.

Bicycling Environment:

There are no bike racks or bike lockers on the Anne Arundel County side of the station. There are no bike markings or signage on the nearby roadways which have insufficient shoulders to support the addition of bike lanes.

Deficiencies:

1. There is no bicycle infrastructure surrounding the station within Anne Arundel County

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles - 0

Planned Projects

None identified at this time.

Jessup MARC Station

Character:

The station is surrounded by commercial and residential uses. The station is not intended to be a walk on site for Anne Arundel County users and has limited access and facilities at the site.

Land Use Context:

The Jessup MARC station is located in an area classified as Residential and Commercial uses. The are no bus routes servicing this station within Anne Arundel County.

Parking:

There is a surface parking lot with approximately space for approximately 30 parking spaces, although there are no pavement markings to designate parking spaces. Old railroad tracks and other debris in the parking lot area currently limits parking capacity. 4 cars were observed in the parking lot.

Pedestrian Environment:

The station is set directly next to commercial uses without any sidewalks leading to the station. The primary access point is Old Jessup Road from Jessup Road, which also does not have sidewalks. There is a small residential neighborhood nearby, but there are no sidewalks or pedestrian paths to access that station.

Deficiencies:

1. The station does not have any pedestrian facilities leading to the site.

Bicycling Environment:

There are no bike racks or bike lockers on the Anne Arundel County side of the station. There are no bike markings or signage on the nearby roadways.

Deficiencies:

1. There are no bike markings or signage on the nearby roadways.
2. No signage or pavement markings to facilitate bicycle use along Wigley Avenue.

2019-2024 Crash Data:

Number of pedestrian and bicyclist crashes within 0.6 miles - 1

Planned Projects:

Per the 2023 Bicycle and Pedestrian Master Plan – Walk and Roll Anne Arundel!, a bike lane is planned along Jessup Road to connect to the existing shared use path at National Business Parkway and Jessup Road.

Attachment D
Bus Stop Score Sheets from Example Scoring Exercise

Mock Scoring Example

Figure 5 - Importance Scoring Method		
	Metric	**Score**
Stop	**Safety**	
	Separation - Select one	
	No horizontal or vertical separation	6
	Vertical separaton only	3
	Horizontal separation only	3
	Horizontal and vertical separation	0
	Lighting - Select one	
	Lighting not present, night routes exist	3
	Lighting exists, or no night service	0
	Site-specfic Issues (e.g. sight distance, trip hazards)	
	**Score up to 5, determined based on site*	*
	Accessibility/ADA - *Select one*	
	No Conc. Landing Pad within grass buffer	5
	Substandard Landing Pad (incl. sidewalk as pad)	3
	5' x 8' Landing Pad	0
	Passenger Amenity/Convenience	
	Seating	
	No Seating, meets ridership threshold	3
	Seating exists or is not warranted	0
	Shelter	
	No shelter, meets ridership threshold	2
	Shelter exists or is not warranted	0
Crossing	**Safety**	
	Roadway - Select all that apply	
	Unsignalized 6 lane crossing, no median	5
	Unsignalized 4 lane crossing, no median	3
	Unsignalized 2 lane crossing	0
	Unsignalized 4+ lanes, with median	3
	Signalized (with or without median)	0
	No Marked Crosswalk within 250 feet	4
	No Accessible Pedestrian Signal (APS) [0 if APS]	2
	Traffic - Select one	
	ADT > 20,000	4
	ADT between 5,000 and 20,000	2
	ADT < 5000	0
	Site-specfic Issues (e.g. desire for mid-block crossing)	
	**Score up to 5, determined based on site*	*
	Accessibility/ADA - *Select one*	
	No sidewalk ramps	4
	Ramps exist but not ADA compliant (e.g. DWS)	3
	ADA compliant sidewalk ramps	0
Route	**Pedestrian**	
	Pedestrian Path - Select all that apply	
	Sidewalk gap	8
	Sidewalk obstructions	4
	Insufficient buffer to travelway, variable score max.	3
	ADA compliant walkway	0
	Site-specfic Issues (e.g. trip hazards)	
	**Score up to 5, determined based on site*	*
	Cyclist	
	Level of Traffic Stress - Select one	
	LTS 4	4
	LTS 3	2
	LTS 1 or 2	0

	Andover Rd at Oakwood		B&A Blvd at Sun Valley Shopping Ctr		Arundel Mills Blvd & Dorchester		Dorsey Road at Candlewood Rd		Fort Meade Rd at Laurel Race Track Rd		Chinquapin Round Rd at Drew St		Admiral Drive at Captains Circle	
Tract:	7304.04		7302.04		7401.07		7401.03		7515		7065		7066	
	2797		2864		20125		7233		20182		246		232	
	2797-S	**11**	**2864-S**	**21**	**20125-S**	**10**	**7233-S**	**11**	**20182-S**	**16**	**246-S**	**2**	**232-S**	**21**
	3		6		0		3		0		0		6	
	1 (lighting might be improved)		0		1 (lighting might be improved)		1 (lighting might be improved)		3		0		3	
	3		5		5		5		5		0		5 (users unprotected with poor v	
	0		3		0		0		3		0		0	
	0		2		0		0		0		0		0	
	2797-C	**6**	**2864-C**	**22**	**20125-C**	**10**	**7233-C**	**10**	**20182-C**	**29**	**246-C**	**7**	**232-C**	**10**
	0		4		0		0		5		0		0	
	0		0		0		0		4		0		0	
	0		4		0		4		4		0		0	
	0		2		2		2		2		1	(p.b. broken)	2	
		15000		18800		23700								
	2		3		4		2		4		4		2	
									5 (midblock crossings)		0			
	0		4		0				4				4	
	2797-R	**12**	**2864-R**	**13**	**20125-R**	**8**	**7233-R**	**19**	**20182-R**	**11**	**246-R**	**3**	**232-R**	**13**
	4		8		0		8		0		1		8	
							5 (no facilities, except bus sign)		2 (vegetation)				3 (poor sight lines)	
	4		0		4		4		4					

Mock Scoring Example

Transit Trips Potential	
Current Ridership (daily) - Select one	
Boardings/Alightings > 20	2
Boardings/Alightings between 6 and 20	1
Boardings/Alightings < 5	0
Potential Demand - Select one	
Within Land Use Prioitizaton Zone (PZ)	4
Within Focus Development classification, not in PZ	3
Outside of Focus Development classification	1

Figure 6 - Urgency Scoring Method				Andover Rd at Oakwood		B&A Blvd at Sun Valley Shopping Ctr		Arundel Mills Blvd & Dorchester		Dorsey Road at Candlewood Rd		Fort Meade Rd at Laurel Race Track Rd		Chinquapin Round Rd at Drew St		Admiral Drive at Captains Circle	
Factor	**Score**	**Weight**	For stop:	**27.5**		**37.5**		**3**		**6**		**41.5**		**9**		**6**	
			For crossing & route:	**41**		**54**		**6**		**12**		**64**		**15**		**9**	
Equity																	
Disadvantaged Community - Select one		4			4		8		0		0		12		0		0
Transportation Disadvantaged	2					2						2					
Within Disadvantaged Census Tract	1			1								1					
Outside of Disadvantaged Census Tract	0							0		0				0		0	
Population Vulnerability - Select all that apply		4			8		8		0		0		4		0		0
Vulnerability Index ≥ 4	1			1		1		0		0		0		0		0	
Disabled/Elderly population ≥ 20% (combined)	1			0		1		0		0		0		0		0	
Carless population ≥ 15%	1			1		0		0		0		0		0		0	
Population below 100% Poverty Level ≥ 15%	1			0		0		0		0		1		0		0	
Crash Factors																	
Vulnerable User Crash History - Select One per Incident		3			15		21		0		0		33		12		6
Fatalities & Major Injuries	3			3		3		0		0		3		0		0	
Minor or suspected injuries	2			0		4		0		0		8		4		2	
Property Damage Only	1			2		0		0		0				0		0	
SSPF Pedestrian Crash Risk - Select One		3			6		9		3		6		9		3		3
Higher crash risk	3					3						3					
Medium crash risk	2			2						2							
Lower crash risk	1							1						1		1	
SSPF Cyclist Crash Risk - Select One		3			6		6		3		6		6		0		0
Higher crash risk	3																
Medium crash risk	2			2		2				2		2					
Lower crash risk	1							1						0		0	
Project Support/Requests																	
Location previously prioritized - Select one		2			2		0		0		0		0		0		0
Location prioritized in a County Plan/Study	1			1		0		0									
Location not prioritized in a County Plan/Study	0																
Community Request- Select one		2			0		2		0		0		0		0		0
Community request for improvement	1					1											
No commmunity request for improvement	0			0				0									
Agency Request - Select one		2			0		0		0		0		0		0		0
Prioritized by Agency/Stakeholder	1																
Not prioritized by Agency/Stakeholder	0			0		0		0									