

Calvert-St. Mary's
Metropolitan Planning Organization's

Bus Stop Assessment and Plan

Final Report
September 2019

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Prepared by





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Chapter 1

Bus Stop Accessibility Guidelines

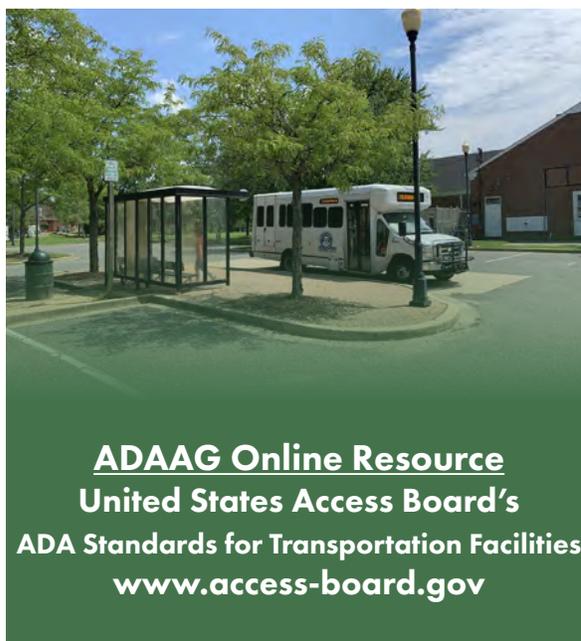
Introduction

The accessibility of transportation facilities, including bus stops, is regulated by the Americans with Disabilities Act of 1990 (ADA). The Act empowered the United States Access Board to develop and adopt specific accessibility guidelines. These guidelines, pertaining to transportation facilities, are recorded in the ADA Accessibility Guidelines that were adopted in 2006 and the Public Right-of-Way Accessibility Guidelines that were proposed in 2011.

The United States Access Board is an independent federal agency that supports equality for people with disabilities by developing accessibility guidelines and standards for the built environment, transit vehicles, telecommunications equipment, medical diagnostic equipment, and information technology. The U.S. Access Board also offers technical assistance and training on these requirements and accessible design while continuing to enforce accessibility standards that cover federally funded facilities.

ADA Accessibility Guidelines

After the passage of the ADA, the U.S. Access Board developed, and now routinely updates, the ADA Accessibility Guidelines (ADAAG) that the United States Department of Justice (USDOJ) and the United States Department of Transportation (USDOT) have adopted into enforceable standards. Municipalities are required to comply with the ADAAG when designing, building, and improving elements in the built environment; including bus stops, sidewalks and other pedestrian facilities. The ADAAG includes specific guidelines for various elements of bus stops and other transportation facilities under Section 810.



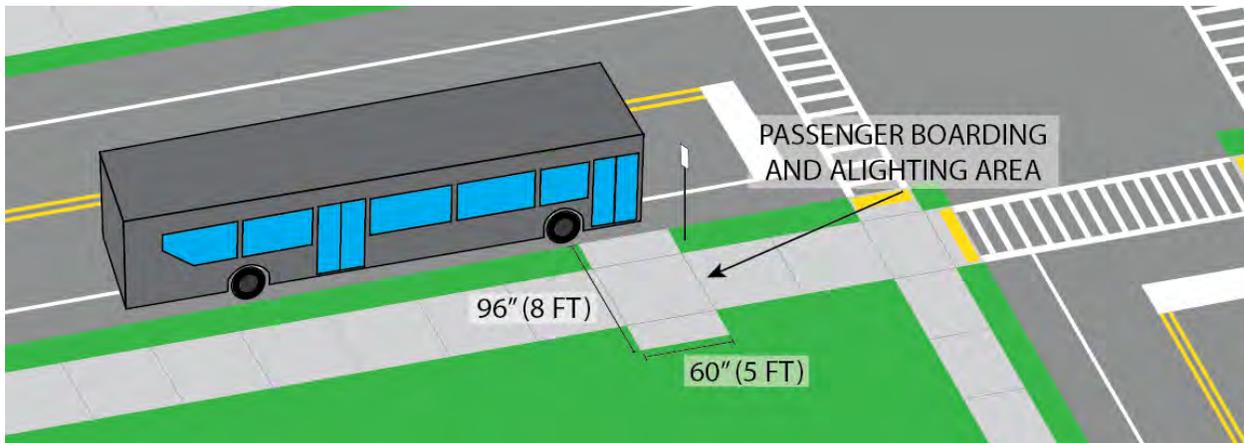
ADAAG Online Resource
United States Access Board's
ADA Standards for Transportation Facilities
www.access-board.gov

Passenger Boarding and Alighting Areas

Bus boarding and alighting area guidelines are detailed under Section 810.2 of the ADAAG; the section includes four specific guidelines:

- Surface** Boarding and alighting areas shall have a firm and stable surface
- Dimension** Boarding and alighting areas shall extend a minimum of 96 inches deep and 60 inches wide
- Connection** Boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route
- Slope** Parallel to the roadway, the slope shall be the same as the roadway
Perpendicular to the roadway, the slope shall be no steeper than 1:48 (approx. 2%)

Figure 1-1: ADA Compliant Passenger Boarding and Alighting Area

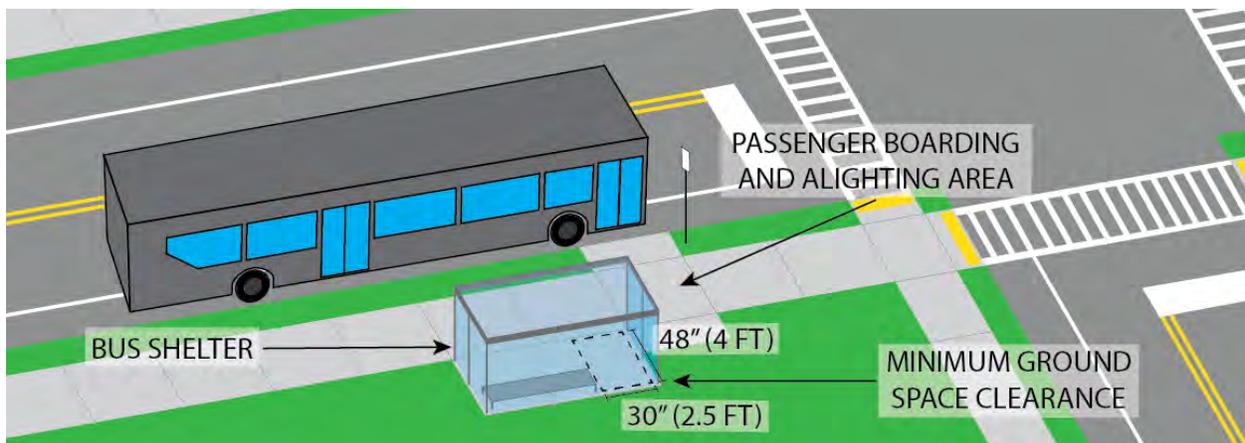


Bus Stop Shelters

Bus stop shelter guidelines are provided in Section 810.3 of the ADAAG; the section includes the following specific guidelines:

Connection	Bus shelters shall be connected by an accessible route to an accessible boarding and alighting area
Ground Space Clearance	Bus shelters shall provide a minimum clear floor or ground space entirely within the shelter
Surface	Floor or ground surfaces shall be firm and stable; changes in level are not permitted
Dimension	Clear floor or ground surfaces shall be a minimum of 30 inches by 48 inches
Position	Floor or ground space shall be positioned to accommodate a forward or parallel approach
Maneuvering Clearance	<p>Where floor or ground space is located in an alcove or otherwise confined on all or part of three sides, additional maneuvering clearance shall be provided</p> <p><u>Forward Approach:</u> Alcoves shall be a minimum of 60 inches wide where the depth exceeds 24 inches</p> <p><u>Parallel Approach:</u> Alcoves shall be a minimum of 60 inches wide where the depth exceeds 15 inches</p>

Figure 1-2: ADA Compliant Bus Stop Shelter



Bus Stop Signs

Bus route identification signs shall comply with ADAAG Sections 703.5.1 through 703.5.4, and 703.5.7 and 703.5.8. In addition, to the maximum extent practicable, bus route identification signs shall comply with 703.5.5. However, bus schedules, timetables, and maps that are posted at the bus stop or bus bay do not have to comply. ADAAG bus stop sign guidelines are detailed below:

Finish and Contrast	Characters and their background shall have a non-glare finish and the characters shall contrast with their background
Case	Characters shall be uppercase or lowercase, or a combination of both
Style	Characters shall be conventional in format; characters cannot be italic oblique, script, highly decorative, or of other unusual forms
Character Proportions	Characters shall be selected from fonts where the width of the uppercase letter "O" is 55% min. and 110% max. of the height of the uppercase "I"
Stroke Thickness	Stroke thickness of the uppercase letter "I" shall be 10% min. and 30% max. of the height of the character
Character Spacing	Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces; spacing between individual characters shall be 10% min. and 35% max. of character height
Character Height	Minimum character height shall comply with Table 703.3.5 in Chapter 7 of the ADAAG; bus stop sign characters generally fall within the 2 inch height category

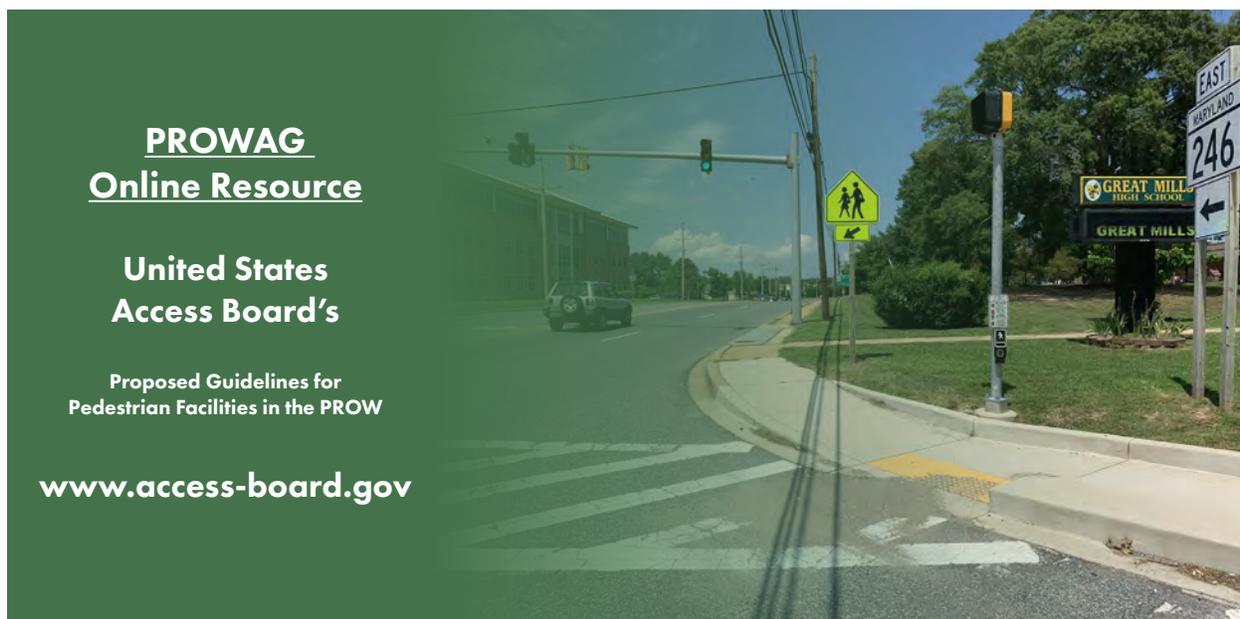


Proposed Public Right-of-Way Accessibility Guidelines

The 2011 proposed Public Right-of-Way Accessibility Guidelines (PROWAG) build upon the 2006 ADAAG and consequently the currently adopted and enforceable USDOT and USDOJ standards. The proposed guidelines provide detailed guidance on pedestrian facilities in the public right-of-way that are not addressed in ADAAG's Section 402 and in some cases establish or change minimum or maximum measurements for items in the current ADAAG.

Accessible Pedestrian Routes

An accessible pedestrian route provides a continuous and unobstructed path of travel for pedestrians traveling to and from bus stops. Accessibility guidelines draw from numerous sections of the proposed PROWAG including Chapter R2 (R204, R206, R208, R209, R210), Chapter R3 (R302, R305, R306), and Chapter R4 (R402, R403, R404, R406, R407). Pedestrian access routes summarized in this section apply to sidewalks, pedestrian street crossings, and pedestrian crossing signals.





PROWAG Design Considerations for Pedestrian Pathways

Accessible Widths

In general, a minimum continuous clear width of 4 feet is required for pedestrian pathways

Continuous Width

The continuous clear width of the pedestrian access routes shall be 4 feet, exclusive of the width of the curb

Passing Spaces

On pathways where the clear width of the pedestrian access route is less than 5 feet, passing spaces need to be provided at least every 200 feet; passing spaces must be a minimum of 5 feet by 5 feet and are permitted to overlap pedestrian access routes

Medians and Pedestrian Refuge Islands

The minimum width increases to 5 feet for pathways within medians and pedestrian refuge islands

Accessible Grades

Guidelines for pathway grades will vary based on direction and pathway element

Running Slope

Generally, a pathway's running slope can be no greater than 5% (this includes street crossings)
Exception: where a pathway is alongside a street or highway (e.g. a sidewalk) it is allowed to be the general grade established for the adjacent street or highway but not steeper

Cross Slope

A pathway's cross slope may not exceed 2%
Exception 1: Pedestrian street crossings without a yield or stop control; the cross slope can be up to 5%
Exception 2: Mid-block pedestrian street crossings; the cross slope can equal the street or highway grade



PROWAG Design Considerations for Pedestrian Pathways

Surfaces

Surfaces of pedestrian access routes and their elements must be firm, stable, and slip resistant; they must be generally planar with flush grade breaks and pavement connections

Vertical Surface Discontinuities

Vertical surface discontinuities cannot exceed 0.5 inches in height, and those between 0.25 and 0.5 inches must be beveled with a slope no steeper than 50%

Horizontal Openings

Horizontal openings in gratings and joints can be no wider than 0.5 inches with elongated openings in gratings placed so that the long dimension is perpendicular to the dominant direction of travel.

Flangeway Gaps

Where a pedestrian pathway crosses an at-grade rail line, the pedestrian access route surface must be level and flush, aligned with the top of the rail; flangeway gaps at pedestrian crossings cannot exceed 2.5 inches on non-freight rail track and 3 inches on freight rail track

Protruding Objects

Protrusions (leading edges that encroach upon the walk path) that fall within a height of 27 inches to 80 inches from the walking surface must not protrude more than 4 inches into the vertical clearance of the walk path



Curb Ramps and Blended Transitions

Curb ramps and blended transitions provide grade transition points between sidewalks and the street. These transition points provide a navigable pathway for people with mobility and vision disabilities. Guidelines are provided in Section R304 of the PROWAG.

Curb Ramps

Generally, the components of a curb ramp are the ramp itself, a level landing at the top of the ramp, a landing at the bottom of the ramp, and a detectable warning to alert pedestrians of a transition from sidewalk to street crossing.

Perpendicular curb ramps are perpendicular to the street curb and permit pedestrians to cross the street perpendicular to vehicular traffic. Ideally, they are in line with the path of travel of both the sidewalk and the street crossing, but this is not always possible due to existing conditions. A common distinguishing feature of perpendicular curb ramps is that each ramp generally serves a single street crossing; at a four-way intersection, two perpendicular ramps are needed at each corner.

Parallel curb ramps typically consist of two ramps connecting to a shared level bottom landing. Ramps are oriented so that pedestrians travelling up or down the ramps travel parallel to vehicle traffic. These ramps are common on narrow sidewalks where there is little area for a top landing. The bottom landing is at street level and does not extend beyond the curb.

Blended Transitions

An alternative approach to curb ramps is a category of treatment referred to as a blended transition. A blended transition is a raised pedestrian street crossing, depressed corner, or similar level connection between the pedestrian pathway and the pedestrian street crossing. Blended transitions are commonly used in locations with high pedestrian activity.

Figure 1-3: Examples of Curb Ramps and Blended Transitions



Perpendicular
Curb Ramp

Parallel
Curb Ramp

Blended Transition
(Depressed Corner)



Table 1-1: PROWAG Curb Ramp Elements

Element	Perpendicular Curb Ramps	Parallel Curb Ramps	Blended Transition
Ramp Run			
Running Slope	5% to 8.3 %	5% to 8.3%	Maximum 5%
Cross Slope	Maximum 2%	Maximum 2%	Maximum 2%
Width	Minimum 4 feet	Minimum 4 feet	Minimum 4 feet
Length	Maximum 15 feet	Maximum 15 feet	-
Flared Sides	Maximum 10%	No flares	Maximum 2%
Top Landing Area			
Dimensions	Minimum 4 feet by 4 feet - where constrained at the back of the sidewalk, a minimum of 5 feet in the direction of the ramp run	As wide as the widest ramp run leading to the landing at least 5 feet long is required at the top and bottom of each ramp run	Minimum 4 feet by 4 feet - where constrained at the back of the sidewalk, a minimum of 5 feet in the direction of the ramp run
Slope	Maximum 2% in any direction	Maximum 2% in any direction	Maximum 2% in any direction
Bottom Landing Area			
Dimensions	Minimum 4 feet by 4 feet - provided within width of pedestrian street crossing.	Minimum 4 feet by 4 feet - where constrained by two or more sides, a minimum of 5 feet in the direction of the street crossing	Minimum 4 feet by 4 feet - provided within width of pedestrian street crossing.
Running Slope	Maximum 5% - "Counter Slope"	Maximum 2%	Maximum 5% - "Counter Slope"
Cross Slope	Maximum 2% - Exceptions: at street crossings without yield or stop control: maximum 5%; at midblock crossings: equal to street or highway grade	Maximum 2%	Maximum 2% - Exceptions: at street crossings without yield or stop control: maximum 5%; at midblock crossings: equal to street or highway grade



Detectable Warning Surfaces

Detectable warning surfaces alert pedestrians of the boundary between pedestrian and vehicular routes where there is a flush, rather than curbed, connection. On curb ramps and blended transitions, detectable warning surfaces are required to run the entirety of the leading edge of the ramp and extend two feet in the direction of pedestrian travel.

In addition to curb ramps and blended transitions, detectable warnings are also required for the following locations:

- Pedestrian refuge islands.
- Pedestrian at-grade rail crossings not located within a street or highway.
- Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards.

Detectable warning surfaces are not required at pedestrian refuge islands that are cut-through at the street level and are less than six feet in length in the direction of pedestrian travel.

Figure 1-4: Example of Detectable Warning Surfaces





Pedestrian Street Crossings

Accessibility guidelines are also outlined for pedestrian street crossings. A pedestrian access route shall be provided within pedestrian street crossings, including medians, pedestrian refuge islands, and pedestrian at-grade rail crossings.

The PROWAG calls for accessible pedestrian signals and pedestrian pushbuttons that communicate information about the “walk” and “don’t walk” intervals at signalized intersections; non-visual formats should also be used (e.g. audible signals). Pedestrian signals located at pedestrian street crossings must comply with sections 4E.08 through 4E.13 of the Manual of Uniform Traffic Control Devices (MUTCD).

There needs to be a clear space adjacent to the pushbutton, connected to the pedestrian pathway, and the pushbutton must be mounted within a height range (15” to 48” from the surface) that makes it reachable for wheelchair users. The clear space must have a firm, stable, and slip resistant surface, with a running slope that is consistent with the grade of the adjacent pedestrian access route and a maximum cross slope of 2 percent. It must be a minimum of 48 inches by 30 inches and must be positioned to allow either forward or parallel approach to the pushbutton.

Figure 1-5: Example of an ADA Compliant Pedestrian Street Crossing





Chapter 2

Existing Conditions Review

Introduction

The Lexington Park-California-Chesapeake Ranch Estates Urbanized Area has a population of over 60,000 people. The Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) carries out all planning activities within the urbanized area. These planning activities include distributing resources to the two transit systems operating within C-SMMPO's jurisdictional area: Calvert County Public Transportation (CCPT) and St. Mary's Transit System (STS). These two transit systems provide a total of ten fixed routes with service in, around, and to the urbanized area.

Accessible, well-marked bus stops are one of the foundational elements of an effective fixed route service. The C-SMMPO requested the assistance of a consultant to conduct a physical inventory of all bus stops within its borders. The field survey was undertaken to:

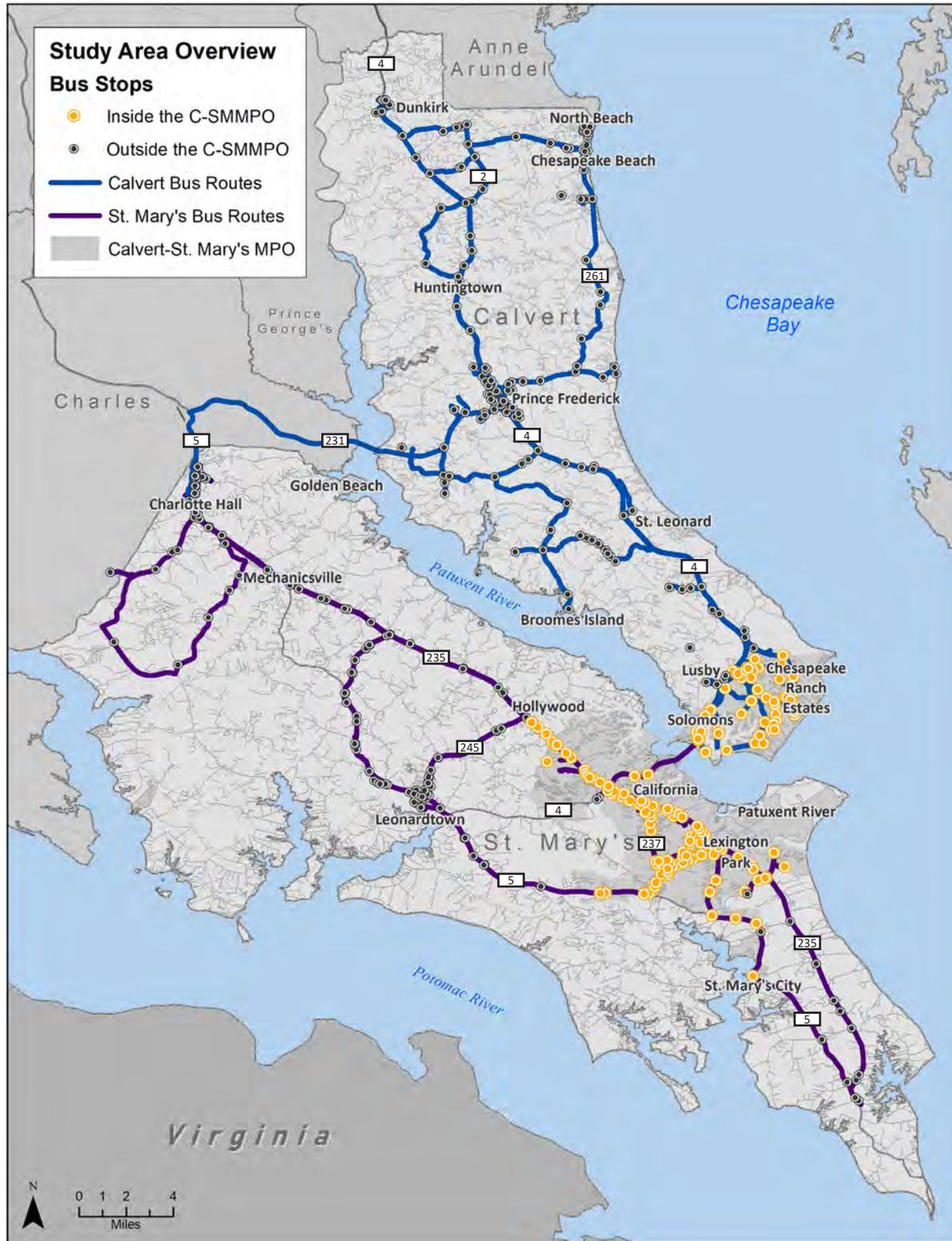
- Assess stop compliance with ADA guidelines (detailed in Chapter 1)
- Inventory stop amenities
- Identify unmarked/flag stops
- Photograph all surveyed bus stops

The following chapter describes the field survey methodology and presents the results of the field survey with regards to amenities and ADA Compliance.

Figure 2-1, on the following page, is a map of Calvert and St. Mary's Counties that depicts all bus stops within both counties and highlights the bus stops within the C-SMMPO.



Figure 2-1: Overview of Bus Stops in Calvert and St. Mary's Counties





Survey Tool and Methodology

A survey tool was created to successfully and accurately complete the bus stop inventory. The data dictionary, which assessed the geographic location, signage, amenities, and accessibility of each stop, was uploaded onto a Trimble Geographical Positioning Satellite (GPS) hand-held computer. Field surveyors, wearing a reflective vest, would then travel to the location of each stop and fill in the data dictionary on their Trimble device. The complete data dictionary is available in Appendix A. The following sections provide brief descriptions of the data collected for each of the data dictionary's four major categories.

Geographic Location

Using the Trimble, surveyors were able to accurately locate the stop by automatically collecting longitude and latitude coordinates. To further detail the exact location of a stop, the cross street, on street, and the bus stop's location in relation to these two streets (Nearside, Farside, At Location, Across From Location) were also notated. To better contextualize the stops purpose, pertinent land uses (residential, commercial, recreational, etc.) at each location were also collected.

Signage

While assessing each bus stop, the surveyor was tasked with determining if there were any issues with signage, including sign height, installation, and any damage. The signage section also dealt with the presence and accessibility of information cases at the stop.

Amenities

Many bus stops include amenities for the customer's comfort and convenience; these include shelters, benches, trash receptacles, and publication boxes. The presence of these amenities and their existing condition were inventoried for the survey.

Accessibility

The last section of the data dictionary deals with the landing pad and pedestrian connections at each stop location. The landing pad is surveyed for its existence and size, while pedestrian connections are assessed by determining the presence of a sidewalk, curb ramps, crosswalks, and traffic/pedestrian controls at each stop location. Any potential barriers to pedestrians were also surveyed at each stop.



Inventory and Compliance of Bus Stop Facilities

All CCPT and STS stops that are within the C-SMMPO’s boundaries were inventoried and assessed according to the data dictionary provided in Appendix A. The field survey lasted from February 26 to February 28, 2019.

Survey instruments used in the inventory and assessment included:

- Trimble Juno 3B GPS Device
- Tape Measure
- 24” Inclinometer
- Reflective Safety Vest

The Calvert and St. Mary’s County GIS files included 125 unique bus stop locations within the C-SMMPO. At the field survey’s conclusion **106 Active Bus Stops were Located and Surveyed** while 19 bus stops were duplicate records of active stops

After the completion of the survey, a post-survey desk review was performed to determine ADA compliance for each stop. Stops were divided into three different compliance categories: ADA Compliant, ADA Non-Compliant, and No Improvements. These categories are defined below:

- **ADA Compliant** - Bus stop meets all ADAAG and PROWAG guidelines
- **ADA Non-Compliant** - Bus stop does not meet all ADAAG and PROWAG guidelines
- **No Improvements** - Bus stop has no pedestrian or passenger amenities

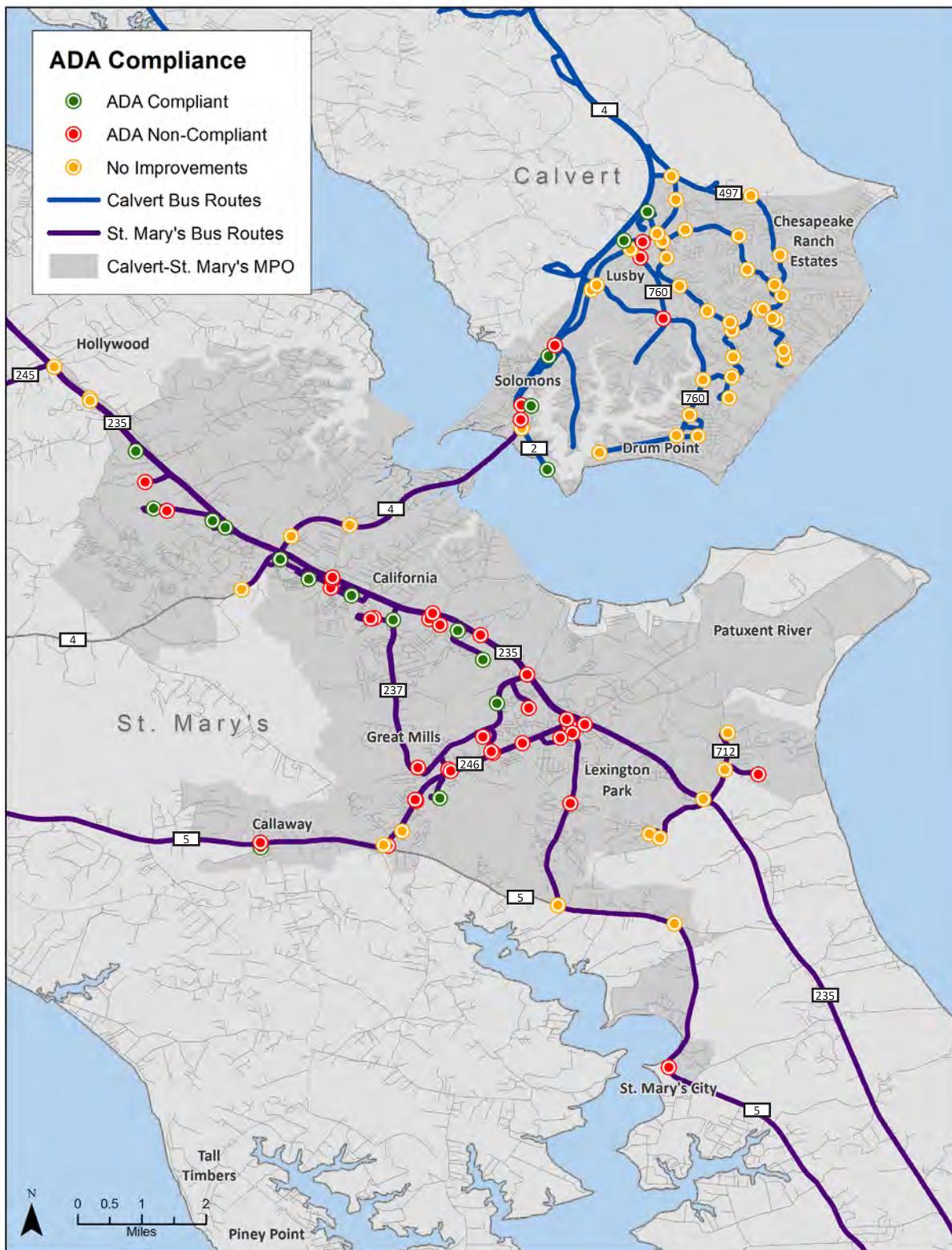
Table 2-1 and Figure 2-2 show the distribution of the inventoried stops within C-SMMPO’s boundaries, categorized by ADA compliance. Nearly all of the stops in Chesapeake Ranch Estates were classified as no improvements, meaning that there is very little pedestrian infrastructure within the largely residential community. Along major roads (Three Notch Road, Great Mills Road, etc.) in St. Mary’s County, many stops were non-compliant, mostly due to a lack of proper boarding areas.

Table 2-1: Bus Stops by Compliance Category

Compliance	Calvert (CCPT)	St. Mary’s (STS)	Total	Percentage
Total Bus Stops	45	61	106	100%
ADA Compliant	5	13	18	17%
ADA Non-Compliant	6	32	38	36%
No Improvements	34	16	50	47%



Figure 2-2: Overview of Bus Stop ADA Compliance



Bus Stop Signage

Of the 106 surveyed stops, only four had any signage indicating that the respective transit provider stopped there. Of the four, three of the stops were served by STS, while the remaining stop was served by CCPT. The three STS signs were attached to shelters, while the CCPT sign was attached to a column outside the Southern Branch of the Calvert County Library System. The rest of the stops were unmarked flag stops.

In order to be considered ADA Compliant, bus stop signs must be greater than 80 inches tall or protrude less than four inches from the surface it is attached to. All four signed stops fulfilled these guidelines.

Shown in Figure 2-3, STS bus stop signs were more detailed than the CCPT signs, including a phone number and more noticeable branding elements. Having informative and distinctly designed signage makes both the bus stop and the transit system more visible and provides a direct line for customers to contact the transit agency with any questions or concerns about the system’s performance.

Figure 2-3: Bus Stop Signs



Table 2-2: Bus Stops Signage Overview

Signage Elements	Calvert (CCPT)	St. Mary's (STS)	Total	Percentage
Total Bus Stops	45	61	106	100%
Bus Stops with Signage	1	3	4	4%
Sign Mount				
Building	1	0	1	25%
Shelter	0	3	3	75%
Sign Height				
80" and greater or protruding less than 4"	1	3	4	100%
Less than 80"	0	0	0	0%
Sign Damage				
None	1	3	4	100%



Information Cases

A bus stop information case is defined as anything that is not already included on the sign that provides greater detail about the transit system, routes, estimated bus times, transfer information, or other transit-related information.

Of the 106 observed stops, two had information cases. All stops with information cases were located in shelters served by STS. Each case was a one sided rectangular glass panel. They both included route schedules, fare information, and contact information. One case was damaged with visible scratches on the glass panel.

Figure 2-4: Information Cases and Information



Table 2-3: Information Case Overview

Information Case Elements	Calvert (CCPT)	St. Mary's (STS)	Number	Percentage
Total Bus Stops	45	61	106	100%
Bus Stops with Information Cases	0	2	2	2%
Accessibility				
Accessible	0	2	2	100%
Not Accessible	0	0	0	0%
Information Provided				
Contact Information	0	2	2	100%
Fare Information	0	2	2	100%
Route Schedule	0	2	2	100%
Route Map	0	0	0	0%
System Map	0	0	0	0%
Sign Damage				
None	0	1	1	50%
Scratches	0	1	1	50%



Passenger Boarding and Alighting Areas

Passenger boarding and alighting areas, often referred to as landing pads, are one of the most important bus stop components to inventory when determining a stop’s ADA compliance. ADA guidelines require that boarding and alighting areas are firm and stable, have an unobstructed landing pad that is 5’ wide by 8’ deep, and are oriented perpendicular to the roadway.

In total, 22 of the 106 bus stops had a compliant, unobstructed landing pad that was connected to both the curb and a paved walkway. Further details about the inventoried landing pads can be found in Table 2-4.

Figure 2-5: Landing Pad



Table 2-4: Passenger Boarding and Alighting Areas (Landing Pads) Overview

Landing Pad Elements	Calvert (CCPT)	St. Mary’s (STS)	Total	Percentage
Total Bus Stops	45	61	106	100%
Bus Stops with a Landing Pad	11	35	46	43%
Landing Pad Size				
Unobstructed 5’ x 8’	6	16	22	21%
Obstructed 5’ x 8’	0	3	3	3%
Less than 5’ x 8’	0	2	2	2%
Sidewalk (less than 5’ x 8’)	5	14	19	18%
No Landing Pad or Sidewalk	34	26	60	57%
Landing Pad Surface Issues				
None	11	30	41	89%
Slope	0	3	3	7%
Storm Water Catch Basin	0	1	1	2%
Uneven Pavement	0	1	1	2%
Landing Pad Connected to Sidewalk				
Yes	11	33	44	96%
No	0	0	0	0%
No Sidewalk	0	2	2	4%
Landing Pad Connected to Curb				
Yes	7	33	40	87%
No	2	0	2	4%
No Curb	2	2	4	9%



Passenger Seating

A total of 17 stops within the C-SMMPO have at least one bench for waiting riders. Twelve of the benches are freestanding, while the remaining five were located under a shelter. None of the inventoried benches had any damage. Most stops with benches were located at important shopping centers like the California Target and the Lusby Giant. Table 2-5 includes detailed statistics about the observed benches.

Figure 2-6: Bus Stop Benches



Table 2-5: Passenger Seating Overview

Passenger Seating Elements	Calvert (CCPT)	St. Mary's (STS)	Total	Percentage
Total Bus Stops	45	61	106	100%
Bus Stops with Passenger Seating	3	14	17	16%
Bench Installation				
Freestanding	3	9	12	71%
Inside Bus Shelter	0	5	5	29%
Freestanding and Inside Bus Shelter	0	0	0	0%
Bench Damage				
None	0	0	0	0%



Bus Shelters

Five shelters were observed during the field survey. Each shelter featured interior seating, and three shelters had concrete foundations, while the other two had dirt or brick foundations. None of the shelters had any advertisements, and only one of the shelters had damage, from graffiti. One shelter was deemed inaccessible because its entrance was blocked by a bench. Table 2-6 outlines the statistics for the shelters observed during the survey.

Figure 2-7: Bus Shelters



Table 2-6: Bus Shelter Overview

Bus Shelter Elements	Calvert (CCPT)	St. Mary's (STS)	Total	Percentage
Total Bus Stops	45	61	106	100%
Bus Stops with Shelter	0	5	5	5%
Transit Agency Owned Shelter	0	3	3	3%
Bus Stop Located with Building Overhang	4	4	8	8%
Shelter Meets ADAAG Guidelines				
Yes	0	4	4	80%
No	0	1	1	20%
Shelter Foundation				
Brick	0	1	1	20%
Concrete	0	3	3	60%
Dirt	0	1	1	20%
Shelter Damage				
None	0	4	4	80%
Graffiti	0	1	1	20%



Other Passenger Amenities

Some bus stops have other amenities in addition to information cases, benches, and shelters. Trash receptacles, the most common of these amenities, were present at 16 bus stops. Beyond trash receptacles, four stops had bicycle racks and one had publication boxes. Table 2-7 breaks down the distribution of these amenities at the inventoried stops.

Figure 2-8: Other Bus Stop Amenities



Table 2-7: Other Passenger Amenities by the Numbers

Other Amenities	Calvert (CCPT)	St. Mary's (STS)	Total	Percentage
Total Bus Stops	45	61	106	100%
Lighting within 30'	6	20	26	25%
Trash Receptacle	1	15	16	15%
Bicycle Rack	2	2	4	4%
Vendor Publication Boxes	0	1	1	1%



Chapter 3

Bus Stop Guidelines

Introduction

The C-SMMPO oversees planning activities in the Lexington Park-California-Chesapeake Ranch Estates Urbanized Area. The guidelines included within this document have been drafted to direct future bus stop planning within the C-SMMPO area. However, the two transit systems (CCPT and STS) that operate within the jurisdiction should examine the prospect of incorporating these guidelines system-wide.

The field survey component of the effort evaluated each documented stop location for its amenities and ADA compliance. The survey found that few stops within the C-SMMPO had any signage or amenities. A comprehensive summary of these findings can be found in Chapter 2. As the front door of a transit system, bus stops serve an important, yet underestimated, role in providing safe, friendly, and visible service.

The following guidelines are intended to provide C-SMMPO, CCPT, and STS with specific physical design criteria to be integrated with local comprehensive plans, land use ordinances, pedestrian plans, and other street design guidelines. The guidelines may also prove useful when working with local jurisdictions to plan and expand pedestrian infrastructure with access to bus stops.

The following chapter is organized into the following sections:

- **Bus Stop Placement and Design Factors** – Guidelines for appropriate placement of bus stops and the different types of street-side designs.
- **Bus Stop Hierarchy** – Guidelines for improving accessibility to bus stop locations and passenger amenities at bus stops.
- **Prioritization Factors** – Guidelines for local priorities such as flag-stops and prioritization based on a hierarchy of bus stops.

Bus Stop Placement

In terms of bus stops, the primary challenge facing transit providers within the C-SMMPO is the lack of signage and accessible pedestrian pathways. Both CCPT and STS operate utilizing a “flag-stop” system. Flag-stops allow passengers to flag down a bus anywhere along a bus route; the bus operator then determines a reasonable and safe location for the bus to stop and for the passenger to board. Flag-stops may provide convenience for passengers but they can also be dangerous as unexpected stops can lead to vehicular collisions and an unsafe environment for pedestrians. The following section outlines specific placement considerations and design factors for locating safe and accessible bus stops.

Shown in Figure 3-1, the categorization of bus stop placement generally refers to the placement of the stop relative to the nearest intersection. The general placement categories include:

- **Near-Side** – before the bus passes through the intersection
- **Far-Side** – after the bus passes through the intersection
- **Mid-Block** – between intersections

Bus stops are largely centered around intersections due to the greater likelihood of safe and accessible pedestrian infrastructure including curb ramps, crosswalks, and pedestrian signals. However, the best placement will depend on vehicle and pedestrian travel patterns at the intersection, right-of-way availability, bus routing, pedestrian facilities, and other conditions at the site. The advantages and disadvantages of each type of bus stop location are provided in Table 3-1.

Figure 3-1: Bus Stop Placement Categories

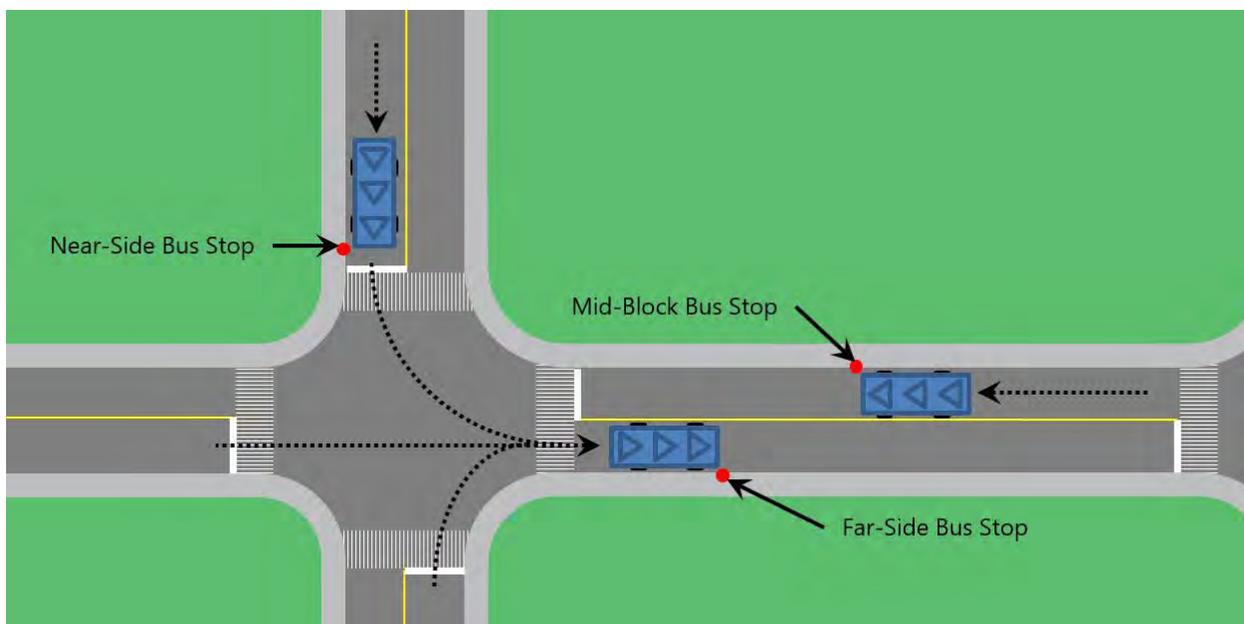




Table 3-1: Bus Stop Placement Overview

Placement	Advantages	Disadvantages	When Recommended
Near-Side	<p>Allows passengers to board and alight while the bus is stopped at a red light</p> <p>Passengers can access the bus close to the crosswalk</p> <p>Minimizes interference with heavy traffic on the far-side of the intersection</p>	<p>Increases conflicts with right turning vehicles</p> <p>Stopped buses may obscure traffic and pedestrian control devices</p> <p>May block the through lane during peak periods</p>	<p>Traffic is heavy on the far-side</p> <p>Pedestrian controls and infrastructure is safer on the near-side</p> <p>Bus routing continues through the intersection</p>
Far-Side	<p>Encourages pedestrians to cross behind the bus</p> <p>Provides greater right turn capacity at the intersection versus near-side stops</p> <p>Drivers can take advantage of gaps in traffic created by the intersection</p>	<p>Traffic may queue behind bus blocking the intersection</p> <p>Could obscure sight lines for crossing vehicles</p> <p>May require the bus to stop after stopping for a red light</p>	<p>There is a high volume of right turns</p> <p>Intersections with multi-phase signals or dual turn lanes</p> <p>Traffic is heavier on the near-side</p>
Mid-Block	<p>Minimizes sight distance problems for pedestrians and vehicles</p> <p>Buses experience less pedestrian and traffic congestion</p>	<p>Encourages jaywalking</p> <p>Increases walking distance for passengers crossing intersections</p>	<p>Problematic traffic conditions at the nearest intersection</p> <p>Passenger generator is located midblock</p>



Near-Side Bus Stops

Near-side bus stops are popular due to the proximity of the stop to crosswalks and the ability to time the bus stop with a red traffic light. However, near-side bus stops can encourage other drivers to attempt to overtake the bus when turning right, leading to possible pedestrian and vehicular collisions. Use the following guidelines when deciding to place a near-side bus stop.

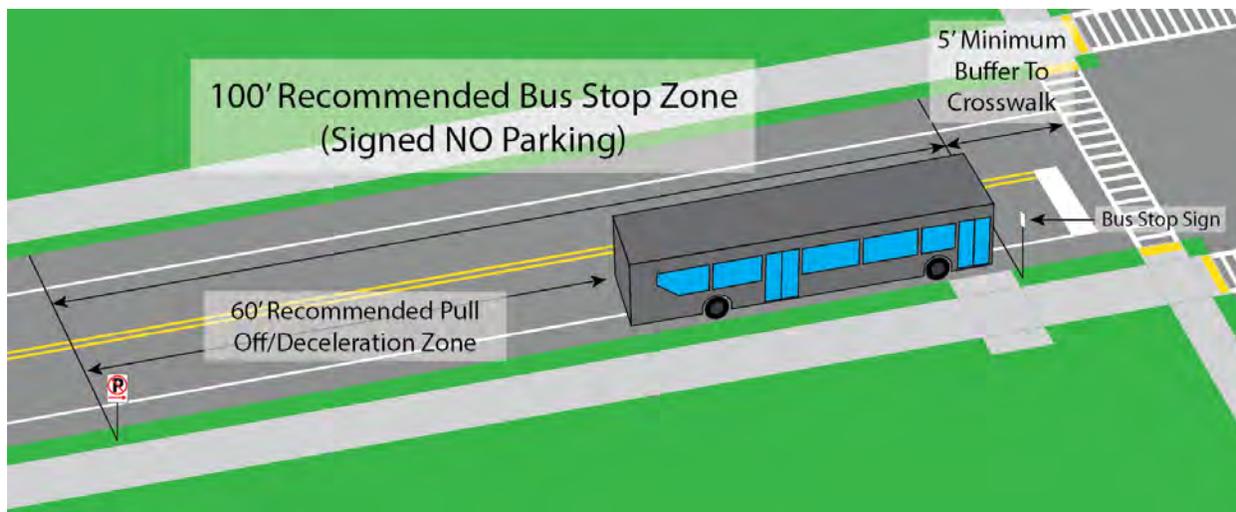
Utilize Near-Side Bus Stops If:

- The primary trip generator is on the near-side of the intersection
- Existing pedestrian facilities are greater and safer than on the far-side
- The route requires a right turn at the intersection
- Vehicle traffic is heavier on the far-side of the intersection

Specific Design Factors to Consider:

- Install a 100' bus stop zone with enforceable no parking signs
- Provide a 5' buffer between the stopped bus and crosswalk/intersection
- Provide a 60' pull off/deceleration zone before the bus stop

Figure 3-2: Near-Side Bus Stop Design Considerations





Far-Side Bus Stops

Far-side stops are popular because they encourage passengers to cross behind the bus and they allow the bus operator the ability to utilize gaps in traffic created by the intersection. However, far-side bus stops can lead to an unexpected stop for drivers following the bus and may lead to queuing in the intersection. Use the following guidelines when deciding to place a far-side bus stop.

Utilize Far-Side Bus Stops If:

- The near-side of the intersection is a right turn only lane
- The primary trip generator is far-side of the intersection
- Existing pedestrian facilities are greater and safer than on the near-side
- There is a high volume of right turns near-side of the intersection
- Vehicle traffic is heavier on the near-side of the intersection

Specific Design Factors to Consider:

- Install a 100' bus stop zone with enforceable no parking signs
- Locate the bus stop at least 50' after the intersection to ensure the bus does not extend into the intersection and/or straddle the pedestrian crosswalk
- Provide a 5' buffer between the stopped bus and crosswalk/intersection
- Provide a 30' to 50' acceleration zone after the bus stop

Figure 3-3: Far-Side Bus Stop Design Considerations



Mid-Block Bus Stops

Mid-block bus stops are generally not preferred and should be avoided when possible. However, some situations may necessitate a mid-block stop; including major trip generators that are between intersections and locations that experience heavy traffic congestion around intersections. Use the following guidelines when deciding to place a mid-block bus stop.

Utilize Mid-Block Bus Stops If:

- The closest intersection is typically congested or has a complex alignment
- The primary trip generator is located mid-block
- Existing pedestrian facilities are greater and safer than at the intersection

Specific Design Factors to Consider:

- Install a 110' to 150' bus stop zone with enforceable no parking signs
- Provide a 40' to 60' pull off/deceleration zone before the bus stop
- Provide a 30' to 50' acceleration zone after the bus stop

Figure 3-4: Mid-Block Bus Stop Design Considerations





Bus Stop Design Factors

Beyond the bus stop's proximity to an intersection, other significant placement factors should also be considered when establishing bus stops.

Bus Stop Pairs

A key for passenger convenience is establishing bus stop pairs. While this is not feasible along one-way or loop routes, any bi-directional route segments should have an inbound and outbound stop located in close proximity to one another – preferably across the street. These paired stops will ensure consistency and simplicity for passengers when they are planning their trip.

Service to Specialized Facilities

Bus stops serving locations with vulnerable passengers (schools, hospitals, senior centers, etc.) should be placed in close proximity to the specific location or facility to ensure ease of access and the ability for facility personnel to visually monitor the stop location in an effort to increase safety and security.

Driveways

As a general rule of thumb, avoid the placement of bus stops in close proximity to driveways whenever possible. If this is unavoidable, adhere to the following guidelines:

- Attempt to keep at least one exit and entrance driveway open for vehicles to access the site
- Locate the stop where visibility for vehicles leaving the site is not obstructed
- Locate the stop so that passengers do not wait, board, or alight in the driveway
- It is preferable for the bus to fully block, rather than partially block, a driveway

Sight Lines

Bus stops should be located where they are clearly visible to the approaching bus operator as well as other drivers and bicyclists. To minimize the risk of a bus being struck from behind while stopped or pulling back into traffic from an off-street bus stop, bus stops should not be placed over the crest of a hill or immediately beyond a curve where traffic is curving right.

Bus Stop Spacing

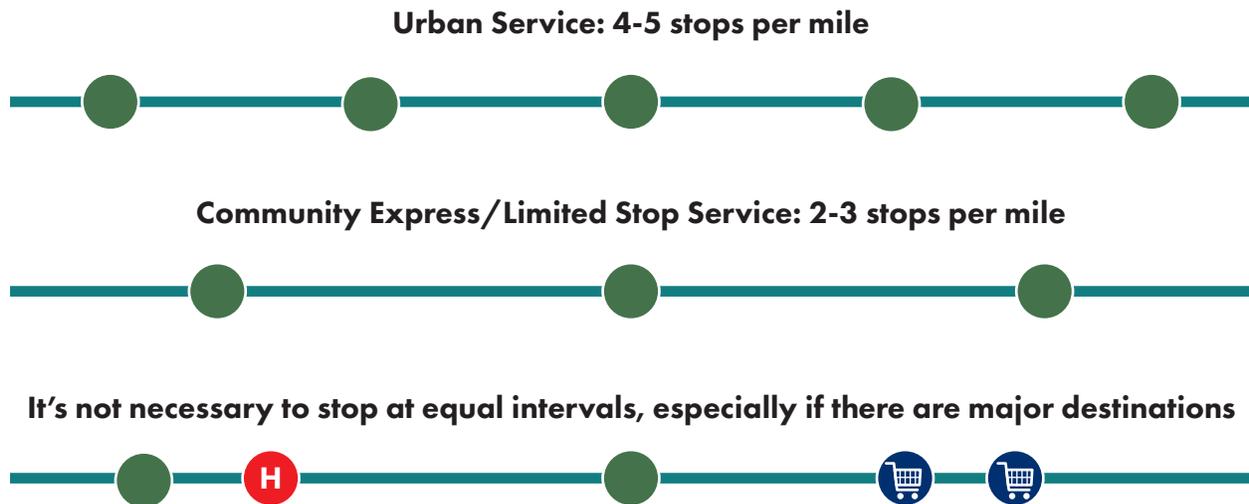
The spacing of bus stops is an optimization matter that attempts to balance the needs of passengers and operators. A greater distance between bus stops presents a reduced number of potential occurrences of deceleration/acceleration and therefore has the possibility to reduce the overall operating time of the route enough to provide customers with a more rapid ride. The disadvantage to having a greater distance between bus stops is that some customers will be required to walk further to the nearest stop, and may find this inconvenience enough of a deterrent, or even a hardship, that prevents them from being able to ride.

Ultimately, bus stops should be spaced close enough so that passengers can walk to them easily, but far enough apart to allow buses to stop/decelerate less and travel faster along their route.

Employing bus stop spacing guidelines is fairly common for transit systems and guidelines will vary from jurisdiction to jurisdiction. Agencies generally have their own guidelines that meet local and regional needs.

The guidelines shown in Figure 3-5 are recommended for service in the C-SMMPO region. The spacing guidelines are only a guide. The addition or elimination of bus stops should take into account existing transit needs, trip generators, land uses, and pedestrian infrastructure. All bus stops need to have adequate sidewalk connections and intersection crossings.

Figure 3-5: Bus Stop Spacing Guidelines





On-Street Bus Stops

On-street bus stops are those where the bus stops in the travel lane, parking lane, or shoulder of the road. These types of bus stops are the most frequently used because of their operating efficiency. They provide easy access for bus operators and have minimal delays to service. In addition, these types of stops can be established, relocated, or eliminated with relative ease.

Although on-street bus stops are the most common and the easiest to establish, there are some site considerations when evaluating a location for an on-street stop. Some of these site considerations include:

- Posted speed limit should not exceed 45 mph
- Adequate street lighting at the location
- Proximity to controlled intersections
- Availability of pedestrian facilities (sidewalks, curb ramps, crosswalks, etc.)
- Adequate right-of-way for passenger amenities and wheelchair access

Bus Stop in Travel Lane

Bus stops in a travel lane require minimal design and are the simplest of the three types of on-street bus stops to establish. Stops in the travel lane should be avoided at locations with high volumes of passenger activity where the bus may be stopped for significant periods of time.

Specific Design Factors to Consider:

- Ensure an ADA compliant landing pad connects to the curb and the pedestrian network
- Avoid this design at locations with high ridership and/or heavy traffic

Bus Stop on Shoulder

Similar to bus stops in parking lanes, a no parking zone would need to be designated and signed along the road's shoulder. The no parking zone should also allow adequate space for the buses acceleration and deceleration areas. It is recommended that there be at least 60' signed as no parking behind a stopped bus.

Specific Design Factors to Consider:

- Ensure adequate space for a no parking zone of 100' with 60' behind a stopped bus
- Ensure an ADA compliant landing pad connects to the curb and the pedestrian network
- Buses may have difficulty pulling back into traffic in congested areas
- Illegally parked cars may render the bus stop inaccessible

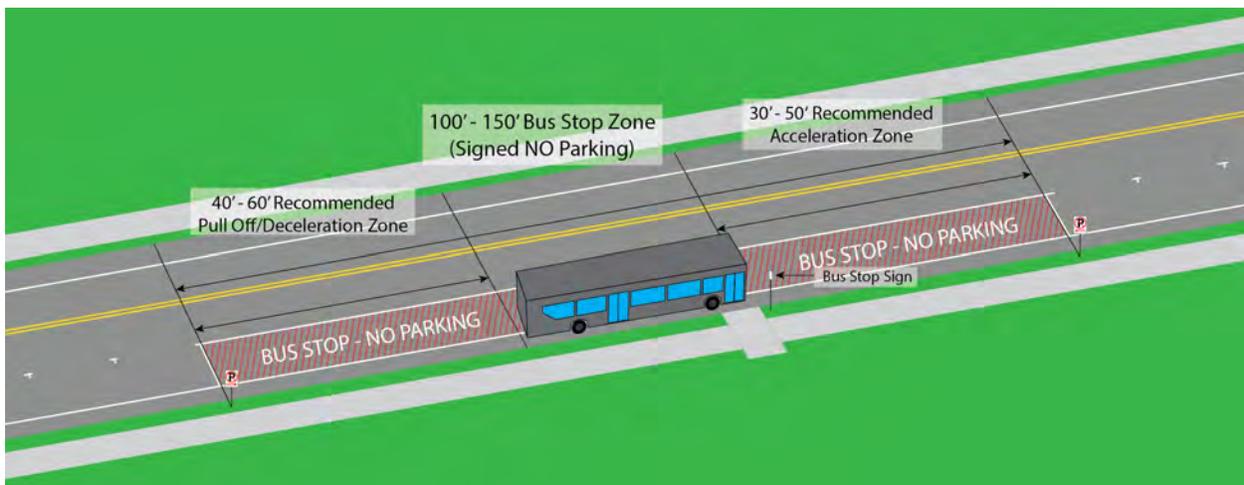
Bus Stop in Parking Lane

When establishing a bus stop in a parking lane or zone, it is crucial to designate and sign the bus stop area as a no parking zone. The no parking zone needs to include adequate space to accommodate the bus as well as acceleration and deceleration areas. If parked cars block bus access to the curb it may render the bus stop inaccessible and unusable for wheelchair-bound passengers. An alternative to the parking lane would be a curb bulb which would mitigate the issue of illegally parked cars and reduce the space needed for acceleration and deceleration areas.

Specific Design Factors to Consider:

- Ensure adequate space for a no parking zone of 110' to 150'
- Ensure an ADA compliant landing pad connects to the curb and the pedestrian network
- Buses may have difficulty pulling back into traffic in congested areas
- Illegally parked cars may render the bus stop inaccessible

Figure 3-6: Design Considerations for Bus Stops in Parking Lanes



Curb Bulb

Sometimes referred to as curb extensions, sidewalk extensions, or bulb-outs, curb bulbs are used at locations with curbside parking. A portion of the sidewalk extends out to the travel lane, thus allowing most of the curbside parking to remain while providing a connection between the travel lane and the sidewalk. Curb bulbs maximize the amount of on-street parking around bus stops while minimizing needed curb clearances.

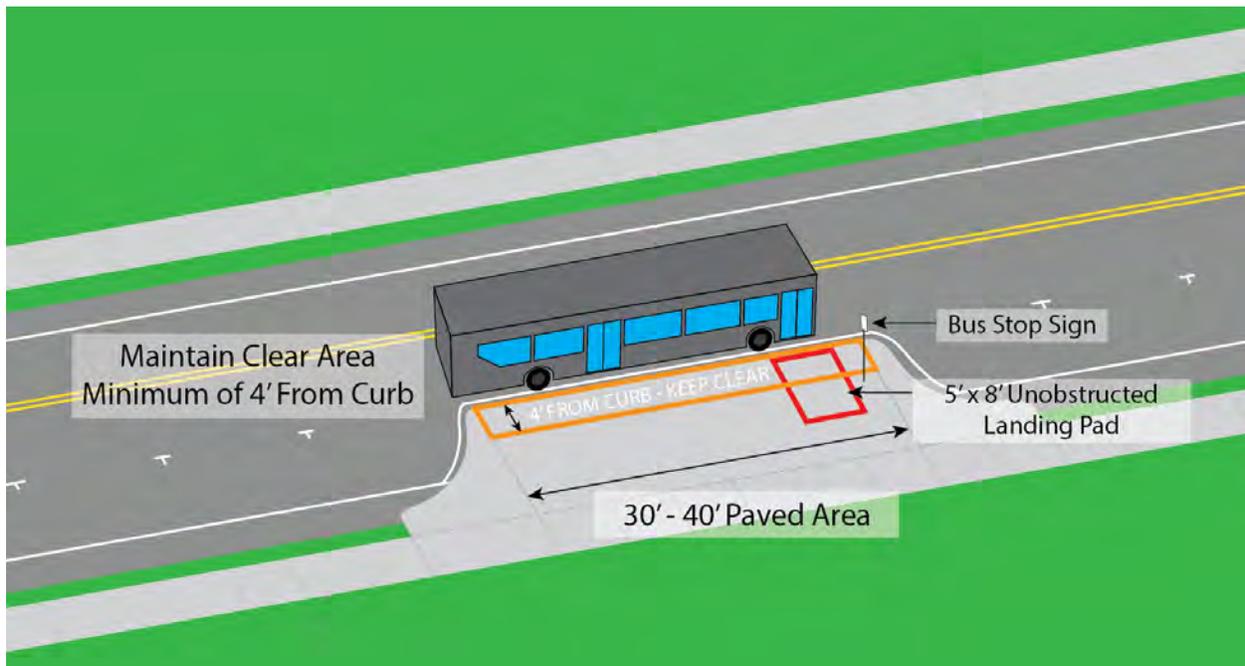
Utilize Curb Bulbs If:

- Parking is critical in the bus stop area
- Limited curb clearance exists in the bus stop area
- Buses experience delays in re-entering the traffic lane
- There are no restrictions on parking

Specific Design Factors to Consider:

- Requires a 30' to 40' paved area parallel to the travel lane
- An ADA compliant landing pad should fit fully within the curb bulb itself
- A 4' clear area must be maintained near the travel lane

Figure 3-7: Design Considerations for Curb Bulb Bus Stops



Bus Bay

Bus bays allow buses to pick up and drop off passengers outside of the travel lane. As a result, this allows traffic to flow unobstructed while the bus is stopped. While there are various types of bus bays, parallel bus bays are most common outside of designated transfer centers. Parallel bus bays are constructed as an inset into the curb. Parallel bus bays can be closed or open; where closed bus bays have tapered ends for acceleration and deceleration and open bus bays have one end tapered and one end that continues as a through lane.

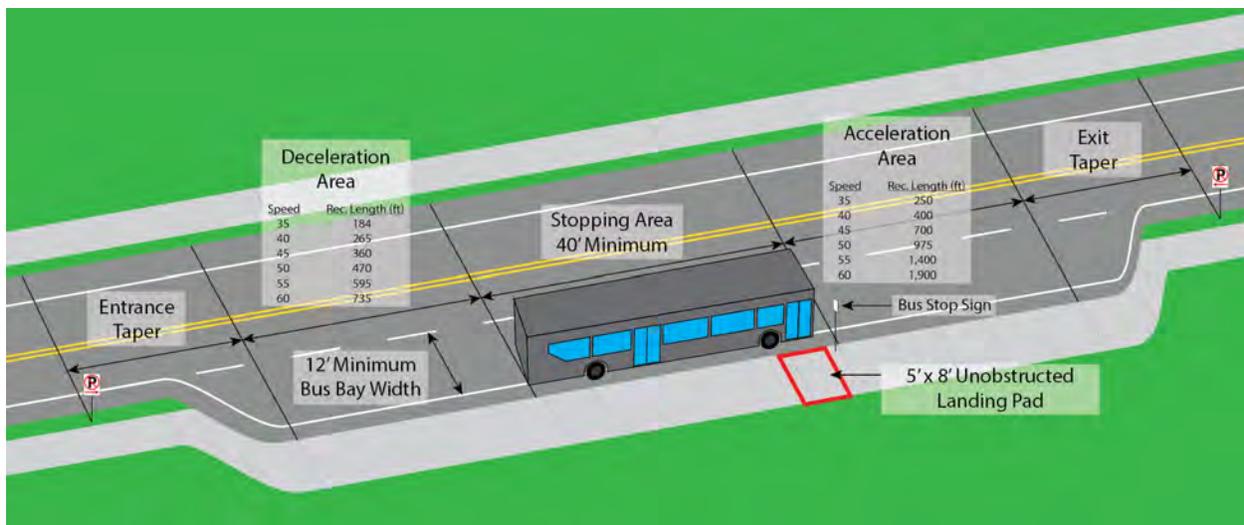
Utilize Bus Bays If:

- Traffic speeds exceed 45 mph
- Average peak-period dwell time exceeds 30 seconds per bus
- Buses are expected to lay over
- Multiple buses serve the stop at the same time
- There is a history of vehicles colliding into the rear of the bus

Specific Design Factors to Consider:

- Ensure adequate space for acceleration and deceleration areas (see Figure 3-8)
- Ensure an ADA compliant landing pad connects to the curb and the pedestrian network
- Buses may have difficulty pulling back into traffic in congested areas

Figure 3-8: Design Considerations for Bus Bay Bus Stops



Bus Stop Zone Demarcation

One option to increase safety for bus drivers and passengers is to designate bus stop zones through on-street hatch lines, curb striping, and other visual methods. Demarcating where bus stops are located can help increase safety for vehicles on the road, providing a clear, visual indication that buses will stop within the bus stop zone. In right turn only lanes, using bus stop zones can improve congestion and traffic clarity by creating a no-merge area for other cars, increasing safety for riders who are boarding and alighting. Creating dedicated bus stop lanes are the final evolution of demarcating bus stop zones, and is a potential solution if there is increased congestion that slows transit on major thoroughfares, like Three Notch Road.

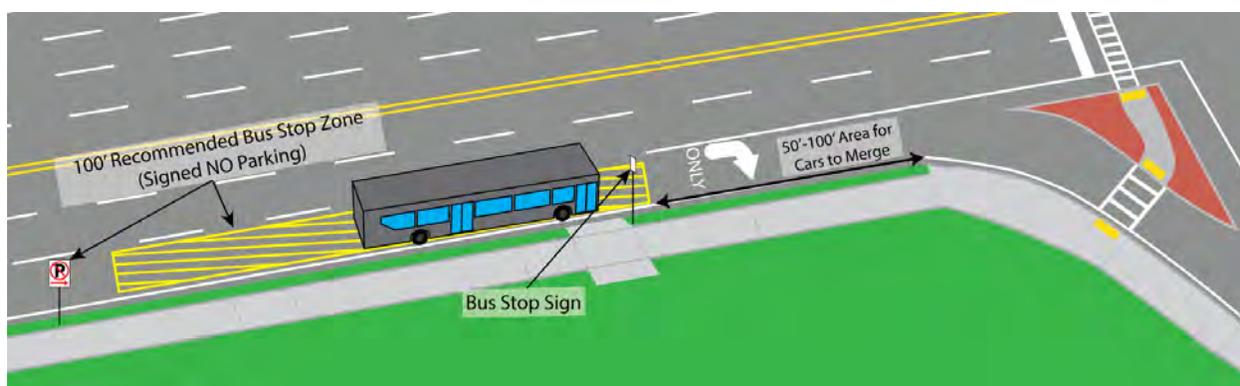
Utilize Bus Stop Demarcation in right turn-lanes if:

- Right-turning vehicles can make it through the intersection rapidly
- Pedestrian activity is low, and the lane can accommodate moderate right-turning traffic

Specific Design Factors to Consider:

- Mark lane with right-turn arrow and “MUST TURN RIGHT” or “BUS ONLY”
- Install “BUS ONLY” signs along the side of the road.
- Provide 50-100 feet after the bus stop to allow for vehicles to merge and make a right turn.
- Buses may have difficulty pulling back into traffic in congested areas

Figure 3-9: Design Considerations for Bus Stop Demarcation





Bus Stop Features & Amenities - Best Practices

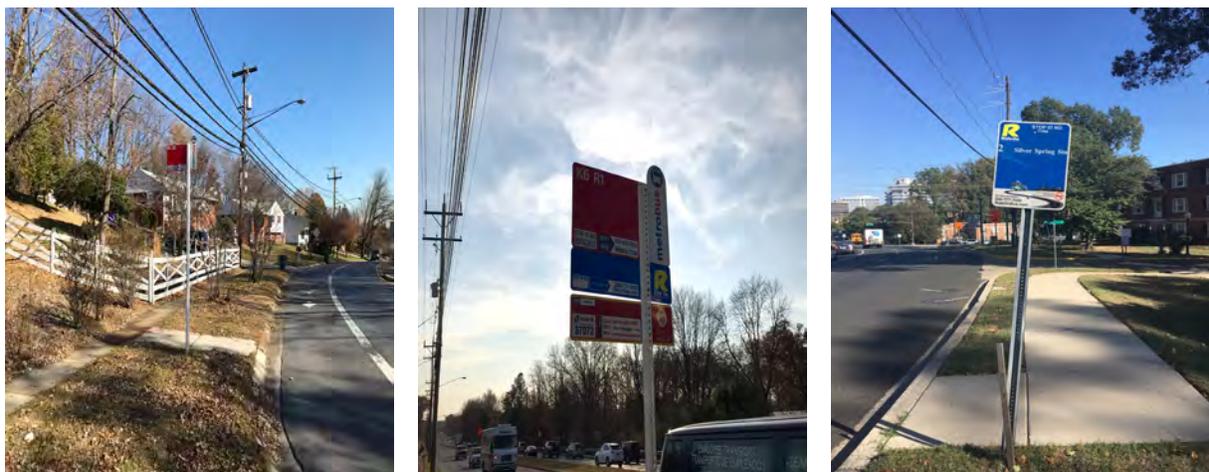
Converting flag stops into ADA-compliant signed stops is a more effective process when the involved parties understand the best ways to install the necessary improvements. The following section provides examples of best practices throughout Maryland to aid in the design and installation of different bus stop features and amenities, including bus stop signs, landing pads/sidewalks, shelters, benches, and trash receptacles throughout the C-SMMPO.

Bus Stop Signs

The ADAAG and PROWAG guidelines for bus stop signs require them to either hang at least 80” above the ground or protrude less than 4” from either side of the surface they are attached to. These broad guidelines give little insight to making a sign attractive, legible, and noticeable. Some design factors to consider:

- Signs should be branded with high contrast colors unique to the transit system
- If there are multiple provider signs, they should share the same bus stop pole
- The sign should be installed close to the landing pad
- Font color should starkly contrast the base sign colors
- The most pertinent information (routes, provider name) should be in the largest font size

Figure 3-10: Bus Stop Sign Design Examples



Shown in Figure 3-10, from the left, the first Metrobus sign is effective in its simplicity. White text on the red background provides the proper contrast to make the sign readable for passengers. The middle image is a stop served by three transit providers; each uses a unique branding and specific route information for customers. The right image is an example of an older RideOn sign that, while effective, is rather large considering the information being conveyed.

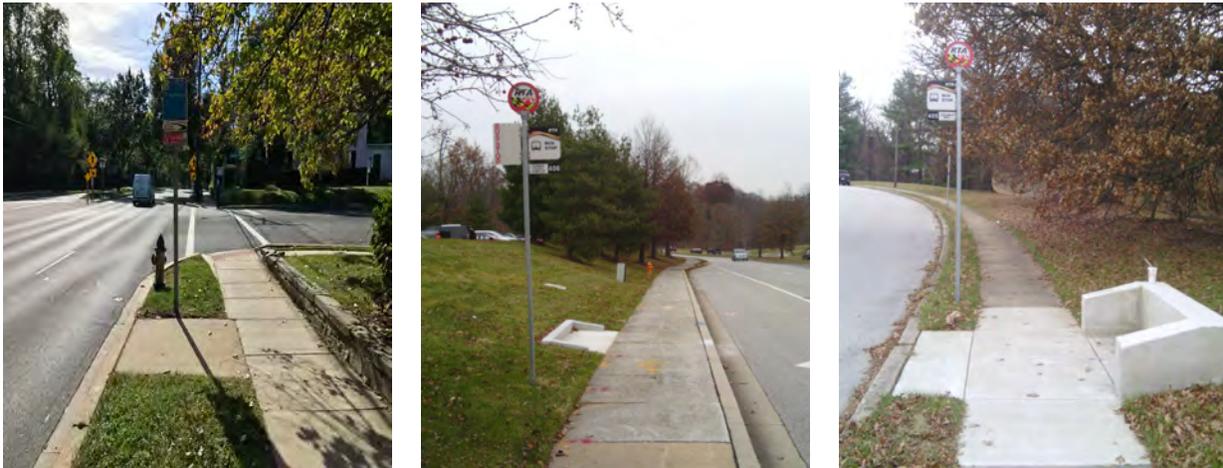


Landing Pad & Sidewalk

Constructing and maintaining flat, properly sized landing pads and sidewalks is one of the most important, and costly, improvement activities to ensure ADA compliance. Despite the simple and straightforward guidelines, constructing and maintaining landing pads may require enhanced engineering solutions. Some landing pad & sidewalk design factors to consider:

- Landing pads must be 100% clear of any obstructions and free of dirt and debris at all times
- Landing pads must be at least 5' by 8' and physically connected to a sidewalk/accessible pathway
- A backstop/knee wall is useful for bus stops with steep elevation changes and erosion issues
- Sidewalk must be at least 4' wide and compliant with the PROWAG

Figure 3-11: Landing Pad & Sidewalk Design Examples



The three images in Figure 3-11 demonstrate the different ways that landing pad installation is influenced by existing sidewalks and adjacent land conditions. The left image shows a landing pad developed by placing a new sidewalk panel in the grassy buffer between a sidewalk and the curb. In areas without landscape buffers, the landing pad would extend opposite of the curb as shown in the middle image. The right image shows a landing pad with a knee wall which provides protection from erosion accumulation or as a backstop for landing pads backing up to a steep ditch.

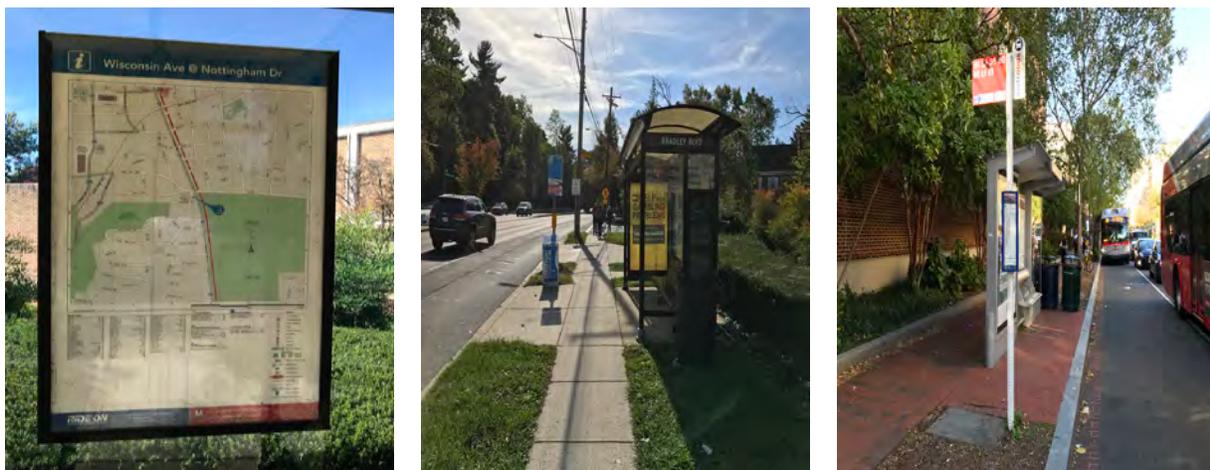


Shelter

Shelters are an important feature at bus stops with higher ridership, providing defense from the elements and seating for waiting passengers. When designed thoughtfully, shelters can exceed their basic utility and become powerful marketing tools for a transit system. The best shelters are those that include a robust level of information about transit services, the surrounding area, and real-time information. Some shelter design factors to consider:

- The shelter must be placed outside of the 5' by 8' landing pad
- Shelters require an open space that is at least 36" wide
- A clearance of 4' (preferably more) is required when installing shelters on sidewalks
- Shelters should have some or all of the following features:
 - Trash receptacle
 - Bench
 - Maps (route, system, and/or surrounding area)
- Provide perforated paneling to diffuse sun and glare in hotter climates

Figure 3-12: Shelter Design Examples



The images included in Figure 3-12 show different shelter styles and amenities to consider during the implementation process. The left photo shows a map on the inside of a shelter that provides information about the surrounding area, helping direct passengers to their desired locations when they get off the bus. The other two images show two different shelter designs that are influenced by their respective location's street design. The middle image displays a larger, standard shelter that sits behind the sidewalk. The right image shows a shelter installed in a denser area with high levels of pedestrian traffic. It saves space by cantilevering its cover and limiting the side panels.



Bench

Benches provide customers a more comfortable place to wait for the bus and provide opportunities for transit systems to partner with advertisers. Most bus benches fall into one of two categories: shelter or freestanding. Design considerations for both bench types are slightly different, but there are some design factors to consider for all benches:

- Benches cannot obstruct the 5' by 8' landing pad
- Benches cannot obstruct the sidewalk and block the pedestrian pathway.
- If space is an issue, benches can be cantilevered from walls
- There are no strict measurement requirements for benches

Figure 3-13: Bench Design Examples



The images included in Figure 3-13 demonstrate different bench designs. From the left, the first two images show two different freestanding benches. The first image shows an artistically designed bench that adds an attractive design element to the sidewalk. The second image is a more standard type bench located next to an ADA compliant landing pad. The right image includes a sheltered bench that is attractively designed and provides the proper 30" by 48" wide clear area within the shelter interior.

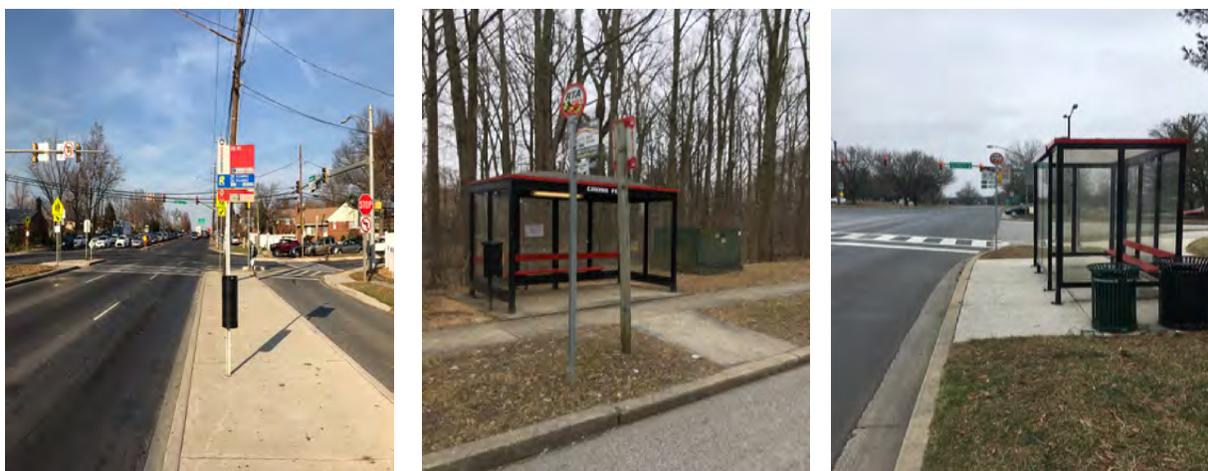


Trash Receptacles

At stops with large amounts of boardings and alightings, trash receptacles are a useful - and often necessary - amenity. When properly maintained, trash receptacles empower riders to keep the bus stop clean, beautifying the surrounding area and limiting the amount of trash brought onto the bus. Despite their utility, trash receptacles can also serve as both a pedestrian obstruction and eyesore if they are not properly installed or maintained. Some design factors to consider:

- The trash receptacle cannot block the pedestrian walkway or 5' by 8' landing pad
 - If space is limited, a small receptacle can be attached to the sign pole or shelter
 - If space allows, a separate concrete pad can be installed to house a receptacle
- Trash receptacles should be bolted to the ground to prevent them from being knocked over
- Trash receptacles require dedicated maintenance
- If possible, a receptacle for recycling can also be installed

Figure 3-14: Trash Receptacles Design Examples



The images in Figure 3-14 demonstrate the ways that trash receptacles can be installed to avoid blocking the landing pad or sidewalk. From left, the first image shows a small receptacle hanging from a bus stop pole. The second image shows a hanging receptacle on a shelter. These small receptacles are an attractive and space efficient option for stops with lower activity. The third image shows larger trash and recycling receptacles placed on a patch of concrete adjacent to the shelter and landing pad, this design is useful at stops with high traffic that are more likely to produce trash.



Other Amenities

Bus stops can be improved and enhanced with the installation of other amenities that are not as high a priority for ADA compliance but can significantly add to the customer experience. These improvements range from bicycle racks to technology services like free Wi-Fi and USB charging ports. Enhanced passenger amenities should be prioritized for installation at bus stops with very high customer activity. Some of these additional amenities include:

- Bicycle Racks
- USB Charging Stations
- Wi-Fi
- Advertisements
- Vendor Publication Boxes

Figure 3-15: Other Amenity Examples



The images above provide examples of these different amenities in practice. The first image shows an advertisement wrap around a shelter. Partnerships with advertisement agencies can generate profits and be used to offset the installation costs associated with shelters. The second image shows an advertisement that provides a USB charging port as part of its campaign. USB charging is an especially useful amenity for people who need to transfer or have a longer ride-time. The final image shows bike racks and vendor publication boxes at a Park-&-Ride. This stop demonstrates how bicycle racks at larger bus stops can facilitate improved first and last mile connections for individuals who are not driving a personal vehicle. Vendor publication boxes provide ample marketing opportunities and provide riders with something to keep them occupied during their wait time.

Bus Stop Hierarchy

Following the completion of the field survey, it was determined that there were very few amenities or improvements at bus stops within the study area. Only four of the stops surveyed had any signage, and most did not have ADA compliant landing pads, sidewalks, or curb ramps. The need for improvements at most bus stops has necessitated the development of a bus stop hierarchy (see Figure 3-9) and associated guidelines that prioritize the stops by the level of service and destinations served to ensure a responsible and systematic use of planning and capital funds (see Table 3-2). In order to accomplish this, bus stops were divided into three different bus stop categories:

- **Transit Center** – Primary transfer point between routes and to other transportation services
- **Enhanced Service Stop** – Serves major trip generators and key community destinations
- **Basic Stop** – Every other stop, typically represents stops in lower density areas

While specific guidelines have been crafted for each classification of bus stop, the resources available for providing and improving passenger facilities are limited and require a data-based prioritization process to determine what and where improvements will be made (see Chapter 4). Other prioritization factors to consider are:

- Total daily passenger activity
- Number of routes serving the stop
- Special populations served by the stop
- Potential for stop sponsorship

Figure 3-16: Bus Stop Hierarchy Pyramid

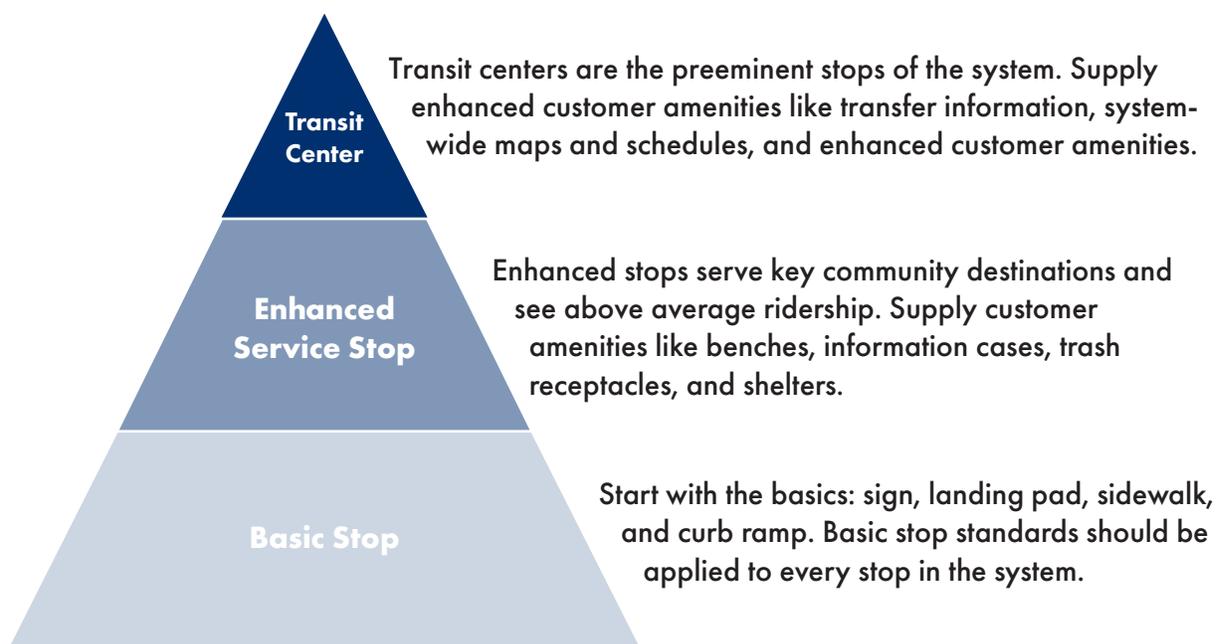




Table 3-2: Bus Stop Hierarchy and Recommended Bus Stop Elements

Bus Stop Elements / Passenger Amenity	Basic Stop	Enhanced Service Stop	Transit Center
Bus Stop Sign	✓	✓	✓
ADA Compliant 5' by 8' Landing Pad	✓	✓	✓
Sidewalk Connection	✓	✓	✓
Lighting	Evening Service	✓	✓
Bench/Seating	Site Specific	✓	✓
Information Case	Site Specific	✓	✓
Trash Receptacle	Site Specific	✓	✓
Shelter	25+ Boardings Per Day	25+ Boardings Per Day	✓
System Wide Map and Schedules	Contingent on Shelter	Contingent on Shelter	✓
Bus Bay/Pull Off			✓
Real-Time Arrival Display			✓
WiFi/USB Charging			✓



Basic Stop

A basic bus stop is simple in design, but should always provide a safe and accessible pedestrian connection (sidewalks, crosswalks, curb ramps, etc.), an ADA compliant 5' by 8' landing pad, and bus stop signage. Of the 106 observed stops in the C-SMMPO, 64 (60%) were categorized as basic bus stops.

Basic bus stops are typically found in single-family neighborhoods, smaller retail centers, and other low-density areas. Heavy ridership or proximity to unique locations may necessitate additional passenger amenities including seating, trash receptacles, information cases, and shelters.

Figure 3-17: Basic Bus Stop Examples



HG Trueman Rd @ Dowell Rd
Solomons



Chestnut Dr @ Barreda Blvd
Chesapeake Ranch Estates



MD 235 @ Hollywood Medical Center
Hollywood



N Shangri La Dr @ Millison Plaza
Lexington Park



Enhanced Service Stop

An enhanced bus stop is any stop that serves a major trip generator or important location within the community. An enhanced stop should include all required basic stop improvements plus seating, a trash receptacle, and an information case. Shelters and other amenities could also be added, but they should be based on the number of boardings per day.

The observed enhanced stops were mostly located in and around shopping centers and community centers in Lexington Park and California. Of the 106 observed stops, 40 (38%) were considered to be enhanced bus stops.

Figure 3-18: Enhanced Service Stop Examples



Giant Food
Lusby



University System of MD-Southern MD
California



MedStar Primary Care
Great Mills



Walmart Supercenter
California



Transit Center

Transit centers are the most important bus stops within a transit system. They typically exhibit high ridership activity and allow passengers to transfer to other routes or other transportation services. These can include defined transfer centers, park-&-ride lots, and major stops at hospitals or shopping centers. In the C-SMMPO area, two stops met these criteria; the Tulagi Place Park-&-Ride and the Calvert Library Southern Branch. Tulagi Place is one of the main transfer locations for STS and the Calvert Library is the transfer point between CCPT and STS.

Figure 3-19: Transit Center Examples



Tulagi Place Park & Ride
Lexington Park

Calvert Library Southern Branch
Solomons



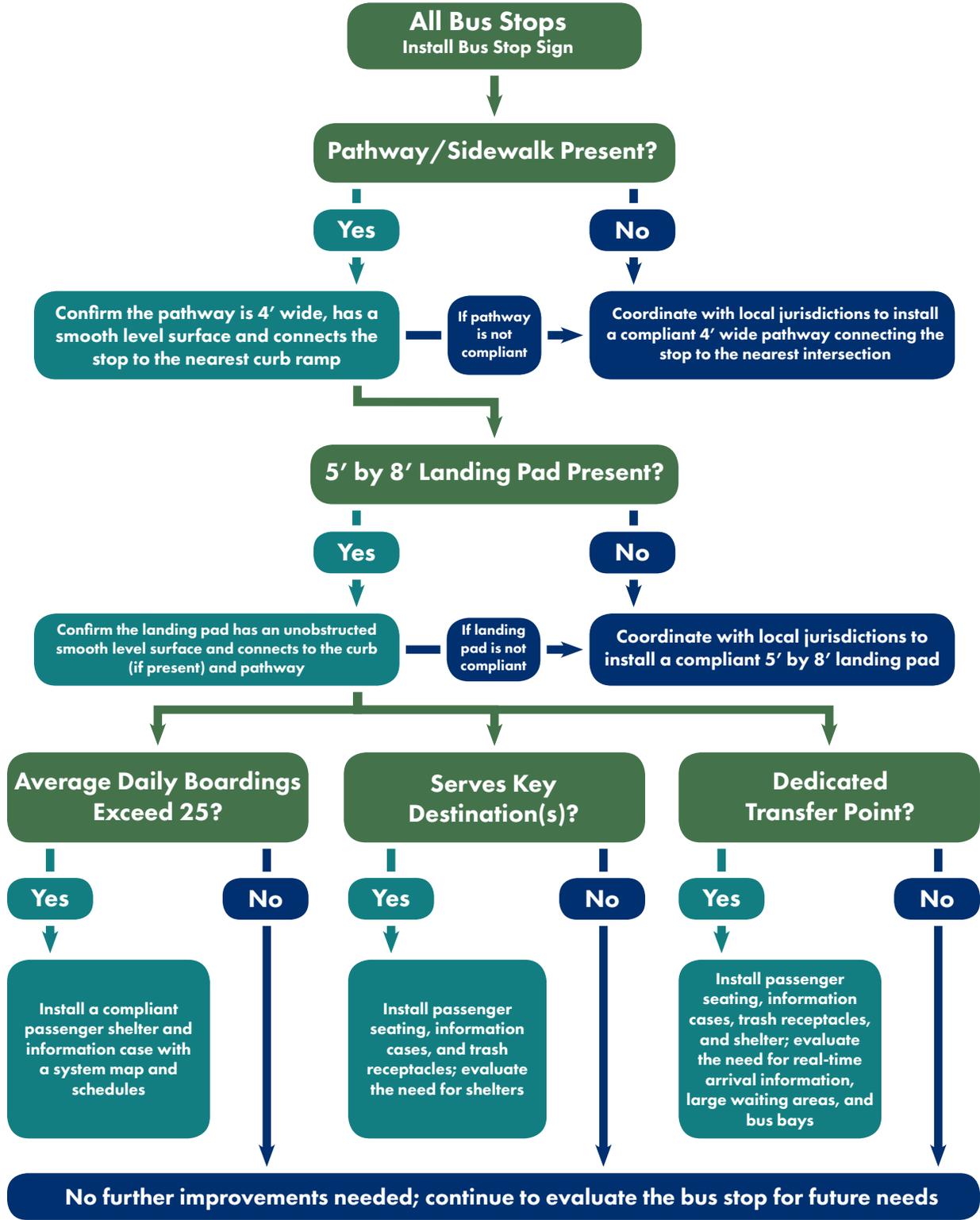
Improvement Guidelines

The following figure outlines an improvement process combining each bus stop category to ensure continuous assessment, maintenance, and improvement of stops. Categorizing bus stops can help focus planning efforts, but it is important to note that each stop is unique. Land use, ridership, and pedestrian walkways can influence decision-making even if the stop is within the same category. For example, a basic stop on Three Notch Road may be easier to improve than a basic stop in front of a single-family home in Chesapeake Ranch Estates. Due to these differences, prioritization hierarchies were created for each category in addition to the improvement guidelines.

Figure 3-20: Passengers Board and Alight in a Grassy Area



Figure 3-21: Bus Stop Improvement Guidelines





Chapter 4

Recommended Improvements

Introduction

Utilizing the guidelines discussed in Chapter 3, the following chapter includes a summary of the recommended improvements for the surveyed bus stops in the C-SMMPO. This chapter outlines the improvements required at each of the three bus stop categories, introduces a prioritization method based on compliance, land use, ridership, pedestrian pathways, and bus stop categorization. A full breakdown of the prioritization scoring process is located in Appendix C. Costs for improvements were then estimated item by item for each stop and incorporated into a phased implementation plan.

Chapter 4 is organized into the following sections:

- **Improvement Overview** – Using the bus stop categories established in the previous chapter, this section provides a general overview of the necessary improvements required for each stop category. Appendix B includes a table showing recommended improvements at each individual stop.
- **Prioritization Process** – Details the process used to decide which bus stops within the C-SMMPO have been prioritized for bus stop improvements.
- **Development of Cost Estimates** – Details the basis of the cost estimates provided within the study.
- **Implementation Plan** – Proposes an implementation timeline to ensure funds are responsibly distributed to bus stop improvements.
- **Potential Improvement Barriers** – Using specific examples, this section highlights obstacles to improvement and provides potential solutions to each problem.



Improvement Overview

The bus stop improvement guidelines that were introduced in Chapter 3 provided the basis for the improvements proposed within this section. The guidelines set forth three bus stop categories: basic, enhanced, and transit center. These categories were based on the provision of service at each stop and the surrounding land uses/major trip generators.

Each bus stop was classified as one category; however, the nature of the categorization builds upon the lower category. For example, a bus stop that is classified as an enhanced stop must include the basic bus stop improvements before enhanced passenger amenities are installed. Utilizing this approach, the following sections summarize improvement types rather than stop classification.

To prioritize improvements at more frequently used bus stops, this study set a threshold of five average daily boardings to install bus stop signage and basic bus stop improvements. This resulted in recommended improvements at 47 out of 106 identified pickup/drop-off locations (44%).

Bus Stop Signage

Both CCPT and STS heavily utilize flag-stop systems. There are currently only four signed bus stops within the C-SMMPO study area; one in Calvert County and three in St. Mary's County. Following the five daily boardings threshold, bus stop signage is recommended at 43 of the identified bus stops (see Figure 4-2).

Installing bus stop accessibility improvements can be costly and time-consuming. Therefore, it is recommended that the local transit systems or jurisdictions install bus stop signage ahead of accessibility improvements given the current lack of signage. However, it should be stressed that the vast majority of these stops will not be compliant with ADA guidelines and an implementation plan should be in place to guide the future installation of accessibility improvements at these locations.

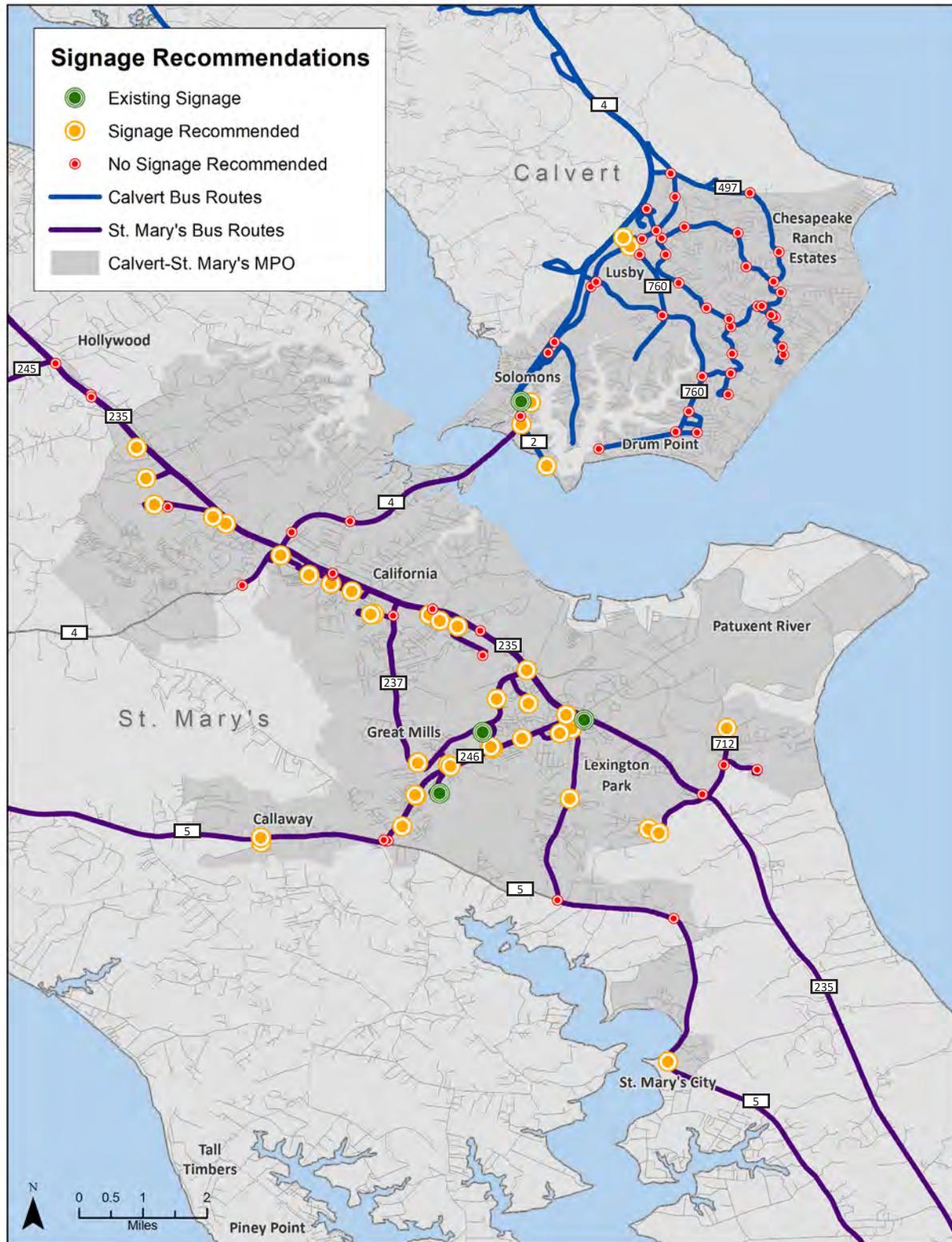
Additionally, the five average daily boardings threshold was established to guide limited financial resources to be used at their highest and most effective use. If local transit agencies or jurisdictions would like to install bus stop signage at all stops, locations with lower average daily ridership should be considered for bus stops signs. The long-term vision of this plan is to transition away from the flag-stop system in favor of signed bus stops.

Figure 4-1: Updated Bus Stop Signs are Needed



Under ADAAG bus stop sign compliance (see page 4), text characters cannot be italic oblique. Transit agency logos are typically excluded from this standard; however, the STS logo includes contact information (phone number) that is italic oblique. Both CCPT and STS should consider updating their bus stop signs with clear and enhanced branding.

Figure 4-2: Bus Stop Signage Recommendations



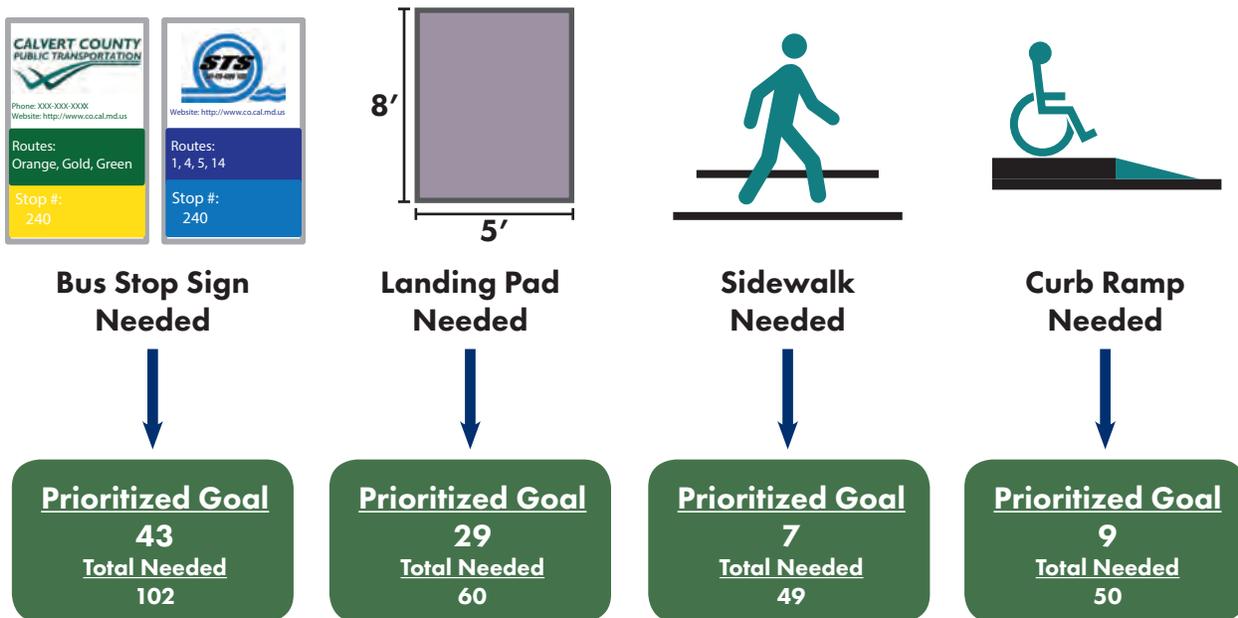
Basic Bus Stop Improvements

Basic bus stop improvements include bus stop signage and the accessibility elements defined by the ADA Guidelines detailed in Chapter 1. Under the ADA Guidelines, each bus stop must include the following basic amenities and accessibility improvements:

- **Landing Pad** with a firm and level surface clear of any obstructions with a minimum depth of 8 feet and a minimum width of 5 feet when exiting the bus.
- **Pathway or Sidewalk** with a firm, level surface, and a minimum width clearance of 4 feet to the nearest curb ramp.
- **Curb Ramp** connecting the pathway/sidewalk to the greater pedestrian network; must also include a detectable warning.

Implementing these improvements will lead to ADA compliance at each bus stop. The improvements will also provide a safe and inviting experience for transit customers; especially individuals who rely on mobility assistance devices. Detailed in Figure 4-3, a total of 47 bus stops were identified and recommended for basic bus stop improvements.

Figure 4-3: Basic Bus Stop Improvement Summary



Enhanced Bus Stop Improvements

Chapter 3 defined enhanced bus stops as stops located at major shopping, medical, or multi-family housing centers. These stops were recommended for enhanced passenger amenities in addition to the necessary bus stop sign, landing pad, and curb ramp improvements recommended for basic bus stops.

Enhanced bus stops include additional customer amenities like seating and shelters. Amenities like benches, information cases, and trash receptacles should be placed at enhanced service stops whenever and wherever feasible. Bus shelters should be placed at bus stops that average 25 or more average daily boardings. Figure 4-4 displays the number of recommended improvements broken out by prioritized goals and the number of improvements needed at all 106 bus stops. Appendix B contains a table showing the improvements required at each individual bus stop.

Many enhanced bus stops still need basic improvements. Of the 29 enhanced stops recommended for improvements, 14 require an ADA compliant landing pad, one stop lacks a curb ramp and 13 stops require an updated curb ramp with a detectable warning.

Figure 4-4: Enhanced Bus Stop Improvement Summary



Transit Center Improvements

Two stops in the C-SMMPO were selected as transit centers: the Calvert Library Southern Branch in Solomons and the Tulagi Place Park & Ride in Lexington Park. These locations were selected due to the ability to transfer between services, their daily ridership, and proximity to key destinations.

Transit centers should be approached on a case-by-case basis but should generally include all of the customer amenities recommended for basic and enhanced service stops. In addition, transit centers should feature information cases with system maps, connecting bus schedules, and real-time arrival information. Dedicated bus bays with large passenger waiting areas are also recommended but not included in the scope of this study.

Other than transit center level improvements, Tulagi Place requires two new detectable warning strips for the two curb ramps connected to the landing pad and an information case. The Calvert Library Southern Branch also requires a detectable warning; an information case and trash receptacle are also recommended.

Figure 4-5: Transit Center Improvement Summary

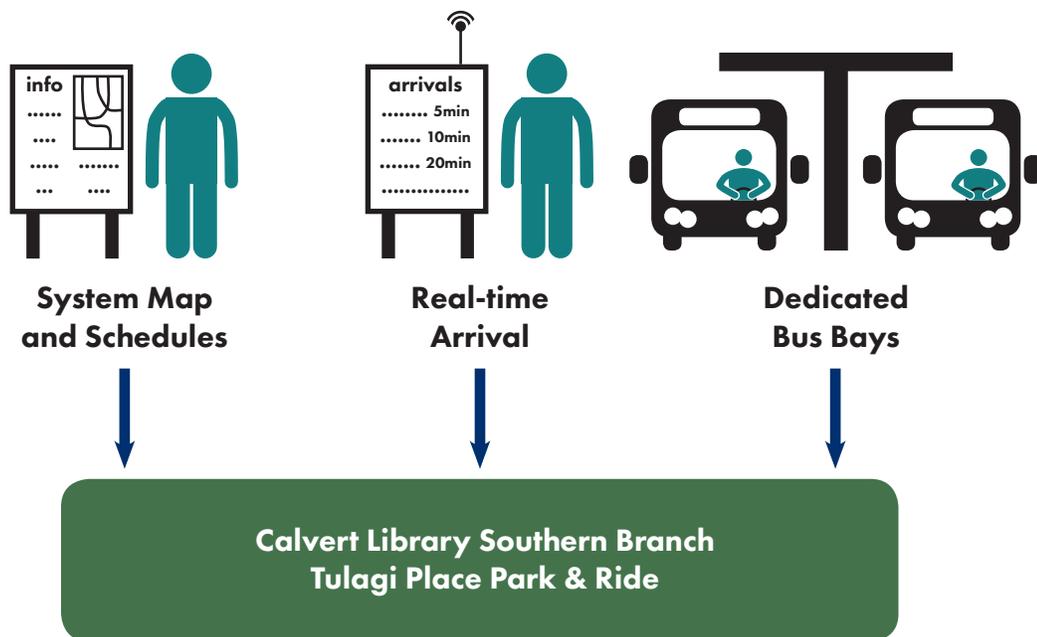
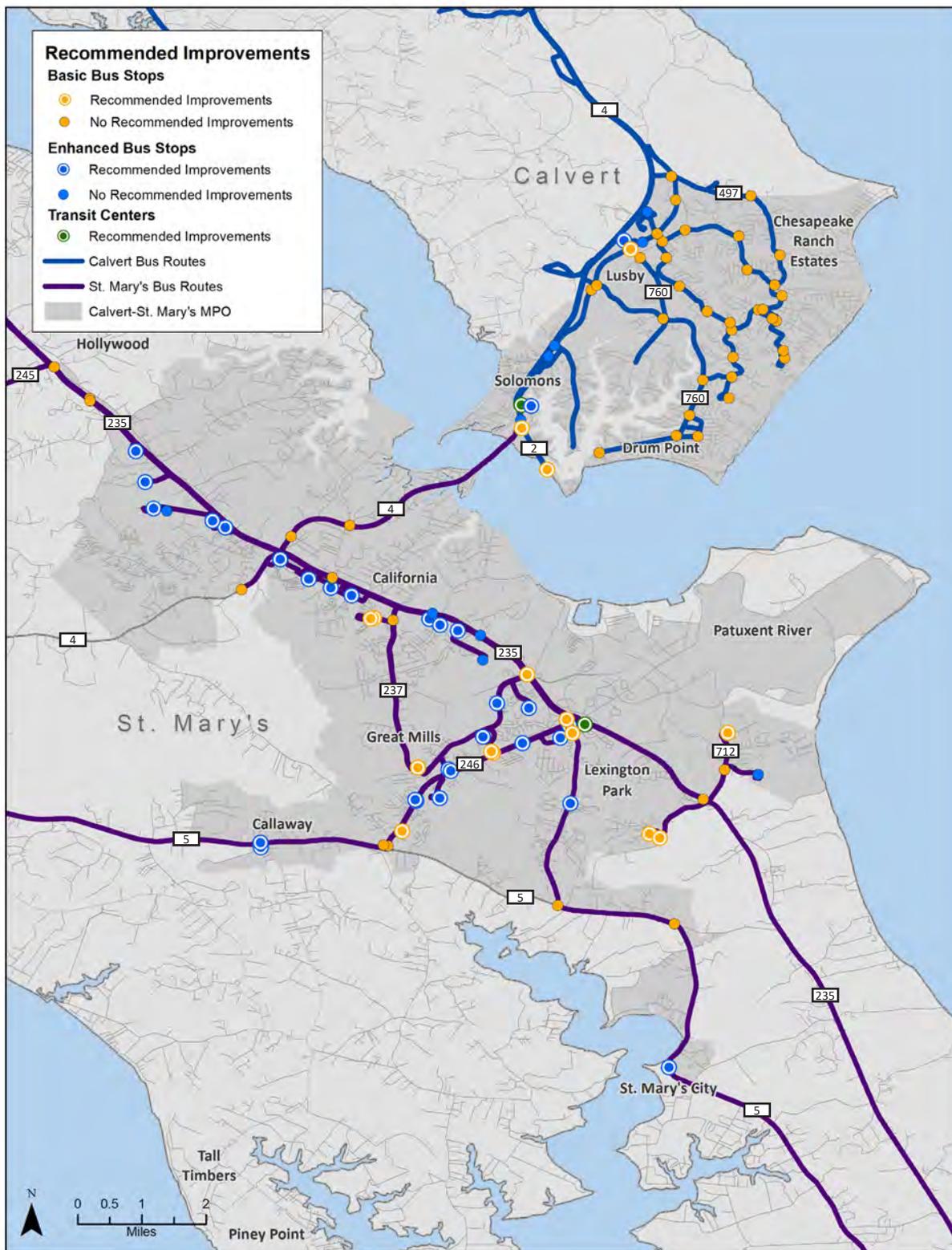




Figure 4-6: Bus Stop Improvement Recommendations



Prioritization Process

Financial realities will likely prevent transit and planning staff from implementing all of the required bus stop improvements at one time. To guide a phased implementation process, a prioritization index was created to rate the conditions at each stop and rank each location in priority order. Key elements of the prioritization process and their weight factors are shown in Table 4-1. Appendix C includes a detailed breakdown of the prioritization scores of all 106 bus stops within the C-SMMPO.

Table 4-1: Bus Stop Improvement Prioritization Factors

Prioritization Process	Factor Weight
ADA Compliance	30%
Bus Stop Categorization	10%
Average Ridership	30%
Nearby Trip Generators	20%
Existing Pedestrian Facilities	10%

The prioritization index generated a 1 to 100 prioritization score; with 100 being the highest priority. The distribution of the scores, shown in Figure 4-7, ranged from 21 to 91 with the majority of stops falling into the 31 to 50 range. The top ten bus stops with the highest prioritization scores are shown in Table 4-2.

Figure 4-7: Bus Stop Prioritization Scoring Range

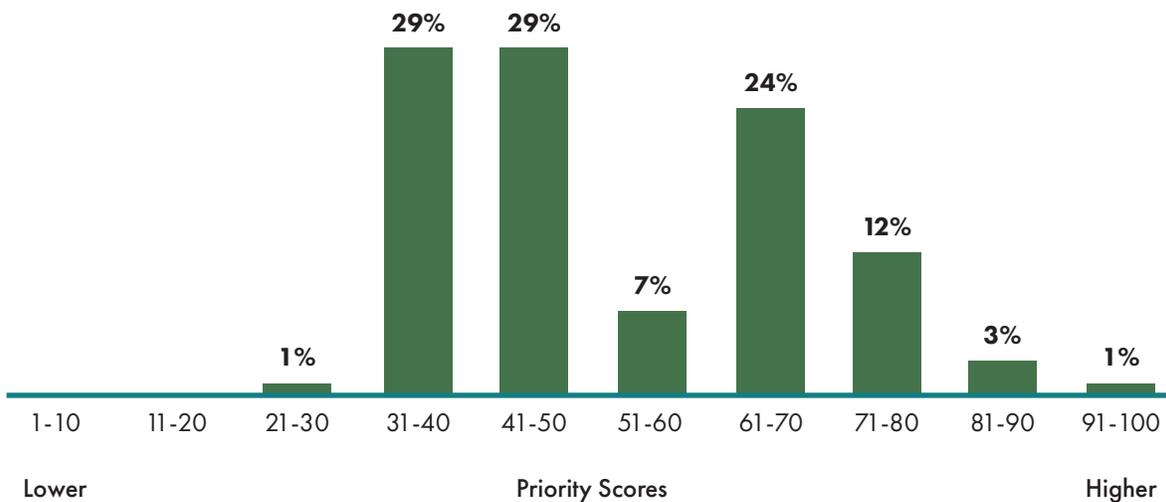




Table 4-2: Top 10 Bus Stops with the Highest Prioritization Scores

Prioritization Rank	Bus Stop	Recommended Improvements	Prioritization Score (1-100 Scale)
1	Tulagi Place Park and Ride	Information Case, Detectable Warning	91
2	Westbury Blvd @ Great Mills Rd	Sign, Landing Pad, Information Case, Bench, Trash Receptacle	85
3	Fox Chase Dr @ Lexington Dr	Sign, Landing Pad, Detectable Warning, Shelter	83
4	Willows Rd @ S Shangri La Dr	Sign, Landing Pad, Detectable Warning, Shelter	81
5	Lexington Park Library	Sign, Landing Pad, Curb Ramp, Information Case, Bench	80
6	Great Mills Rd @ Great Mills High School (NB)	Sign, Landing Pad, Information Case, Bench, Trash Receptacle	79
7	Great Mills Rd @ Great Mills High School (SB)	Sign, Landing Pad, Information Case, Bench, Trash Receptacle	79
8	Pathways Clinic	Sign, Landing Pad, Information Case, Detectable Warning	76
9	Dollar Tree	Sign, Information Case, Detectable Warning	76
10	St. Mary's College of Maryland	Sign, Landing Pad, Information Case, Trash Receptacle	76



Title VI Assessment

The results of the prioritization index were reviewed to determine compliance with Title VI of the Civil Rights Act of 1964. As recipients of federal funds, both CCPT and STS must ensure that service and improvement programs are in compliance with Title VI.

The Title VI assessment was informed by a GIS-based analysis that was completed for the C-SMMPO study area. The analysis examined the distribution of proposed bus stop improvements in regard to the study areas with above and below average minority and low-income populations.

The Title VI assessment demonstrated that a higher percentage of low-income individuals live in California, Lexington Park, and Chesapeake Ranch Estates. Sixty-five bus stops are located in block groups with an above-average percentage of low-income individuals. A higher percentage of minorities are in block groups in California, Lexington Park, Lusby, and Chesapeake Ranch Estates. Forty-six bus stops are located in block groups with an above-average percentage of minorities.

Of the 47 bus stops that have been recommended for improvements, 36 are located in block groups with above-average percentages of low-income individuals. Thirty-two improvement recommended bus stops are located in block groups with above-average percentages of minorities. The following Figures 4-8 and 4-9 show the results of the Title VI assessment and show that the placement of bus stops and associated improvements is equitable regardless of an area's socioeconomic or racial/ethnic makeup.



Figure 4-8: Calvert - St. Mary's MPO Minority Population Title VI Areas

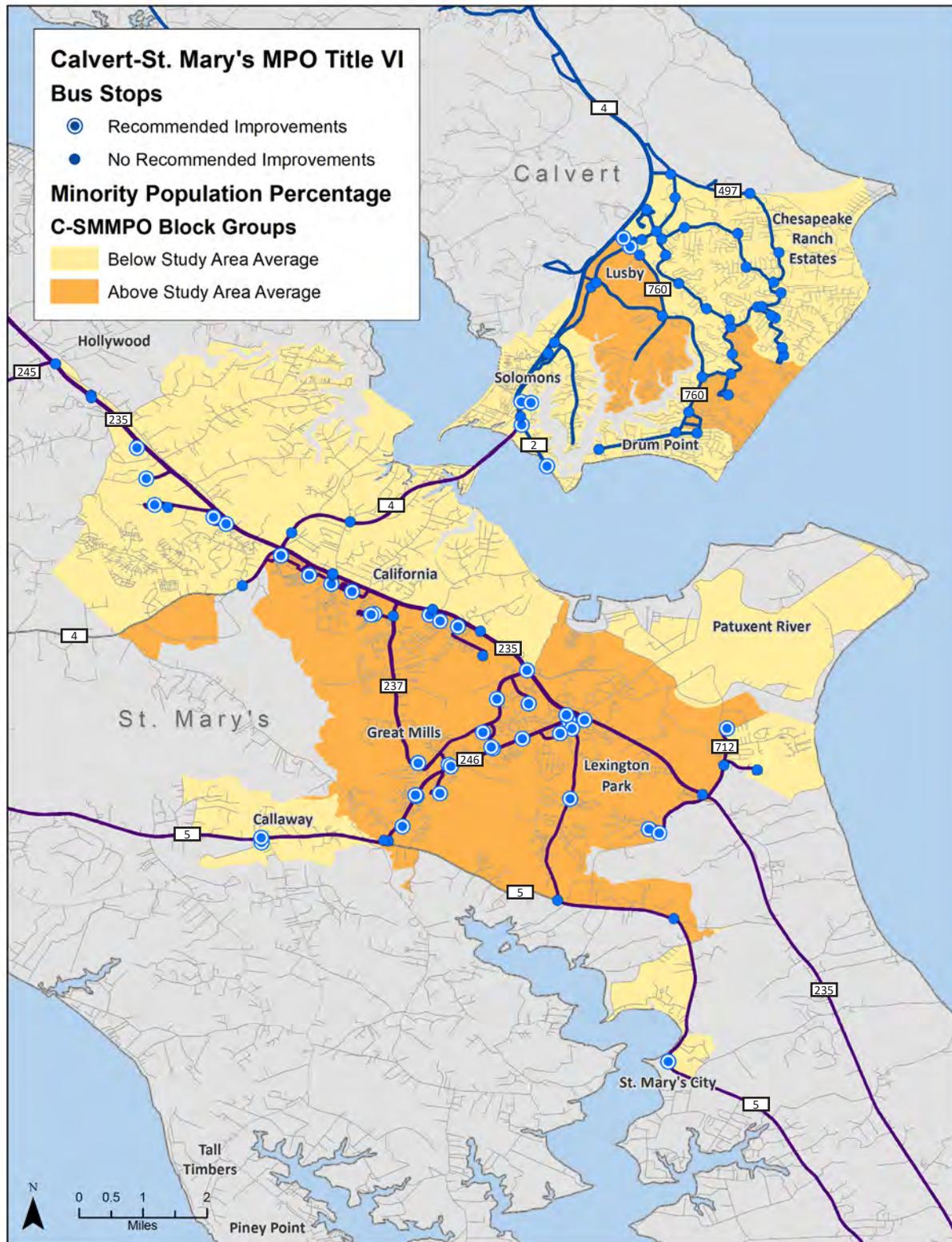
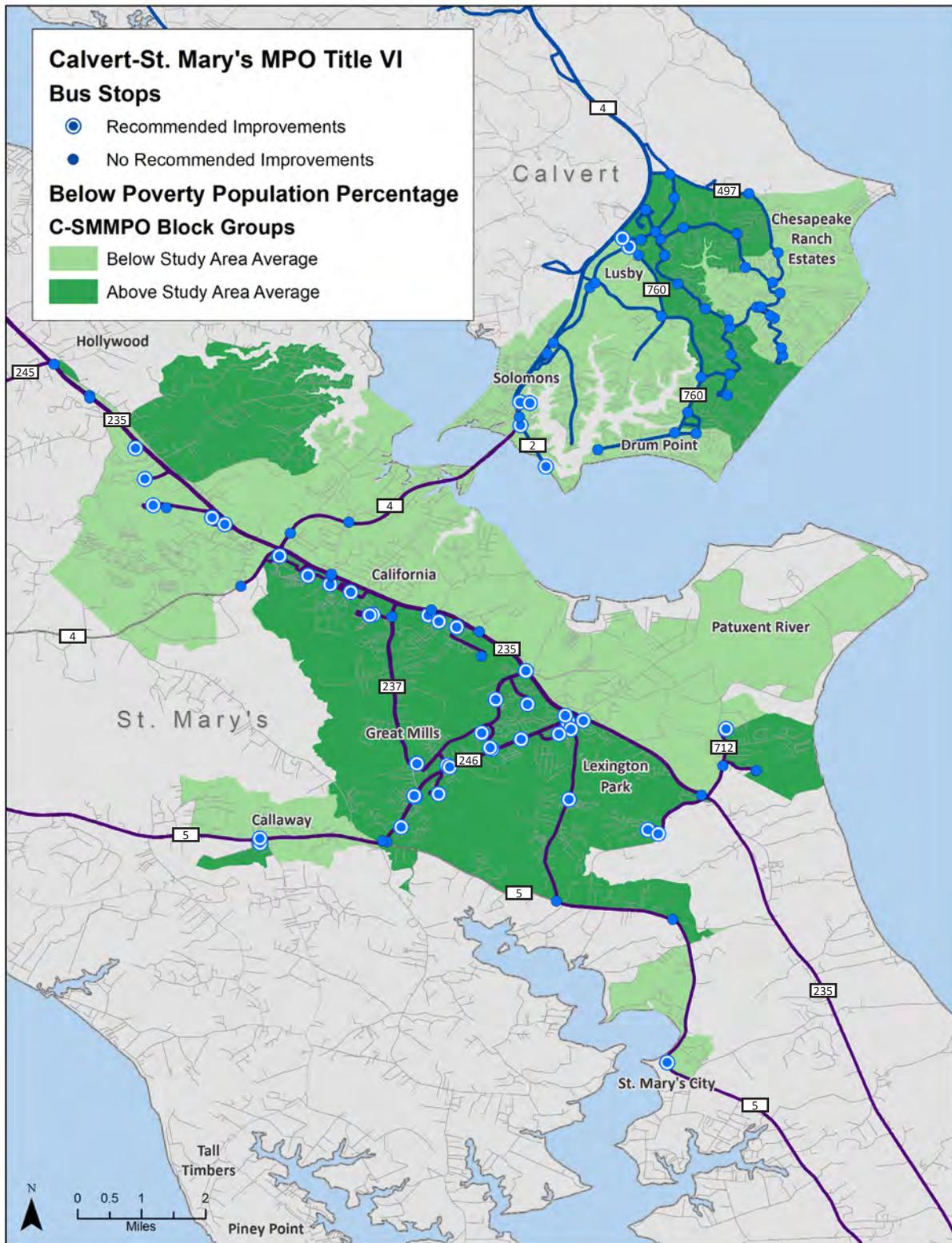


Figure 4-9: Calvert - St. Mary's MPO Low Income Title VI Areas





Development of Cost Estimates

To develop an implementation and financial plan, specific unit costs were developed for each proposed improvement. These cost estimates were derived from bus stop improvement projects conducted by other transit agencies in the State of Maryland and across the country. Local data on potential costs were unavailable at the time of this study.

The number of instances and total cost estimates shown in Table 4-3 are based on the recommended improvements at 47 of the 106 total identified bus stops within the C-SMMPO. The additional 59 bus stops are not recommended for signage or improvements at this time and are not included in the cost estimates.

Please note that the specific improvement costs are based on estimates that generalize construction activities and processes. Each bus stop location will need to be reviewed prior to the improvement being completed. The actual installation of improvements may require engineering assessments, permitting, coordination with landowners/local jurisdictions, additional safety measures, etc.

Table 4-3: Proposed Bus Stop Improvement Cost Estimates

Improvement	Item Cost	Number of Instances		Total Cost	
		Calvert	St. Mary's	Calvert	St. Mary's
Estimated Capital and Installation Costs					
Bus Stop Sign	\$200	5	39	\$1,000	\$7,800
Boarding and Alighting Area/Landing Pad	\$4,000	2	27	\$8,000	\$108,000
Sidewalk Connection	\$10,000	2	5	\$20,000	\$50,000
Curb Ramp	\$3,500	1	8	\$3,500	\$28,000
Detectable Warning (Curb Ramp)	\$100	3	16	\$300	\$1,600
Passenger Seating/Bench	\$1,300	1	16	\$1,300	\$20,800
Trash Receptacle (Mounted)	\$1,000	2	16	\$2,000	\$16,000
Information Case	\$500	3	26	\$1,500	\$13,000
Shelter	\$15,000	0	9	\$0	\$135,000
Subtotal	-	-	-	\$37,600	\$380,200
Estimated Additional Administrative & Implementation Costs					
Implementation and Coordination Activities	10% of Subtotal	-	-	\$3,760	\$38,020
Survey, Design, and Inspection	50% of Subtotal	-	-	\$18,800	\$190,100
Total Amount	-	-	-	\$60,160	\$608,320



Implementation Plan

Based on the results of the prioritization process, a phased implementation plan was developed to guide improvements. The implementation plan should be viewed as a benchmark for the bus stop improvement program. Existing and emerging needs for improvements must be balanced against available funding to determine the feasibility and timing. Competitive grants and coordination with state/local jurisdictions can supplement and speed up the improvement process.

Table 4-4: Phased Implementation Plan for Proposed Bus Stop Improvements

Improvement	Number of Improvements		Estimated Cost	
	Calvert	St. Mary's	Calvert	St. Mary's
Short-Term (2020-2025)				
Bus Stop Signs	5	39	\$1,600	\$12,480
Boarding and Alighting Area/Landing Pad	1	12	\$6,400	\$76,800
Sidewalk Connection	1	0	\$16,000	\$0
Curb Ramp	0	1	\$0	\$5,600
Detectable Warning (Curb Ramp)	1	7	\$160	\$1,120
Passenger Seating/Bench	0	6	\$0	\$12,480
Trash Receptacle (Mounted)	1	7	\$1,600	\$11,200
Information Case	1	10	\$800	\$8,000
Shelter	0	3	\$0	\$72,000
Subtotal	-	-	\$26,560	\$199,680
Mid-Term (2025-2030)				
Boarding and Alighting Area/Landing Pad	1	10	\$6,400	\$64,000
Sidewalk Connection	1	1	\$16,000	\$16,000
Curb Ramp	1	3	\$5,600	\$16,800
Detectable Warning (Curb Ramp)	0	6	\$0	\$960
Passenger Seating/Bench	0	6	\$0	\$12,480
Trash Receptacle (Mounted)	0	6	\$0	\$9,600
Information Case	0	9	\$0	\$7,200
Shelter	0	3	\$0	\$72,000
Subtotal	-	-	\$28,000	\$199,040
Long-Term (2030+)				
Boarding and Alighting Area/Landing Pad	0	5	\$0	\$32,000
Sidewalk Connection	0	4	\$0	\$64,000
Curb Ramp	0	4	\$0	\$22,400
Detectable Warning (Curb Ramp)	2	3	\$320	\$480
Passenger Seating/Bench	1	4	\$2,080	\$8,320
Trash Receptacle (Mounted)	1	3	\$1,600	\$4,800
Information Case	2	7	\$1,600	\$5,600
Shelter	0	3	\$0	\$72,000
Subtotal	-	-	\$5,600	\$209,600



Potential Improvement Challenges

The bus stop categorization and prioritization process helps to define the minimum improvements required at each type of stop, but they do not address potential barriers to improvements that may be present at certain stops. Some of these barriers may include:

- High-Speed Areas
- Local, State, and Private Coordination
- Not-In-My-Backyard (NIMBY)
- Parking Zones

The following sections will describe each barrier in further detail and present methods to mitigate some of the planning predicaments they can cause. This section will also include example diagrams of improvements at stops within the C-SMMPO that have these barriers to improvement.

High-Speed Areas

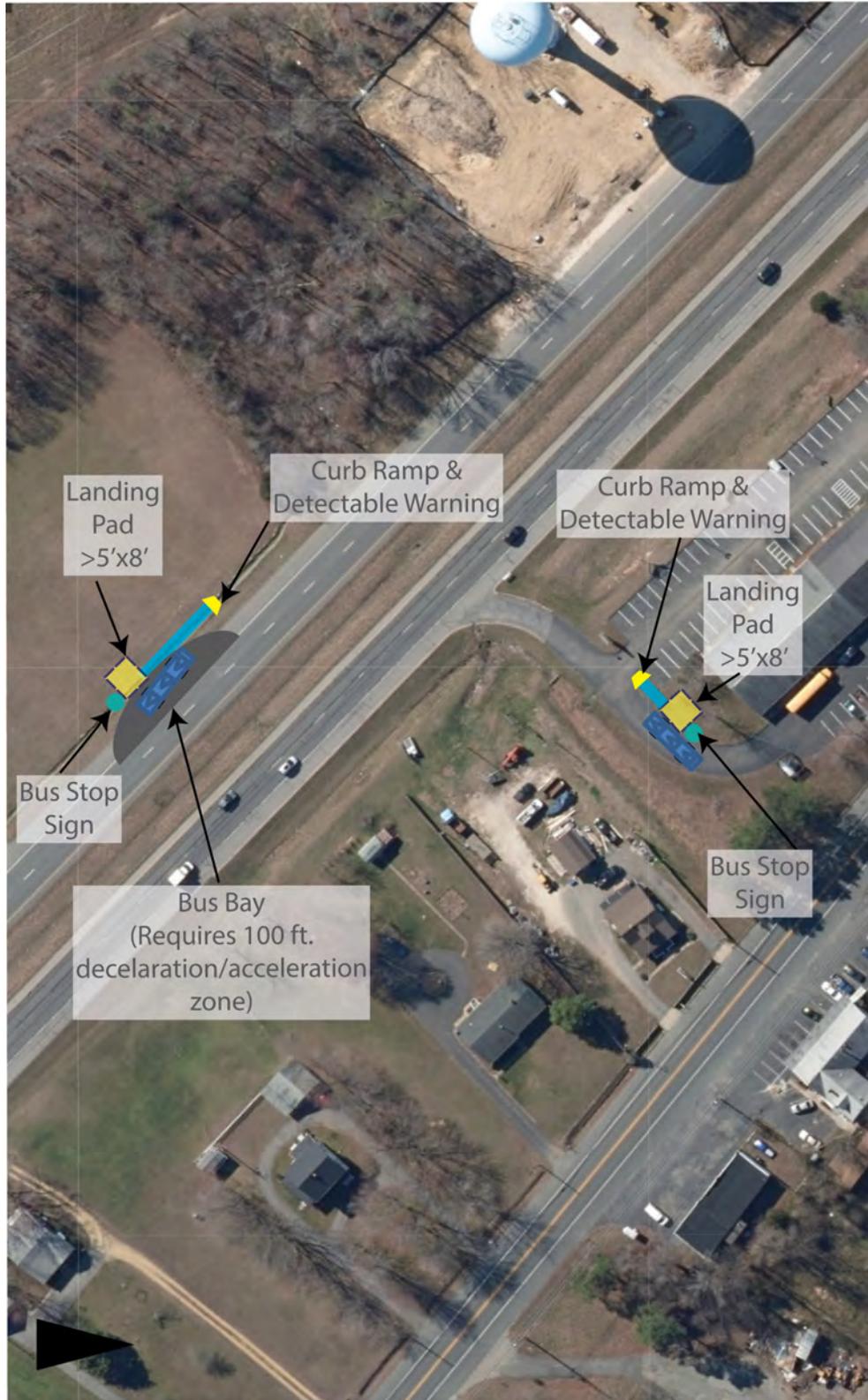
A general rule when designing a fixed route service is to prohibit any stops on a road with a speed limit of 45 mph or higher. Higher speeds present a greater danger to drivers and riders while boarding the bus. If a bus stops on a 45 mph street to pick a rider up, the potential danger is much higher than that in a 25 mph area. It is easier to avoid breaking the 45 mph rule in dense, urbanized areas, but CCPT and STS serve both rural and urban areas. In rural areas, it is difficult to operate an efficient and comprehensive fixed-route service that does not stop on high-speed roads. On some routes in the C-SMMPO, including those traveling on Three Notch Road in Hollywood and HG Trueman Road in Lusby, stopping on these roads is somewhat unavoidable. There are a few ways to mitigate stopping in a high-speed area, including:

- Turning off the high-speed road and into the desired destination
- Building an expanded road shoulder or bus bay that gives the bus proper space for safe deceleration, boarding/alighting, and acceleration

Figure 4-10 shows two stops located on Three Notch Road in Hollywood, where the speed limit is 55 mph. The northbound stop can turn into a parking lot, turn around, and pick up any riders. The southbound stop does not have anywhere to turn in, so the expansion of the shoulder or creation of a bus bay along the shoulder would be the best way to make the stop safer. Figure 4-10 also includes on-site pictures, showing both stops and a bus passenger beginning to cross the road after getting off an STS bus.



Figure 4-10: MD 235 & Hollywood Medical Center Potential Improvements





Local, State, and Private Coordination

Several state roads serve as the main arteries of the C-SMMPO. Three Notch (MD 235), Great Mills (MD 246), and Solomons Island (MD 4) are all maintained by the Maryland State Highway Administration (SHA). Since the roads are not owned or maintained by local governments, the installation of improvements at these stops would require increased state and local coordination. The installation of signs, landing pads, and/or shelters is more complex on state roads. Some stops have circumvented this issue by turning onto local roads and destinations (Calvert Southern Library). Coordination is also required between private entities and local transit systems, especially at stops in front of large shopping destinations like Walmart and Target.

Not In My Backyard (NIMBY)

A constant barrier to transit expansion and improvements is a “not in my backyard”, or NIMBY, attitude. This attitude is most often expressed in lower-density single-family residential areas, such as Chesapeake Ranch Estates. This neighborhood, which contains a bulk of Calvert County’s bus stops in the C-SMMPO, is entirely residential. The installation of signs at these stops would precipitate complex, and perhaps contentious, discussions and coordination between local residents, the homeowners association, and the transit provider. Since most surveyed bus stops in Chesapeake Ranch Estates are in front of single-family homes and on a road network that is circuitous and un conducive to basic bus stop improvements, it may be difficult to make any improvements in this area.

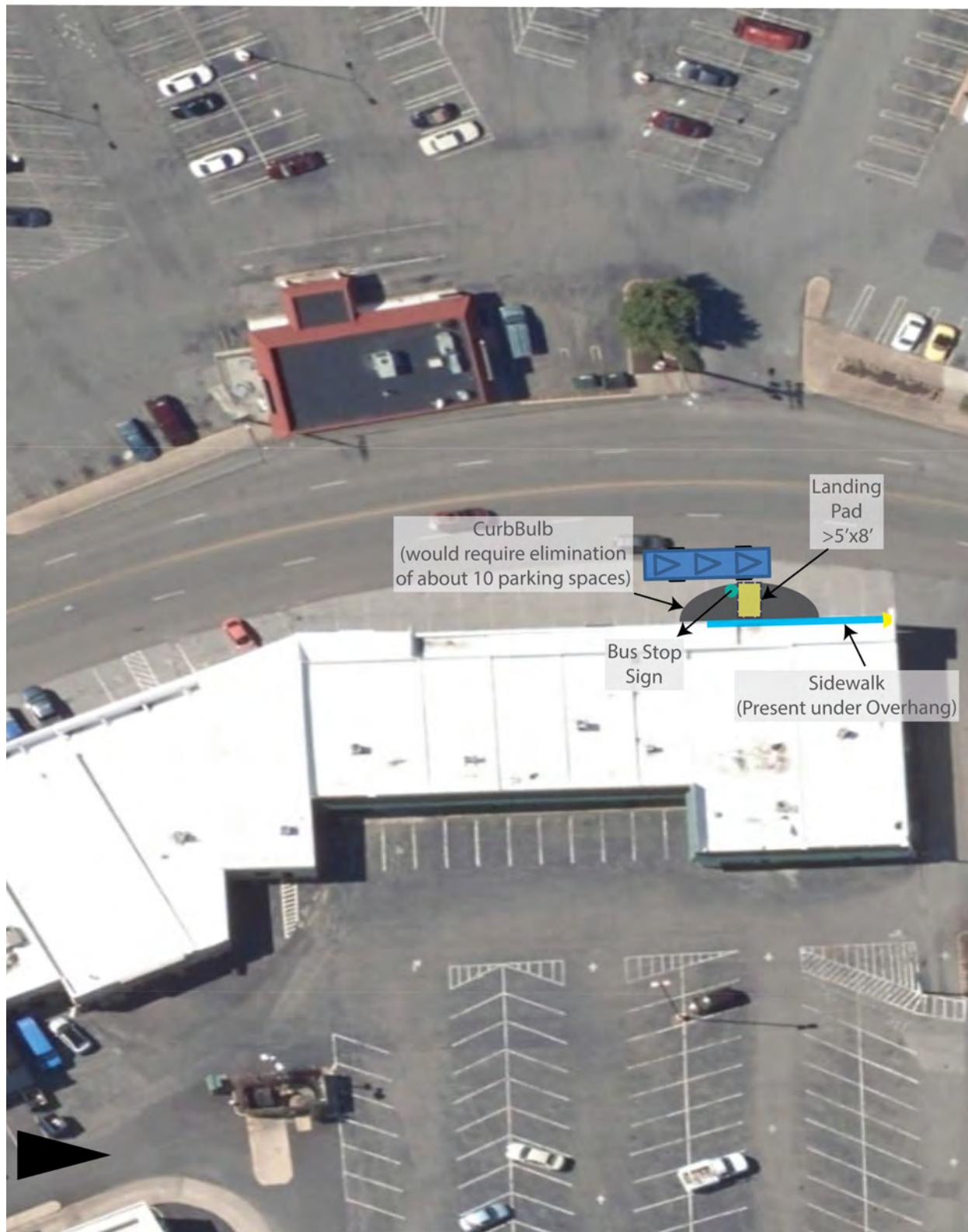
Parking Zones

At some destinations, the curb is difficult to access because it is surrounded by parking spaces. Since cars can park in any space at any time, it is difficult to designate a specific location for pickup and drop-off. The most effective way to mitigate this barrier is to create a curb bulb (this method requires the elimination of parking spaces).

Figure 4-11 uses the example of a bus stop along North Shangri La Street in Lexington Park. The northbound stop is at a strip mall where the entire shoulder is made up of parking spaces. A bus could safely stop here only if a curb bulb is installed. It is estimated that a curb bulb would require the elimination of at least 6 parking spaces. This specific bus stop is in a parking rich area, so the effects on drivers would be limited.



Figure 4-11: Millison Plaza Potential Improvements





After the Plan

Adopt Bus Stop Guidelines and Standards

CCPT and STS should consider formally adopting the bus stop guidelines included within this plan. Transit and planning staff should review the guidelines on a regular basis to ensure that all staff have a full understanding of the accessibility issues, requirements, and procedures. CCPT and STS should also consider system-wide bus stop inventories to supplement the data gathered during this effort.

Funding for Improvements

Seek capital improvement funding and investigate new funding avenues to supplement improvement efforts. Coordinate with local jurisdictions and stakeholder groups on strategies to implement improvements. Collaboration could lead to funding assistance with improvements at specific stops or the installation of sidewalks, curb ramps, and crosswalks.

Update and Maintain a Bus Stop Inventory

CCPT, STS, and the C-SMMPO should collaborate on establishing procedures and staff responsibilities for keeping the bus stop inventory up-to-date and ensuring that improvements are tracked and in compliance with adopted guidelines. In the future, the bus stop inventory could be made available to all transit and planning staff to assist with bus stop monitoring and planning improvements.

Annual Review of Progress and Implementation Plans

Transit providers should perform an annual review of bus stop improvements and promote their efforts via press releases and marketing efforts. Staff must also review emerging needs for improvements and available funding on an annual basis to determine the feasibility of implementation and to develop yearly improvement programs.

Maintain Bus Stop Amenities

As bus stop amenities increase, transit agencies should consider formal agreements to maintain bus stops. Regular bus stop maintenance may include trash removal, graffiti removal, replacement of damaged amenities, and snow removal. Volunteer programs like STS's Ride With Pride Adopt-a-SPOT is also a valuable way to build relationships with local institutions and maintaining bus stops.



Appendix A

Field Survey Guide

Location Information

Longitude & Latitude

Coordinates generated by GPS receiver and quality checked by administrator.

Stop ID

A unique numerical value that is assigned to each bus stop prior to the field survey.

On Street

The on street is the name of the street that the bus is stopped on when serving the bus stop.

Cross Street

The cross street is the closest cross street to the bus stop. The cross street may, on occasion, be an address number, business name, or a descriptor (e.g. 4900, Walmart, Solomons Island Gazebo)

Heading

The direction a bus would be facing when stopped at the bus stop (90 - East, 180 - South, 270 - West, 360 - North). Range: 1 to 360

Placement

Identify the location of the bus stop relative to the intersection

- | | | |
|--------------------------------------|--------------------------------------|------------------------------------|
| <input type="checkbox"/> Nearside | <input type="checkbox"/> Farside | <input type="checkbox"/> Mid-Block |
| <input type="checkbox"/> Across From | <input type="checkbox"/> At Location | |



General Characteristics

Status

Describe the current status of the bus stop.

- Active
- Inactive
- Under Construction
- Restricted Access
- New
- Not Found

Adjacent Land Use

Identify the types of land use that are adjacent to the bus stop.

- Residential - Single Family
- Residential - Multi Family
- Commercial - Retail
- Commercial - Office
- Industrial
- Mixed Use
- Park - Open Space
- Vacant Lot
- Education - School
- Education - College
- Medical
- Cultural Attraction
- Recreation Center
- Place of Religion
- Government Building
- Human Service Agency
- Transit Center

Speed Limit

Identify the posted speed limit for the roadway adjacent to the bus stop.

Travel Lanes

Identify the total number of travel lanes along the roadway adjacent to the bus stop (the number of lanes one would need to cross to reach the otherside of the roadway); include turning lanes when necessary.

Median

Identify the presence of a raised median or pedestrian refuge island across the on street. (Yes/No)



Bus Stop Sign and Pole

Sign

Identify the presence of a bus stop sign. (Yes/No)

Sign Installation

Identify how the bus stop sign is installed at the bus stop.

- | | | |
|--|---|---|
| <input type="checkbox"/> Bus Stop Pole | <input type="checkbox"/> Bus Stop Shelter | <input type="checkbox"/> Traffic Sign Pole |
| <input type="checkbox"/> Utility Pole | <input type="checkbox"/> Light Pole | <input type="checkbox"/> Traffic Light Pole |
| <input type="checkbox"/> Building | <input type="checkbox"/> Other | |

Sign Height

Identify if the distance from the bottom of the sign to the ground is greater or less than 80 inches.

- | | |
|---|--|
| <input type="checkbox"/> 80" or Greater | <input type="checkbox"/> Less than 80" |
|---|--|

Sign Damage

Identify if there is physical damage to the bus stop sign

- | | | |
|-----------------------------------|--|--|
| <input type="checkbox"/> None | <input type="checkbox"/> Loose/Not Secured | <input type="checkbox"/> Missing Letters/Numbers |
| <input type="checkbox"/> Graffiti | <input type="checkbox"/> Stickers | <input type="checkbox"/> Torn/Bent |
| <input type="checkbox"/> Other | | |

Pole Installation

Identify how the bus stop pole is installed; do not include information for other installation methods (e.g. utility poles, light poles, etc.).

- | | | |
|---|----------------------------------|-----------------------------------|
| <input type="checkbox"/> Not Applicable | <input type="checkbox"/> Earth | <input type="checkbox"/> Concrete |
| <input type="checkbox"/> Brick | <input type="checkbox"/> Asphalt | <input type="checkbox"/> Other |



Pole Damage

Identify if there is any physical damage to the bus stop pole.

- | | | |
|----------------------------------|--|--------------------------------|
| <input type="checkbox"/> None | <input type="checkbox"/> Loose/Leaning | <input type="checkbox"/> Bent |
| <input type="checkbox"/> Severed | <input type="checkbox"/> Graffiti | <input type="checkbox"/> Other |

Sign or Pole Comments

Freeform notes to capture any miscellaneous comments.



Customer Information

Information Case

Identify the type of information case at the bus stop.

- None
- Flat - Single Sided
- Flat - Double Sided
- Rectangular (4-Sided)
- Other

Information Case Accessibility

Identify if the information case is accessible - meaning there is a paved and unobstructed 30” by 48” area directly in front of the information case with a clear forward or parallel approach.

- None/Not Applicable
- Accessible
- Obstructed
- Unpaved

Information Case Damage

Identify if there is any physical damage to the information case.

- None/Not Applicable
- Loose/Not Secured
- Broken
- Graffiti
- Stickers
- Other

Route Schedule

Identify if there is a route schedule available at the bus stop. (Yes/No)

Route Map

Identify if there is a route map available at the bus stop. (Yes/No)

System Map

Identify if there is a system-wide map available at the bus stop. (Yes/No)

Customer Information Comments

Freeform notes to capture any miscellaneous comments.



Bus Stop Shelter

Shelter

Identify the presence of a bus stop shelter. (Yes/No)

Shelter Foundation

Identify the type of surface that the shelter is mounted on.

- | | | |
|-----------------------------------|--------------------------------|-------------------------------------|
| <input type="checkbox"/> Concrete | <input type="checkbox"/> Brick | <input type="checkbox"/> Dirt/Grass |
| <input type="checkbox"/> Stone | <input type="checkbox"/> Other | |

Shelter Advertisement

Identify if there is an advertisement on the shelter. (Yes/No)

Shelter Damage

Identify any physical damage to the shelter.

- | | | |
|---|--|-----------------------------------|
| <input type="checkbox"/> None | <input type="checkbox"/> Loose/Not Secured | <input type="checkbox"/> Roof |
| <input type="checkbox"/> Missing/Broken Panel | <input type="checkbox"/> Graffiti | <input type="checkbox"/> Stickers |
| <input type="checkbox"/> Other | | |

Shelter Access

Ensure there is unobstructed access to the entrance of the shelter. (Yes/No)

Shelter Entrance

Ensure there is an opening to the shelter that is at least 36” wide and unobstructed. (Yes/No)

Shelter Interior

Ensure there is a space completely under the shelter at least 30” wide by 48” deep. (Yes/No)

Shelter Comments

Freeform notes to capture any miscellaneous comments.



Bus Stop Benches

Bench

Identify the number of benches at the bus stop.

Bench Location

Identify the location of the bench(es).

- Freestanding Shelter Freestanding & Shelter

Bench Advertisement

Identify if there is an advertisement on the bench(es). (Yes/No)

Bench Damage

Identify any physical damage to the bench(es).

- None Loose/Not Secured Broken Pieces
 Graffiti Stickers Other



Other Bus Stop Amenities

Trash Can

Identify if there is a trash receptacle at the bus stop. (Yes/No)

Trash Can Installation

Identify how the trash can is installed at the bus stop.

- Freestanding
- Attached to Ground
- Attached to Shelter
- Attached to Bus Pole
- Other

Vendor Publication Boxes

Identify the number of vendor publication boxes at the bus stop.

Bicycle Racks

Identify if there are bicycle racks at the bus stop. (Yes/No)

Lighting

Identify if there is a lamp post or street light within 30 feet of the bus stop. (Yes/No)



Boarding and Alighting Area/Landing Pad

Landing Pad

Identify if there is a 5' by 8' paved landing pad at the bus stop.

- Unobstructed 5' x 8'
- Obstructed 5' x 8'
- Less than 5' x 8'
- Sidewalk (Less than 5' x 8')
- No Landing Pad/Sidewalk

Landing Pad Material

Identify the surface material of the landing pad.

- Concrete
- Brick
- Asphalt
- Other

Landing Pad Surface Problem

Identify if the landing pad has problems that could impede its use by pedestrians or persons with a mobility device.

- None
- Major Cracks
- Slope
- Catch Basin
- Uneven Pavement
- Vegetation
- Dirt/Debris
- Other

Landing Pad Obstruction

Identify if there is a potential obstruction in the landing pad area.

- None
- Bus Stop Pole
- Bench
- Shelter
- Trash Can
- Traffic Sign Pole
- Utility Pole
- Fence
- Wall
- Mailbox
- Vendor Publication Box
- Other

Landing Pad Connect to the Sidewalk

Identify if the landing pad is connected to a sidewalk.

- Yes
- No
- No Sidewalk



Landing Pad Connect to the Curb

Identify if the landing pad connects to the on street curb.

Yes

No

No Curb

Landing Pad Comments

Freeform notes to capture any miscellaneous comments.



Sidewalk Accessibility

Sidewalk Width

Document the width of the sidewalk in inches; if no sidewalk is present enter zero (0).

Sidewalk Landscape Buffer

Identify if there is a presence of landscaping/grassy area between the sidewalk and curb. (Yes/No)

Sidewalk Surface Problem

Identify if there is an impediment that could make travel along the sidewalk difficult and/or unsafe.

- | | | |
|--------------------------------------|--|-------------------------------------|
| <input type="checkbox"/> None | <input type="checkbox"/> Major Cracks | <input type="checkbox"/> Slope |
| <input type="checkbox"/> Catch Basin | <input type="checkbox"/> Uneven Pavement | <input type="checkbox"/> Vegetation |
| <input type="checkbox"/> Dirt/Debris | <input type="checkbox"/> Other | |

Sidewalk Obstruction

Identify if there is an object along the sidewalk between the stop and the intersection that reduces the sidewalk width to less than 48”.

- | | | |
|---------------------------------------|---|--|
| <input type="checkbox"/> None | <input type="checkbox"/> Bus Stop Pole | <input type="checkbox"/> Bench |
| <input type="checkbox"/> Shelter | <input type="checkbox"/> Trash Can | <input type="checkbox"/> Traffic Sign Pole |
| <input type="checkbox"/> Utility Pole | <input type="checkbox"/> Fence | <input type="checkbox"/> Wall |
| <input type="checkbox"/> Mailbox | <input type="checkbox"/> Vendor Publication Box | <input type="checkbox"/> Other |

Sidewalk Connectivity

Identify if there are connectivity issues to major trip generators from the bus stop based on the presence of sidewalks along the on street and cross street. This is a cursory visual observation.

- **Good** - Sidewalks are present along the on street and cross street where there are trip generators and/or bus stops.
- **Fair** - Sidewalks are present along the on street where there are trip generators and/or bus stops but not along the cross street where there are trip generators and/or bus stops.
- **Poor** - No sidewalk is present at the bus stop location or in the surrounding vicinity.

Curb Ramp and Intersection Accessibility

Curb Ramp Type

Identify the type of curb ramp that is closest to the bus stop.

- None
 Perpendicular
 Diagonal
 Parallel
 Blended Transition

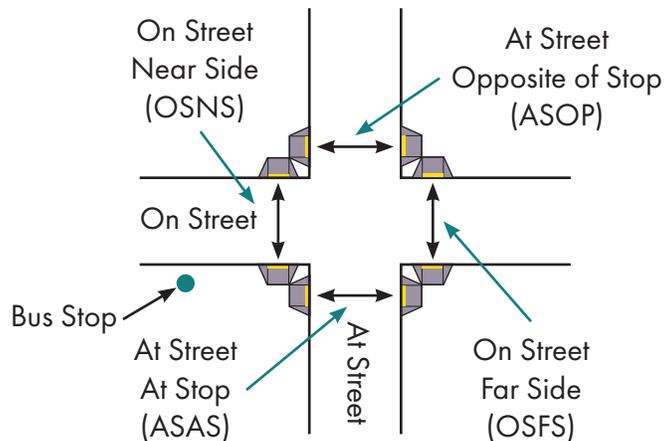
Detectable Warning

Identify if there is a detectable warning surface on the curb ramp closest to the bus stop. (Yes/No)

Curb Ramp Connections

Determine if there are connecting curb ramp pairs at the nearest intersection.

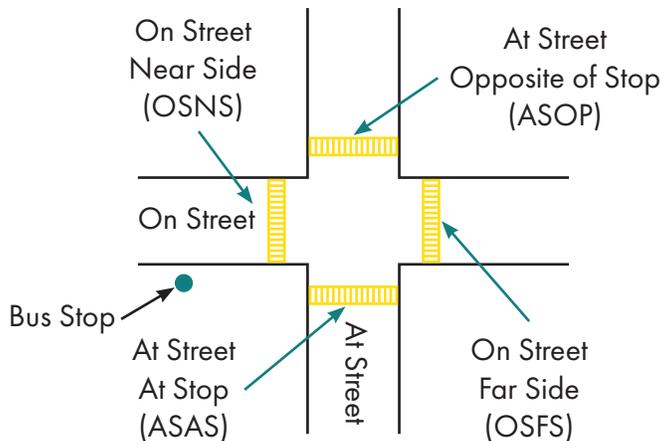
- OSNS
 OSFS
 ASAS
 ASOP



Crosswalk Connections

Determine if there are marked crosswalks at the nearest intersection.

- OSNS
 OSFS
 ASAS
 ASOP





Traffic Control Device

Identify if there is a traffic control device for the on street and cross street intersection nearest the bus stop.

On Street Traffic Control

- None Traffic Light Stop Sign Yield Sign

Cross Street Traffic Control

- None Traffic Light Stop Sign Yield Sign

Pedestrian Control Device

Identify if there is a pedestrian control signal for the on street and cross street intersection nearest the bus stop.

On Street Pedestrian Control

- None Automatic Push Button Audible

Cross Street Pedestrian Control

- None Automatic Push Button Audible



Appendix B

Recommended Bus Stop Improvements

Improvement Information

Overview

This appendix provides recommended bus stop improvements at each of the 106 bus stop locations identified within the C-SMMPO. To better illustrate bus stop locations, the C-SMMPO area has been broken into three regions: Calvert County, St. Mary's County (North), and St. Mary's County (South). The bus stops within each region are mapped and preceded by a table with each improvement category and prioritization status.

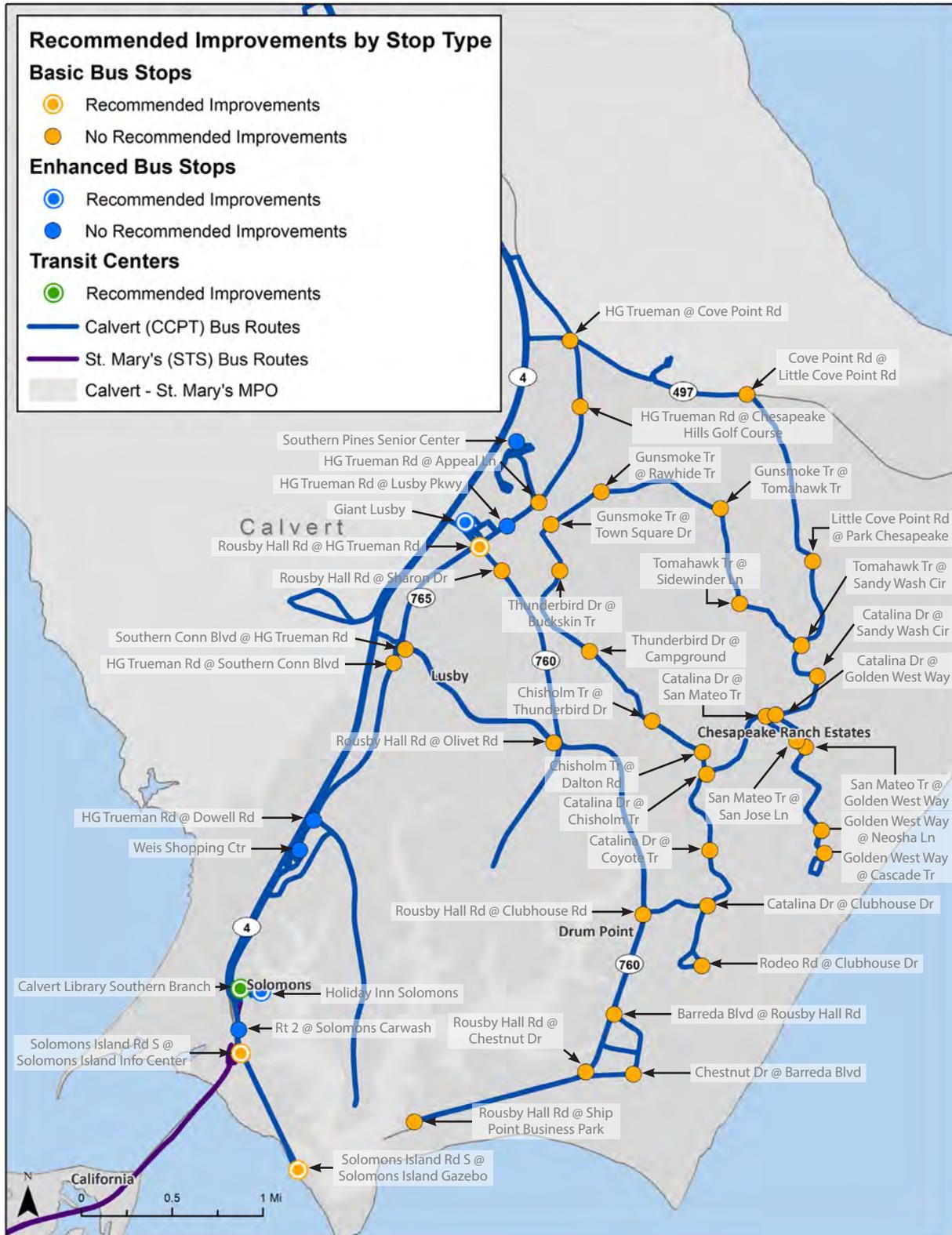
Recommended Bus Stop Improvement Table Guide

The following recommended bus stop improvement tables utilize the following symbology:

- Bus stops shown with **black text** have been prioritized for future improvements; prioritization was determined based on average daily ridership at each stop (prioritized bus stops average 5+ daily boardings).
- Bus stops shown with **gray text** are not prioritized, but should be considered for future improvements.
- A check mark (✓) indicates the need for the associated improvement.
- The letter (D) is used in the Curb Ramp Connection category to note the need for a detectable warning surface on an existing curb ramp.



Figure B-1: Recommended Bus Stop Improvements - Calvert County





Appendix B: Recommended Bus Stop Improvements

Table B-1: Recommended Bus Stop Improvements - Calvert County

Bus Stop Location	Bus Stop Sign	Landing Pad	Sidewalk Connection	Curb Ramp Connection	Bench/Passenger Seating	Trash Can	Information Case	Shelter	System Map & Schedules	Real Time Arrival Info	Dedicated Bus Bays	Priority Improvement	Priority Score
Barreda Blvd @ Rousby Hall Rd	✓	✓	✓	✓									37
Calvert Library Southern Branch				D		✓	✓		✓	✓	✓	✓	69
Catalina Dr @ Chisholm Tr	✓	✓	✓	✓									37
Catalina Dr @ Clubhouse Dr	✓	✓	✓	✓									37
Catalina Dr @ Coyote Tr	✓	✓	✓	✓									37
Catalina Dr @ Golden West Way	✓	✓	✓	✓									37
Catalina Dr @ San Mateo Tr	✓	✓	✓	✓									37
Catalina Dr @ Sandy Wash Cir	✓	✓	✓	✓									37
Chestnut Dr @ Barreda Blvd	✓	✓	✓	✓									43
Chisholm Tr @ Dalton Rd	✓	✓	✓	✓									37
Chisholm Tr @ Thunderbird Dr	✓	✓	✓	✓									44
Cove Point Rd @ Little Cove Point Rd	✓	✓	✓	✓									37
Giant Lusby	✓			D			✓					✓	44
Golden West Way @ Cascade Tr	✓	✓	✓	✓									37
Golden West Way @ Neosha Ln	✓	✓	✓	✓									37
Gunsmoke Tr @ Rawhide Rd	✓	✓	✓	✓									37
Gunsmoke Tr @ Tomahawk Tr	✓	✓	✓	✓									37
Gunsmoke Tr @ Town Square Dr	✓	✓	✓	✓									37
HG Trueman Rd @ Appeal Ln	✓	✓	✓	✓									46
HG Trueman Rd @ Chesapeake Hills Golf Course	✓	✓	✓	✓									39
HG Trueman Rd @ Cove Point Rd	✓	✓	✓	✓									44
HG Trueman Rd @ Dowell Rd	✓	✓			✓	✓	✓						63
HG Trueman Rd @ Lusby Pkwy	✓	✓			✓	✓	✓						62
HG Trueman Rd @ Southern Conn Blvd	✓	✓	✓	✓									42
Holiday Inn Solomons	✓			D	✓	✓	✓					✓	48
Little Cove Point Rd @ Park Chesapeake	✓	✓	✓	✓									37
Rodeo Rd @ Clubhouse Dr	✓	✓	✓	✓									37
Rousby Hall Rd @ Chestnut Dr	✓	✓	✓	✓									37
Rousby Hall Rd @ Clubhouse Dr	✓	✓	✓	✓									37
Rousby Hall Rd @ HG Trueman Rd	✓	✓	✓	✓								✓	48
Rousby Hall Rd @ Olivet Rd	✓	✓											59
Rousby Hall Rd @ Sharon Dr	✓	✓											47



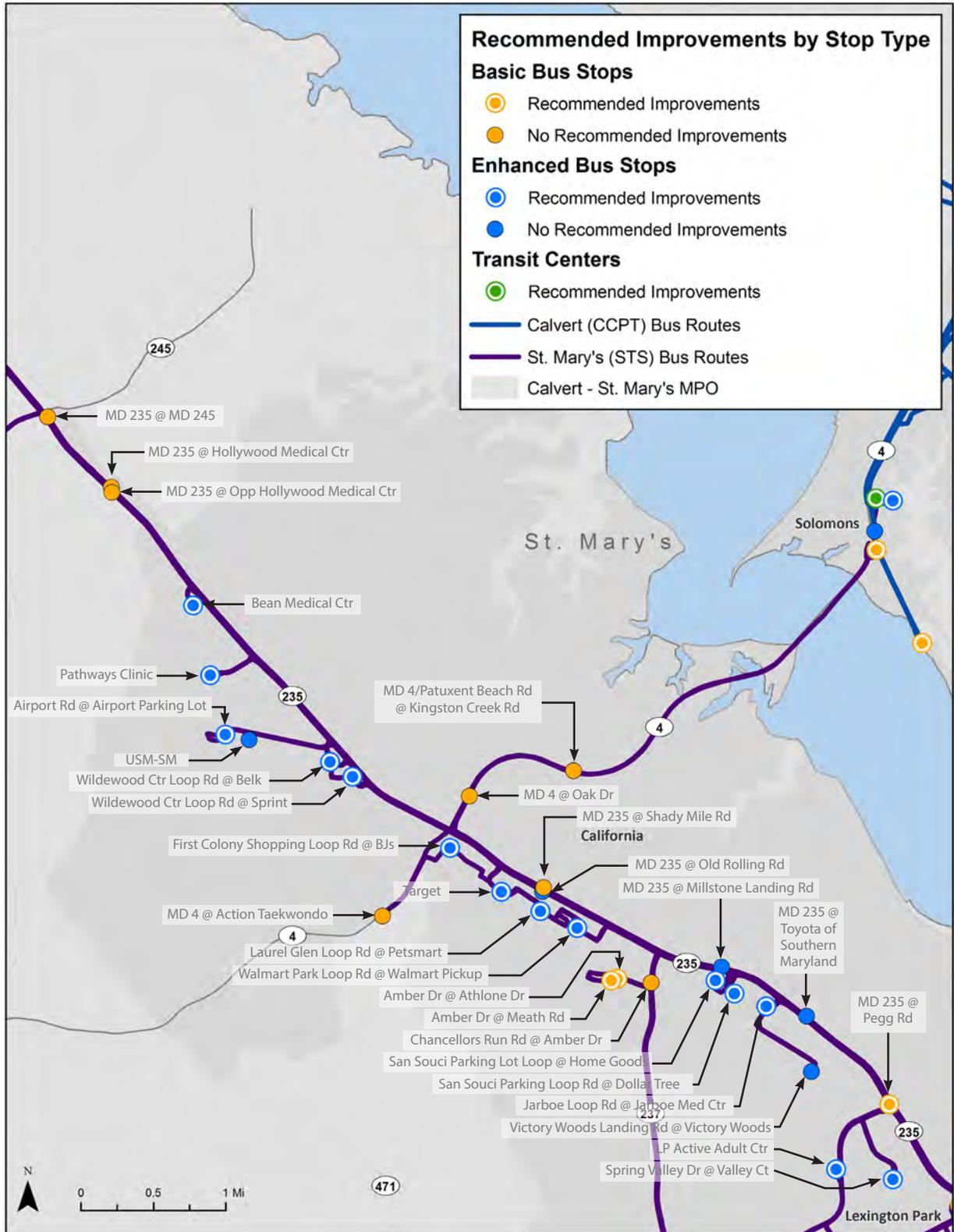
Appendix B: Recommended Bus Stop Improvements

Table B-1: Recommended Bus Stop Improvements - Calvert County (cont.)

Bus Stop Location	Bus Stop Sign	Landing Pad	Sidewalk Connection	Curb Ramp Connection	Bench/Passenger Seating	Trash Can	Information Case	Shelter	System Map & Schedules	Real Time Arrival Info	Dedicated Bus Bays	Priority Improvement	Priority Score
Rousby Hall Rd @ Ship Point Business Park	✓	✓	✓	✓									42
Rt 2 @ Solomons Carwash	✓	✓			✓	✓	✓						66
San Mateo Tr @ Golden West Way	✓	✓	✓	✓									37
San Mateo Tr @ San Jose Ln	✓	✓	✓	✓									37
Solomons Island Rd S @ Solomons Island Gazebo	✓											✓	44
Solomons Island Rd S @ Solomons Island Info Center	✓	✓	✓									✓	50
Southern Conn Blvd @ HG Truemand Rd	✓	✓	✓	✓									37
Southern Pines Senior Center	✓				✓	✓	✓						48
Thunderbird Dr @ Buckskin Tr	✓	✓	✓	✓									37
Thunderbird Dr @ Campground	✓	✓	✓	✓									44
Tomahawk Tr @ Sandy Wash Circle	✓	✓	✓	✓									37
Tomahawk Tr @ Sidewinder Ln	✓	✓	✓	✓									37
Weis Shopping Ctr	✓				✓	✓	✓						38



Figure B-2: Recommended Bus Stop Improvements - St. Mary's County (North)





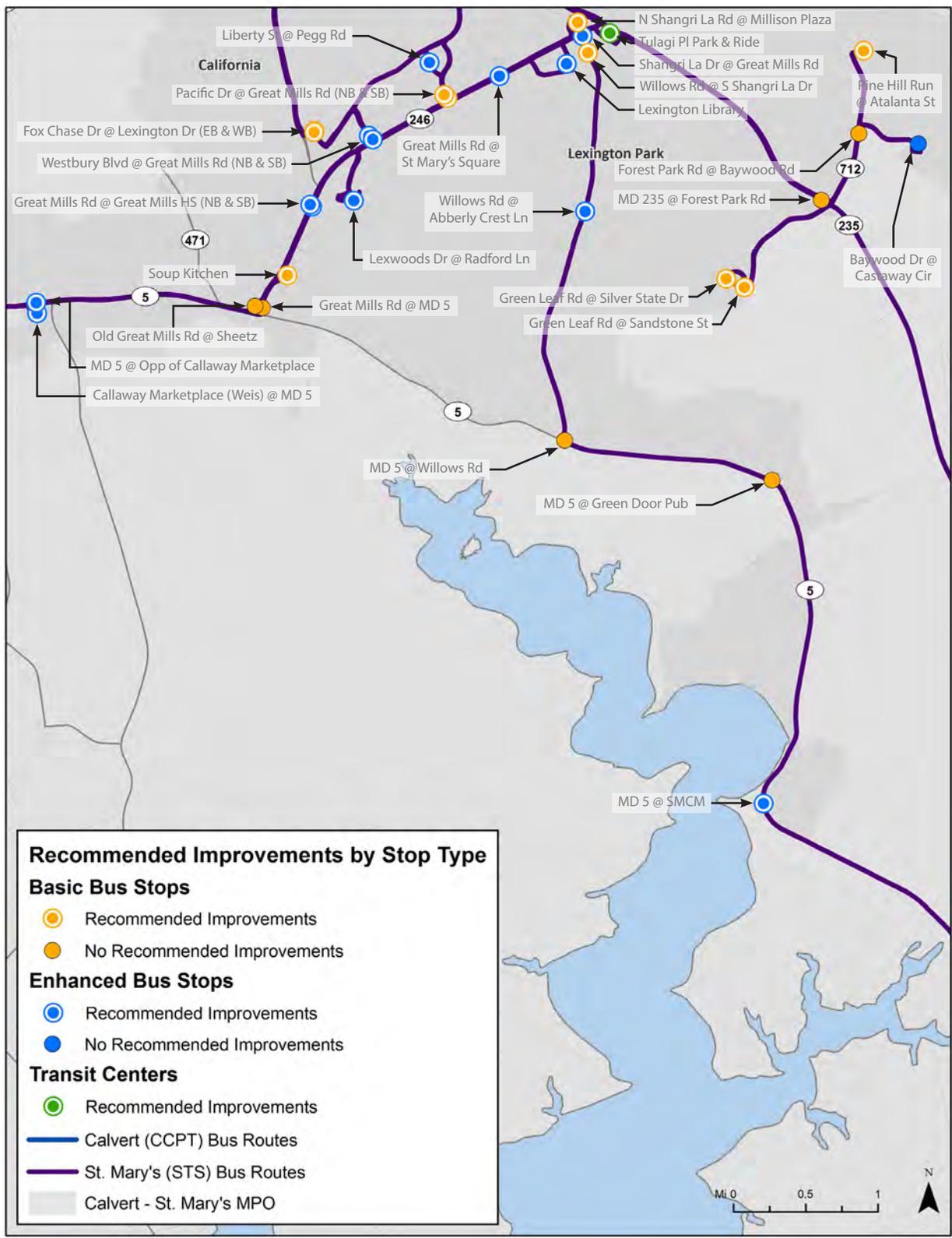
Appendix B: Recommended Bus Stop Improvements

Table B-2: Recommended Bus Stop Improvements - St. Mary's County (North)

Bus Stop Location	Bus Stop Sign	Landing Pad	Sidewalk Connection	Curb Ramp Connection	Bench/Passenger Seating	Trash Can	Information Case	Shelter	System Map & Schedules	Real Time Arrival Info	Dedicated Bus Bays	Priority Improvement	Priority Score
Airport Rd @ Airport Parking Lot	✓					✓	✓					✓	47
Amber Dr @ Athlone Dr	✓	✓										✓	72
Amber Dr @ Meath Rd	✓	✓										✓	72
Bean Medical Ctr	✓			D			✓					✓	56
Chancellors Run Rd @ Amber Dr	✓												29
First Colony Shopping Loop Rd @ BJs	✓				✓		✓					✓	44
Jarboe Loop Rd @ Jarboe Med Ctr	✓				✓	✓	✓	✓				✓	68
Laurel Glen Loop Rd @ Petsmart	✓	✓		D	✓	✓	✓	✓				✓	74
LP Active Adult Ctr	✓			D			✓					✓	62
MD 235 @ Hollywood Med Ctr	✓	✓	✓	✓									42
MD 235 @ MD 245	✓	✓	✓	✓									46
MD 235 @ Millstone Landing Rd	✓	✓			✓	✓	✓						62
MD 235 @ Old Rolling Rd	✓	✓			✓	✓	✓						62
MD 235 @ Opp Hollywood Med Ctr	✓	✓	✓	✓									37
MD 235 @ Pegg Rd	✓	✓										✓	64
MD 235 @ Shady Mile Dr	✓	✓											65
MD 235 @ Toyota Of Southern Maryland	✓	✓			✓	✓	✓						62
MD 4 @ Action Taekwondo	✓	✓	✓	✓									39
MD 4 @ Oak Dr	✓	✓	✓	✓									42
MD 4 \Patuxent Beach Rd @ Kingston Creek Rd	✓	✓	✓	✓									42
Pathways Clinic	✓	✓		D			✓					✓	76
San Souci Loop Rd @ Dollar Tree	✓			D			✓					✓	76
San Souci Parking Lot Loop @ Home Goods	✓	✓		D			✓					✓	68
Spring Valley Dr @ Valley Ct	✓	✓		D	✓	✓	✓					✓	71
Target	✓						✓	✓				✓	62
USM-SM	✓	✓			✓	✓	✓						64
Victory Woods Loading Rd @ Victory Woods	✓				✓	✓	✓						53
Walmart Park Loop Rd @ Walmart Pickup	✓					✓	✓	✓				✓	62
Wildwood Ctr Loop Rd @ Belk	✓				✓		✓					✓	50
Wildwood Ctr Loop Rd @ Sprint	✓			D	✓		✓					✓	56



Figure B-3: Recommended Bus Stop Improvements - St. Mary's County (South)





Appendix B: Recommended Bus Stop Improvements

Table B-3: Recommended Bus Stop Improvements - St. Mary's County (South)

Bus Stop Location	Bus Stop Sign	Landing Pad	Sidewalk Connection	Curb Ramp Connection	Bench/Passenger Seating	Trash Can	Information Case	Shelter	System Map & Schedules	Real Time Arrival Info	Dedicated Bus Bays	Priority Improvement	Priority Score
Baywoods Dr @ Castaway Cir	✓	✓			✓	✓	✓						64
Callaway Marketplace (Weis) @ MD 5	✓				✓		✓	✓				✓	54
Forest Park Rd @ Baywoods Rd	✓	✓	✓	✓									42
Fox Chase Dr @ Lexington Dr (EB)	✓	✓		D				✓				✓	83
Fox Chase Dr @ Lexington Dr (WB)	✓	✓	✓	✓				✓				✓	66
Great Mills Rd @ Great Mills HS (NB)	✓	✓			✓	✓	✓					✓	79
Great Mills Rd @ Great Mills HS (SB)	✓	✓			✓	✓	✓					✓	79
Great Mills Rd @ MD 5	✓	✓											58
Great Mills Rd @ St Marys Square	✓	✓			✓	✓	✓					✓	68
Green Leaf Rd @ Sandstone St	✓	✓	✓	✓								✓	43
Green Leaf Rd @ Silver State Dr	✓	✓	✓	✓								✓	45
Lexington Library	✓	✓		✓	✓		✓					✓	80
Lexwoods Dr @ Radford Ln						✓						✓	50
Liberty St @ Pegg Rd				D		✓						✓	72
MD 5 @ Green Door Pub	✓	✓	✓	✓									42
MD 235 @ Forest Park Rd	✓	✓	✓	✓									42
MD 5 @ Opp of Callaway Marketplace	✓	✓		D	✓	✓	✓	✓				✓	64
MD 5 @ SMCM	✓	✓				✓	✓					✓	76
MD 5 @ Willows Rd	✓	✓	✓	✓									37
N Shangri La Rd @ Millison Plaza	✓	✓		✓								✓	68
Old Great Mills Rd @ Sheetz	✓	✓	✓	✓									46
Pacific Dr @ Great Mills Rd (NB)	✓	✓		D								✓	62
Pacific Dr @ Great Mills Rd (SB)	✓	✓		✓								✓	63
Pine Hill Run @ Atalanta St	✓	✓	✓	✓								✓	48
Shangri La Dr @ Great Mills Rd	✓	✓			✓	✓	✓					✓	74
Soup Kitchen	✓	✓	✓	✓								✓	58
Tulagi Pl Park & Ride				D			✓		✓	✓	✓	✓	91
Westbury Blvd @ Great Mills Rd (NB)	✓	✓			✓	✓	✓					✓	85
Westbury Blvd @ Great Mills Rd (SB)	✓	✓		D	✓	✓	✓					✓	68
Willows Rd @ Abberly Crest Ln	✓	✓		D	✓	✓	✓					✓	66
Willows Rd @ S Shangri La Dr	✓	✓		D				✓				✓	81



Appendix C

Prioritization Process & Results

Prioritization Process

Overview

The prioritization scores are based on five different prioritization categories which were broken out and weighted by importance. The categories added up to a possible maximum priority score of 100.

- **ADA Compliance (30):** Stops were assessed for ADA compliance during the field survey process. The highest scores were given to stops that were ADA Non-Compliant (30/30). No Improvements (20/30) and ADA Compliant (10/30) stops were given lower scores in this category.
- **Bus Stop Categorization (10):** Stops were split into three categories and assigned a priority score based on whether a stop was categorized as a Basic Stop (3.3/10), Enhanced Stop (6.6/10), or a Transit Center (10/10).
- **Average Ridership (30):** Based on ridership categories, stops were scored based on the following: less than 5 daily riders (6/30), 5-10 daily riders (12/30), 11-20 daily riders (18/30), 21-50 daily riders (24/30) and over 50 daily riders (30/30).
- **Nearby Trip Generators (20):** Each trip generator/land use located near the bus stops was given a score between one and five depending upon its relative importance as an origin or destination. For example, industrial and single-family land uses received low scores while colleges and multifamily residences received high scores. The nearby trip generators score is an aggregation of each trip generator into a single score. The maximum trip generator score was 9; therefore, a factor of 2.22 was used so that a score of 9 received an overall score of 20.
- **Existing Pedestrian Facilities (10):** Stops were given scores based on their connections to greater pedestrian network; categories included poor (3.3/10), fair (6.6/10), or good (10/10).

Detailed Results by Prioritization Category

On the following pages, Table C-1 outlines each stop's priority score and individual priority category scores. Scores have been rounded to the nearest whole number.



Table C-1: Prioritization Results by Bus Stop

Bus Stop	ADA Compliance (30%)	Bus Stop Categorization (10%)	Average Ridership (30%)	Nearby Trip Generators (20%)	Existing Pedestrian Facilities (10%)	Total Score
Calvert County						
Calvert Southern Library	30	10	6	13	10	69
Route 2 @ Solomons Carwash	30	7	6	13	10	66
HG Trueman & Dowell	30	7	6	13	7	63
HG Trueman & Lusby Pkwy	30	7	6	9	10	62
Rousby Hall & Olivet	30	3	6	13	7	59
Solomons Island Info Center	20	3	12	11	3	49
Southern Pines Senior Center	10	7	6	15	10	48
Rousby Hall Rd & HG Trueman	20	3	12	9	3	47
Solomons Holiday Inn	10	7	12	8	10	47
Rousby Hall Rd & Sharon Dr	30	3	6	5	3	47
HG Trueman & Appeal	20	3	6	13	3	45
Solomons Island Gazebo	10	3	12	9	10	44
Lusby Giant	10	7	12	8	7	44
Chisholm & Thunderbird	20	3	6	11	3	43
HG Trueman & Cove Point	20	3	6	11	3	43
Thunderbird @ Campground	20	3	6	11	3	43
Chestnut & Barreda	20	3	12	5	3	43
Rousby Hall & Ship Point Business Park	20	3	6	9	3	41
HG Trueman & Southern Conn. 1	20	3	6	9	3	41
Chesapeake Hills Golf Course	20	3	6	7	3	39
Lusby Weis	10	7	6	8	7	39
Rousby Hall & Ckubhouse	20	3	6	5	3	37
Catalina & Coyote	20	3	6	5	3	37
Catalina & Chisholm	20	3	6	5	3	37
Catalina & San Mateo	20	3	6	5	3	37
Catalina & Golden West	20	3	6	5	3	37
Catalina & Sandy Wash	20	3	6	5	3	37
Chisholm & Dalton	20	3	6	5	3	37



Table C-1: Prioritization Results by Bus Stop (cont.)

Bus Stop	ADA Compliance (30%)	Bus Stop Categorization (10%)	Average Ridership (30%)	Nearby Trip Generators (20%)	Existing Pedestrian Facilities (10%)	Total Score
Golden West & Cascade	20	3	6	5	3	37
Golden West & Neosha	20	3	6	5	3	37
San Mateo & Golden West	20	3	6	5	3	37
Tomahawk & Sidewinder	20	3	6	5	3	37
Gunsmoke & Rawhide	20	3	6	5	3	37
Gunsmoke & Tomahawk	20	3	6	5	3	37
Gunsmoke & Town Square	20	3	6	5	3	37
Thunderbird & Buckskin	20	3	6	5	3	37
San Mateo & San Jose	20	3	6	5	3	37
Tomahawk & Sandy Wash	20	3	6	5	3	37
Catalina & Clubhouse	20	3	6	5	3	37
Rodeo & Clubhouse	20	3	6	5	3	37
Little Cove Point & Park Chesapeake	20	3	6	5	3	37
Cove Point & Little Cove Point	20	3	6	5	3	37
HG Truemann & Southern Conn. 2	20	3	6	5	3	37
Rousby Hall & Chestnut	20	3	6	5	3	37
Barreda & Rousby Hall	20	3	6	5	3	37
St. Mary's County						
Tulagi Place Park & Ride	30	10	30	11	10	91
Westbuty & Great Mills NB	20	7	18	20	10	85
Fox Chase & Lexington EB	30	3	24	16	10	83
Willows & S Shangri La	30	3	24	13	10	80
Lexington Park Library	30	7	18	15	10	80
Great Mills HS NB	30	7	12	20	20	79
Great Mills HS SB	30	7	12	20	20	79
San Souci - Dollar Tree	30	7	24	9	7	77
Pathways Clinic	30	7	24	9	7	77
MD 5 @ SMCM	30	7	18	11	10	76
Laurel Glen PetSmart	30	7	24	7	7	75
Shangri La & Great Mills	30	7	18	9	10	74
Liberty & Pegg	30	7	18	11	7	73
Amber & Athlone	30	3	18	11	10	72



Table C-1: Prioritization Results by Bus Stop (cont.)

Bus Stop	ADA Compliance (30%)	Bus Stop Categorization (10%)	Average Ridership (30%)	Nearby Trip Generators (20%)	Existing Pedestrian Facilities (10%)	Total Score
Amber & Meath	30	3	24	4	10	71
Spring Valley & Valley	30	7	12	15	7	71
Westbury & Great Mills SB	30	7	6	15	10	68
Jarboe Medical Center	10	7	30	11	10	68
N Shangri La @ Millison Plaza	30	3	12	15	7	67
Great Mills & St. Mary's Square	30	7	12	8	10	67
San Souci-Home Goods	30	7	12	8	10	67
Willows & Abberly Crest	30	7	12	11	7	67
Fox Chase & Lexington WB	20	3	24	16	3	66
MD 235 & Shady Mile	30	3	6	16	10	65
MD 235 & Pegg	30	3	12	9	10	64
MD 5 & Callaway Marketplace WB	30	7	12	8	7	64
Baywoods & Castaway	30	7	6	11	10	64
USM-SM	30	7	6	11	10	64
Pacific & Great Mills SB	30	3	12	11	7	63
Lexington Park Active Adult Day Center	10	7	18	17	10	62
Target	10	7	30	8	7	62
Walmart	10	7	30	8	7	62
Pacific & Great Mills NB	30	3	12	7	10	62
MD 235 & Old Rolling	30	7	6	8	10	61
MD 235 @ Toyota	30	7	6	8	10	61
MD 235 @ Millstone Landing	30	7	6	8	10	61
Great Mills & MD 5	30	3	6	9	10	58
Soup Kitchen	20	3	18	13	3	57
Wildewood Center - Sprint	10	7	24	8	7	56
Bean Medical Center	10	7	18	11	10	56
Callaway Marketplace & MD 5 EB	10	7	18	9	10	54
Victory Woods	10	7	6	20	10	53
Wildewood Center - Belk	10	7	18	8	7	50
Lexwoods & Radford	10	7	12	11	10	50
Pine Hill & Atalanta	20	3	12	9	3	47



Table C-1: Prioritization Results by Bus Stop (cont.)

Bus Stop	ADA Compliance (30%)	Bus Stop Categorization (10%)	Average Ridership (30%)	Nearby Trip Generators (20%)	Existing Pedestrian Facilities (10%)	Total Score
St. Mary's Airport	10	7	6	17	7	47
MD 235 & MD 245	20	3	6	13	3	46
Old Great Mills Rd @ Sheetz	20	3	6	13	3	46
Green Leaf & Silver State	20	3	12	3	7	45
First Colony - BJ's	10	7	12	8	7	44
Green Leaf & Sandstone	20	3	12	4	3	42
MD 5 @ Green Door Pub	20	3	6	9	3	41
MD 235 @ Hollywood Med. Center	20	3	6	9	3	41
MD 235 & Forest Park	20	3	6	9	3	41
Forest Park & Baywoods	20	3	6	9	3	41
MD 4 & Oak	20	3	6	9	3	41
MD 4 & Kingston Creek	20	3	6	9	3	41
MD 4 @ Action Taekwondo	20	3	6	7	3	39
MD 5 & Willows Rd	20	3	6	5	3	37
MD 235 opp. Hollywood Med. Center	20	3	6	5	3	37
Chancellors Run & Amber	10	3	6	0	10	29



Appendix D

Bus Stop Profiles

Profile Information

The preceding bus stop profiles provide detailed information that was collected during the field survey of the 106 bus stops within the C-SMMPO. The profiles include sections on location characteristics, bus stop sign and pole, bus stop amenities, accessibility, safety, stop activity, and improvement information.

C-SMMPO stops have been separated by county and sorted in descending order by prioritization score. These profiles were created to use as a reference during the implementation process, and can be used for a variety of planning tasks.

Bus Stop Profiles - Calvert County



Calvert County Bus Stop Profiles

Table of Contents

- Calvert Library Southern Branch..... 1
- Rt 2 @ Solomons Carwash.....2
- HG Trueman Rd @ Dowell Rd3
- HG Trueman Rd @ Lusby Pkwy4
- Rousby Hall @ Olivet Rd.....5
- Solomons Island Rd S @ Solomons Island Info Center6
- Holiday Inn Solomons7
- Rousby Hall Rd @ HG Trueman Rd.....8
- Southern Pines Senior Center9
- Rousby Hall Rd @ Sharon Dr.....10
- HG Trueman Rd @ Appeal Ln11
- Chisholm Tr @ Thunderbird Dr12
- Giant - Lusby.....13
- HG Trueman Rd @ Cove Point Rd14
- Solomons Island Rd S @ Solomons Island Gazebo15
- Thunderbird Dr @ Campground.....16
- Chestnut Dr @ Barreda Blvd17
- HG Trueman Rd @ Southern Conn Blvd (WB).....18
- Rousby Hall Rd @ Ship Point Business Park.....19
- HG Trueman Rd @ Chesapeake Hills Golf Course20
- Weis Shopping Center - Lusby21
- Barreda Blvd @ Rousby Hall Rd22
- Catalina Dr @ San Mateo Tr23
- Catalina Dr @ Golden West Way24
- Catalina Dr @ Clubhouse Dr25

Catalina Dr @ Chisholm Tr.....	26
Catalina Dr @ Sandy Wash Cir	27
Catalina Dr @ Coyote Tr	28
Chisholm Tr @ Dalton Rd	29
Cove Point Rd @ Little Cove Point Rd.....	30
Golden West Way @ Cascade Tr	31
Golden West Way @ Neosha Ln	32
Gunsmoke Tr @ Tomahawk Tr.....	33
GunsmokeTr @ Rawhide Rd	34
Gunsmoke Tr @ Town Square Dr	35
HG Trueman Rd @ Southern Conn Blvd (EB)	36
Little Cove Point Rd @ Park Chesapeake	37
Rodeo Rd @ Clubhouse Dr	38
Rousby Hall Rd @ Clubhouse Dr	39
Rousby Hall Rd @ Chestnut Dr.....	40
San Mateo Tr @ San Jose Ln	41
San Mateo Tr @ Golden West Way.....	42
Thunderbird Dr @ Buckskin Tr.....	43
Tomahawk Tr @ Sandy Wash Cir	44
Tomahawk Tr @ Sidewinder Ln	45

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 107
 On Street: CALVERT LIBRARY SOUTHERN BRAN Speed: NA
 Cross Street: @ SHOPPING CTR Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 360
 Survey Date: 2/26/2019 County: Calvert
 Category: Transit Center Prioritization: 69

Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input checked="" type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NONE
 Sign Installation: OTHER Routes: NONE
 Sign Height: Less than 80" Contact Info Posted: NO



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 1
Shelter Foundation: NA	Bench Placement: FREESTANDING
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input checked="" type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: ASPHALT	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: DIAGONAL
Connect Curb? NA	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? Yes

Estimated Improvement Costs
\$2,880.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NA	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: NA
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: NA
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 53
 On Street: RT 2 Speed: 35
 Cross Street: SOLOMONS CARWASH Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 180
 Survey Date: 2/26/2019 County: Calvert
 Category: Enhanced Bus St Prioritization: 66

Adjacent Land Use

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input checked="" type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	0
Shelter Foundation:	NA	Bench Placement:	NA
Advertisements:	NA	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	No, Sidewalk	Sidewalk?	<input checked="" type="checkbox"/>
Material:	CONCRETE	Land Buffer:	NO
Surface Problem:	NONE	Obstruction:	NONE
Obstruction:	NONE	Surface Problem:	NONE
Connect Sidewalk?	YES	Curb Ramp:	DIAGONAL
Connect Curb?	YES	Detectable Warning:	NO

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$11,360.00

Safety

Curb Ramp OSNS:	NO	Crosswalk OSNS:	NO	Traffic Control OS:	None
Curb Ramp OSFS:	NO	Crosswalk OSFS:	NO	Traffic Control CS:	NA
Curb Ramp CSAS:	NA	Crosswalk CSAS:	NA	Ped Control OS:	No
Curb Ramp CSOP:	NA	Crosswalk CSOP:	NA	Ped Control CS:	NA

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 67
 On Street: HG TRUEMAN RD Speed: 35
 Cross Street: DOWELL RD Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 30
 Survey Date: 2/26/2019 County: Calvert
 Category: Enhanced Bus St Prioritization: 63

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: DIAGONAL
 Connect Curb? YES Detectable Warning: YES

Stop Activity
 Combined On/Off Counts:
 2

Priority Stop? No
 Estimated Improvement Costs
\$11,200.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: Stop Sign
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: YES Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 51
 On Street: HG TRUEMAN RD Speed: 50
 Cross Street: LUSBY PKWY Lanes: 4
 Sidewalk Connectivity: GOOD Heading: 45
 Survey Date: 2/28/2019 County: Calvert
 Category: Enhanced Bus St Prioritization: 62

Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input checked="" type="checkbox"/>
Material: NA	Land Buffer: YES
Surface Problem: NA	Obstruction: NONE
Obstruction: NA	Surface Problem: NONE
Connect Sidewalk? NA	Curb Ramp: PERPENDICULAR
Connect Curb? NA	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
1

Priority Stop? No

Estimated Improvement Costs
\$11,200.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 124
 On Street: ROUSBY HALL RD Speed: 35
 Cross Street: OLIVET RD Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 120
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 59

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input checked="" type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PERPENDICULAR
Connect Curb? YES	Detectable Warning: YES

Stop Activity Combined On/Off Counts: 4
Priority Stop? No Estimated Improvement Costs \$6,720.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Yield
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Yield
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 52
 On Street: SOLOMONS ISLAND RD S Speed: 30
 Cross Street: SOLOMONS ISLAND INFO CENTER Lanes: 2
 Sidewalk Connectivity: POOR Heading: 150
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 50

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input checked="" type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NO
Surface Problem: NA	Obstruction: NONE
Obstruction: NA	Surface Problem: NONE
Connect Sidewalk? NA	Curb Ramp: PERPENDICULAR
Connect Curb? NA	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
6

Priority Stop? Yes

Estimated Improvement Costs
\$22,270.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: YES	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 42
 On Street: HOLIDAY INN SOLOMONS Speed: NA
 Cross Street: PULL THRU Lanes: 1
 Sidewalk Connectivity: GOOD Heading: 320
 Survey Date: 2/26/2019 County: Calvert
 Category: Enhanced Bus St Prioritization: 48

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: DIAGONAL
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
9

Priority Stop? Yes
Estimated Improvement Costs
\$4,960.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NA	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: NA
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 4
 On Street: ROUSBY HALL RD Speed: 40
 Cross Street: HG TRUEMAN RD Lanes: 2
 Sidewalk Connectivity: POOR Heading: 310
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 48

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NO
 Surface Problem: NA Obstruction: NONE
 Obstruction: NA Surface Problem: NONE
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
6

Priority Stop? Yes
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Traffic Light
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Traffic Light
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 550
 On Street: SOUTHERN PINES SENIOR CENTER Speed: 10
 Cross Street: PARKING LOT Lanes: 1
 Sidewalk Connectivity: GOOD Heading: 160
 Survey Date: 2/28/2019 County: Calvert
 Category: Enhanced Bus St Prioritization: 48

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: NONE
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$10,400.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 123
 On Street: ROUSBY HALL RD Speed: 35
 Cross Street: SHARON DR Lanes: 3
 Sidewalk Connectivity: POOR Heading: 320
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 47

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

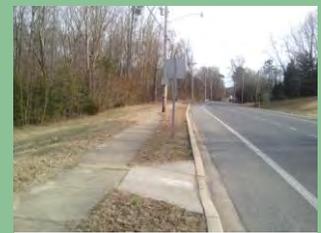
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: CONCRETE Land Buffer: YES
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: DIAGONAL
 Connect Curb? NO Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 1

Priority Stop? No
 Estimated Improvement Costs
\$6,880.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 38
 On Street: HG TRUEMAN RD Speed: 50
 Cross Street: APPEAL LN Lanes: 4
 Sidewalk Connectivity: POOR Heading: 230
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 46

Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input checked="" type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input checked="" type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity
Combined On/Off Counts: 2
Priority Stop? No
Estimated Improvement Costs \$28,320.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: YES	Traffic Control OS: Traffic Light
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Traffic Light
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: Yes
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 20
 On Street: CHISHOLM TR Speed: 25
 Cross Street: THUNDERBIRD DR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 310
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 44

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 1

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 50
 On Street: GIANT LUSBY Speed: NA
 Cross Street: PARKING LOT Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 240
 Survey Date: 2/26/2019 County: Calvert
 Category: Enhanced Bus St Prioritization: 44

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA

Shelters and Other Amenities

Shelters? 0 Benches? 2
 Shelter Foundation: NA Bench Placement: FREESTANDING
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Approaching Stop



Across Stop



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
5

Priority Stop? Yes
Estimated Improvement Costs
\$1,280.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NA	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: NA
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: NA
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 40
 On Street: HG TRUEMAN RD Speed: 20
 Cross Street: COVE POINT RD Lanes: NA
 Sidewalk Connectivity: POOR Heading: 350
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 44

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 1

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Traffic Light
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Traffic Light
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 43
 On Street: SOLOMONS ISLAND RD S Speed: 30
 Cross Street: SOLOMONS ISLAND GAZEBO Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 220
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 44

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 2
 Shelter Foundation: NA Bench Placement: FREESTANDING
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: ASPHALT Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? NA Detectable Warning: YES

Stop Activity
 Combined On/Off Counts:
6

Priority Stop? Yes
Estimated Improvement Costs
\$320.00

Safety

Curb Ramp OSNS: YES Crosswalk OSNS: YES Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 Curb Ramp CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

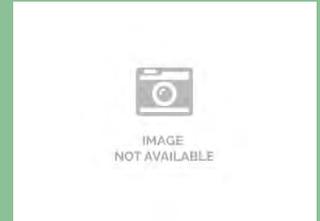
Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 46
 On Street: THUNDERBIRD DR Speed: 25
 Cross Street: CAMPGROUND Lanes: 2
 Sidewalk Connectivity: POOR Heading: 315
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 44

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

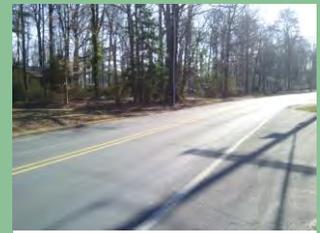
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: Yes
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 81
 On Street: CHESTNUT DR Speed: 25
 Cross Street: BARREDA BLVD Lanes: 2
 Sidewalk Connectivity: POOR Heading: 80
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 43

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity
Combined On/Off Counts: 5
Priority Stop? No
Estimated Improvement Costs \$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Stop Sign
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION

Stop ID: 500
 On Street: HG TRUEMAN RD Speed: 40
 Cross Street: SOUTHERN CONN BLVD Lanes: 2
 Sidewalk Connectivity: POOR Heading: 360
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 42



Adjacent Land Use

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input checked="" type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

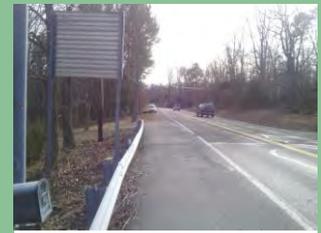
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Yield
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Yield
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 130
 On Street: ROUSBY HALL RD Speed: 25
 Cross Street: SHIP POINT BUSINESS PARK Lanes: 1
 Sidewalk Connectivity: POOR Heading: 250
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 42

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input checked="" type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION

Stop ID: 39
 On Street: HG TRUEMAN RD Speed: 50
 Cross Street: CHESAPEAKE HILLS GOLF COURSE Lanes: 4
 Sidewalk Connectivity: POOR Heading: 0
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 39



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 1

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 37
 On Street: WEIS SHOPPING CTR Speed: NA
 Cross Street: PARKING LOT Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 320
 Survey Date: 2/26/2019 County: Calvert
 Category: Enhanced Bus St Prioritization: 38

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: NONE
 Connect Curb? YES Detectable Warning: NA



Approaching Stop



Across Stop



Departing Stop

Stop Activity
 Combined On/Off Counts:
 4

Priority Stop? No
 Estimated Improvement Costs
 \$10,400.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NA	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: NA
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: NA
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 9
 On Street: BARREDA BLVD Speed: 25
 Cross Street: ROUSBY HALL RD Lanes: 2
 Sidewalk Connectivity: POOR Heading: 310
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Stop Sign
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 17
 On Street: CATALINA DR Speed: 30
 Cross Street: SAN MATEO TR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 90
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
3

Priority Stop? No
Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 18
 On Street: CATALINA DR Speed: 25
 Cross Street: GOLDEN WEST WAY Lanes: 2
 Sidewalk Connectivity: POOR Heading: 90
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 1

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 34
 On Street: CATALINA DR Speed: 25
 Cross Street: CLUBHOUSE DR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 220
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Stop Sign
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 160
 On Street: CATALINA DR Speed: 25
 Cross Street: CHISHOLM TR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 225
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 190
 On Street: CATALINA DR Speed: 25
 Cross Street: SANDY WASH CIR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 130
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
1

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NA	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: NA
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: NA
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 140
 On Street: CATALINA DR Speed: 25
 Cross Street: COYOTE TR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 360
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

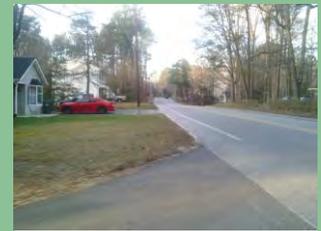
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? **No**

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 210
 On Street: CHISHOLM TR Speed: 25
 Cross Street: DALTON RD Lanes: 2
 Sidewalk Connectivity: POOR Heading: 300
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 48
 On Street: COVE POINT RD Speed: 45
 Cross Street: LITTLE COVE POINT RD Lanes: 3
 Sidewalk Connectivity: POOR Heading: 45
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 240
 On Street: GOLDEN WEST WAY Speed: 25
 Cross Street: CASCADE TR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 300
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NA	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 250
 On Street: GOLDEN WEST WAY Speed: 25
 Cross Street: NEOSHA LN Lanes: 2
 Sidewalk Connectivity: POOR Heading: 0
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 1

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 29
 On Street: GUNSMOKE TR Speed: 25
 Cross Street: TOMAHAWK TR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 90
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Stop Sign
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 28
 On Street: GUNSMOKE TR Speed
 Cross Street: RAWHIDE RD Lanes:
 Sidewalk Connectivity: POOR Heading: 235
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign?	<input type="checkbox"/>	Sign Damage:	NA
Sign Installation:	NA	Routes:	NA
Sign Height:	NA	Contact Info Posted:	NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	0
Shelter Foundation:	NA	Bench Placement:	NA
Advertisements:	NA	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	NONE	Sidewalk?	<input type="checkbox"/>
Material:	NA	Land Buffer:	NA
Surface Problem:	NA	Obstruction:	NA
Obstruction:	NA	Surface Problem:	NA
Connect Sidewalk?	NA	Curb Ramp:	NONE
Connect Curb?	NA	Detectable Warning:	NA

Stop Activity
Combined On/Off Counts: 1
Priority Stop? No
Estimated Improvement Costs \$28,320.00

Safety

Curb Ramp OSNS:	NO	Crosswalk OSNS:	NO	Traffic Control OS:	None
Curb Ramp OSFS:	NO	Crosswalk OSFS:	NO	Traffic Control CS:	Stop Sign
Curb Ramp CSAS:	NO	Crosswalk CSAS:	NO	Ped Control OS:	No
Curb Ramp CSOP:	NO	Crosswalk CSOP:	NO	Ped Control CS:	No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 30
 On Street: GUNSMOKE TR Speed: 30
 Cross Street: TOWN SQUARE DR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 45
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: Stop Sign
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 501
 On Street: HG TRUEMAN RD Speed: 35
 Cross Street: SOUTHERN CONN BLVD Lanes: 3
 Sidewalk Connectivity: POOR Heading: 90
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Yield
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Yield
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 47
 On Street: LITTLE COVE POINT RD Speed: 30
 Cross Street: PARK CHESAPEAKE Lanes: 2
 Sidewalk Connectivity: POOR Heading: 290
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 35
 On Street: RODEO RD Speed: 25
 Cross Street: CLUBHOUSE DR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 80
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
2

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Stop Sign
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 104
 On Street: ROUSBY HALL RD Speed: 35
 Cross Street: CLUBHOUSE DR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 360
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 3

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 71
 On Street: ROUSBY HALL RD Speed: 35
 Cross Street: CHESTNUT DR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 230
 Survey Date: 2/26/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 32
 On Street: SAN MATEO TR Speed: 15
 Cross Street: SAN JOSE LN Lanes: 2
 Sidewalk Connectivity: POOR Heading: 135
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 26
 On Street: SAN MATEO TR Speed: 15
 Cross Street: GOLDEN WEST WAY Lanes: 2
 Sidewalk Connectivity: POOR Heading: 130
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 31
 On Street: THUNDERBIRD DR Speed: 25
 Cross Street: BUCKSKIN TR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 20
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
1

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 33
 On Street: TOMAHAWK TR Speed: 25
 Cross Street: SANDY WASH CIRCLE Lanes: 2
 Sidewalk Connectivity: POOR Heading: 300
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Stop Sign
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 27
 On Street: TOMAHAWK TR Speed: 25
 Cross Street: SIDEWINDER LN Lanes: 2
 Sidewalk Connectivity: POOR Heading: 20
 Survey Date: 2/28/2019 County: Calvert
 Category: Basic Bus Stop Prioritization: 37

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 3

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Bus Stop Profiles - St. Mary's County



St. Mary's County Bus Stop Profiles

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Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 16
 On Street: TULAGI PL PARK & RIDE Speed: 15
 Cross Street: PARKING LOT Lanes: 1
 Sidewalk Connectivity: GOOD Heading: 290
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Transit Center Prioritization: 91

Adjacent Land Use

- | | | | |
|--|--|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input checked="" type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NONE
 Sign Installation: SHELTER Routes: NONE
 Sign Height: 80" or greater Contact Info Posted: YES



Across Stop

Shelters and Other Amenities

Shelters? 1	Benches? 1
Shelter Foundation: BRICK	Bench Placement: SHELTER
Advertisements: NO	Trash Can? <input checked="" type="checkbox"/>
Shelter Damage: GRAFFITI	Bike Racks? <input type="checkbox"/>
Shelter Access: YES	Lighting? <input type="checkbox"/>
Shelter Entrance: YES	Publication Boxes? 0
Shelter Interior: NO	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: BRICK PAVERS	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: DIAGONAL
Connect Curb? YES	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
467

Priority Stop? **Yes**

Estimated Improvement Costs
\$960.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: YES	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: YES	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 180
 On Street: WESTBURY BLVD Speed: 25
 Cross Street: GREAT MILLS RD Lanes: 4
 Sidewalk Connectivity: GOOD Heading: 320
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 85

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input checked="" type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input checked="" type="checkbox"/>
Material: NA	Land Buffer: YES
Surface Problem: NA	Obstruction: NONE
Obstruction: NA	Surface Problem: NONE
Connect Sidewalk? NA	Curb Ramp: DIAGONAL
Connect Curb? NA	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
15

Priority Stop? Yes

Estimated Improvement Costs
\$11,200.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: YES	Traffic Control OS: Traffic Light
Curb Ramp OSFS: YES	Crosswalk OSFS: YES	Traffic Control CS: Traffic Light
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: Yes
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 19
 On Street: FOX CHASE DR Speed: 25
 Cross Street: LEXINGTON DR Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 90
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 83

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input checked="" type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, obstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: YES
Surface Problem: SLOPE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PERPENDICULAR
Connect Curb? YES	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
30

Priority Stop? Yes

Estimated Improvement Costs
\$30,880.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: YES	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: YES	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 114
 On Street: WILLOWS RD Speed: 40
 Cross Street: S SHANGRI LA DR Lanes: 3
 Sidewalk Connectivity: GOOD Heading: 345
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 81

Adjacent Land Use

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Office | <input checked="" type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input checked="" type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PERPENDICULAR
Connect Curb? YES	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
41

Priority Stop? Yes

Estimated Improvement Costs
\$30,880.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: YES	Crosswalk OSFS: YES	Traffic Control CS: None
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 15
 On Street: LEXINGTON PARK LIBRARY Speed: 10
 Cross Street: PARKING LOT Lanes: 1
 Sidewalk Connectivity: GOOD Heading: 90
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 80

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|-----------------------------------|---|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input checked="" type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input checked="" type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input checked="" type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input checked="" type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, obstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: YES
Surface Problem: SLOPE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: NONE
Connect Curb? YES	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
20

Priority Stop? Yes

Estimated Improvement Costs
\$15,200.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: NA
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 57
 On Street: GREAT MILLS RD Speed: 45
 Cross Street: GREAT MILLS HS Lanes: 5
 Sidewalk Connectivity: GOOD Heading: 45
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 79

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input checked="" type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input checked="" type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PERPENDICULAR
Connect Curb? YES	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
5

Priority Stop? Yes

Estimated Improvement Costs
\$11,200.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Traffic Light
Curb Ramp OSFS: YES	Crosswalk OSFS: YES	Traffic Control CS: Traffic Light
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: Yes
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 66
 On Street: GREAT MILLS RD Speed: 45
 Cross Street: GREAT MILLS HS Lanes: 5
 Sidewalk Connectivity: GOOD Heading: 200
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 79

Adjacent Land Use

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input checked="" type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input checked="" type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input checked="" type="checkbox"/>
Material: NA	Land Buffer: YES
Surface Problem: NA	Obstruction: NONE
Obstruction: NA	Surface Problem: NONE
Connect Sidewalk? NA	Curb Ramp: PERPENDICULAR
Connect Curb? NA	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
5

Priority Stop? Yes

Estimated Improvement Costs
\$11,200.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: YES	Traffic Control OS: Traffic Light
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Traffic Light
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: Yes
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 109
 On Street: MD 5 Speed: 30
 Cross Street: SMCM Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 340
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 76

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input checked="" type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 1
Shelter Foundation: NA	Bench Placement: FREESTANDING
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk	Sidewalk? <input checked="" type="checkbox"/>
Material: BRICK PAVERS	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PERPENDICULAR
Connect Curb? YES	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
14

Priority Stop? Yes

Estimated Improvement Costs
\$9,120.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: YES	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 5
 On Street: PATHWAYS CLINIC Speed: 10
 Cross Street: PARKING LOT Lanes: 1
 Sidewalk Connectivity: FAIR Heading: 90
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 76

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 1 Benches? 3
 Shelter Foundation: DIRT Bench Placement: SHELTER
 Advertisements: NO Trash Can?
 Shelter Damage: NONE Bike Racks?
 Shelter Access: YES Lighting?
 Shelter Entrance: YES Publication Boxes? 0
 Shelter Interior: YES Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PARALLEL
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
43

Priority Stop? Yes
Estimated Improvement Costs
\$7,680.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 75
 On Street: SAN SOUCI LOOP RD Speed: 15
 Cross Street: DOLLAR TREE Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 180
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 76

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign?	<input type="checkbox"/>	Sign Damage:	NA
Sign Installation:	NA	Routes:	NA
Sign Height:	NA	Contact Info Posted:	NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	1
Shelter Foundation:	NA	Bench Placement:	FREESTANDING
Advertisements:	NA	Trash Can?	<input checked="" type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	No, Sidewalk	Sidewalk?	<input checked="" type="checkbox"/>
Material:	CONCRETE	Land Buffer:	NO
Surface Problem:	NONE	Obstruction:	NONE
Obstruction:	NONE	Surface Problem:	NONE
Connect Sidewalk?	YES	Curb Ramp:	PERPENDICULAR
Connect Curb?	YES	Detectable Warning:	NO

Stop Activity Combined On/Off Counts: 35
Priority Stop? Yes Estimated Improvement Costs \$1,280.00

Safety

Curb Ramp OSNS:	NO	Crosswalk OSNS:	YES	Traffic Control OS:	None
Curb Ramp OSFS:	NO	Crosswalk OSFS:	YES	Traffic Control CS:	None
Curb Ramp CSAS:	NA	Crosswalk CSAS:	NA	Ped Control OS:	No
Curb Ramp CSOP:	NO	Crosswalk CSOP:	NO	Ped Control CS:	No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 10
 On Street: LAUREL GLEN RD Speed: 15
 Cross Street: PETSMA RT Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 30
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 74

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 25

Priority Stop? Yes
 Estimated Improvement Costs
\$35,360.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: YES Traffic Control CS: None
 Curb Ramp CSAS: NO Crosswalk CSAS: NA Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 113
 On Street: SHANGRI LA DR Speed: 30
 Cross Street: GREAT MILLS RD Lanes: 4
 Sidewalk Connectivity: GOOD Heading: 315
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 74

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: YES

Stop Activity
 Combined On/Off Counts:
14

Priority Stop? Yes
Estimated Improvement Costs
\$11,200.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: YES	Traffic Control OS: Traffic Light
Curb Ramp OSFS: YES	Crosswalk OSFS: YES	Traffic Control CS: Traffic Light
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: Yes
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 12
 On Street: AMBER DR Speed: 30
 Cross Street: ATHLONE DR Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 0
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 72

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PERPENDICULAR
Connect Curb? YES	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
17

Priority Stop? Yes

Estimated Improvement Costs
\$6,720.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: YES	Traffic Control OS: Yield
Curb Ramp OSFS: YES	Crosswalk OSFS: YES	Traffic Control CS: Yield
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: No
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 200
 On Street: AMBER DR Speed: 30
 Cross Street: MEATH RD Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 90
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 72

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign?	<input type="checkbox"/>	Sign Damage:	NA
Sign Installation:	NA	Routes:	NA
Sign Height:	NA	Contact Info Posted:	NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	0
Shelter Foundation:	NA	Bench Placement:	NA
Advertisements:	NA	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	NONE	Sidewalk?	<input checked="" type="checkbox"/>
Material:	NA	Land Buffer:	YES
Surface Problem:	NA	Obstruction:	NONE
Obstruction:	NA	Surface Problem:	NONE
Connect Sidewalk?	NA	Curb Ramp:	PERPENDICULAR
Connect Curb?	NA	Detectable Warning:	YES

Stop Activity Combined On/Off Counts: 23
Priority Stop? Yes Estimated Improvement Costs \$6,720.00

Safety

Curb Ramp OSNS:	YES	Crosswalk OSNS:	YES	Traffic Control OS:	Yield
Curb Ramp OSFS:	YES	Crosswalk OSFS:	YES	Traffic Control CS:	Yield
Curb Ramp CSAS:	YES	Crosswalk CSAS:	YES	Ped Control OS:	No
Curb Ramp CSOP:	YES	Crosswalk CSOP:	YES	Ped Control CS:	No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 118
 On Street: LIBERTY ST Speed: 25
 Cross Street: PEGG RD Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 330
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 72

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NONE
 Sign Installation: SHELTER Routes: 3, 11
 Sign Height: 80" or greater Contact Info Posted: YES



Across Stop

Shelters and Other Amenities

Shelters? 1 Benches? 1
 Shelter Foundation: CONCRETE Bench Placement: SHELTER
 Advertisements: NO Trash Can?
 Shelter Damage: NONE Bike Racks?
 Shelter Access: YES Lighting?
 Shelter Entrance: YES Publication Boxes? 0
 Shelter Interior: YES Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 12

Priority Stop? Yes
 Estimated Improvement Costs
\$1,760.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 61
 On Street: SPRING VALLEY DR Speed: 25
 Cross Street: VALLEY CT Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 25
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 71

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input checked="" type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign?	<input type="checkbox"/>	Sign Damage:	NA
Sign Installation:	NA	Routes:	NA
Sign Height:	NA	Contact Info Posted:	NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	0
Shelter Foundation:	NA	Bench Placement:	NA
Advertisements:	NA	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	No, <5'x8'	Sidewalk?	<input checked="" type="checkbox"/>
Material:	CONCRETE	Land Buffer:	YES
Surface Problem:	CATCH BASIN	Obstruction:	NONE
Obstruction:	NONE	Surface Problem:	NONE
Connect Sidewalk?	YES	Curb Ramp:	PERPENDICULAR
Connect Curb?	YES	Detectable Warning:	NO

Stop Activity

Combined On/Off Counts:
8

Priority Stop? Yes

Estimated Improvement Costs
\$11,360.00

Safety

Curb Ramp OSNS:	NO	Crosswalk OSNS:	NO	Traffic Control OS:	None
Curb Ramp OSFS:	YES	Crosswalk OSFS:	NO	Traffic Control CS:	Stop Sign
Curb Ramp CSAS:	NO	Crosswalk CSAS:	NO	Ped Control OS:	No
Curb Ramp CSOP:	NO	Crosswalk CSOP:	NO	Ped Control CS:	No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 119
 On Street: GREAT MILLS RD Speed: 45
 Cross Street: ST MARYS SQUARE Lanes: 5
 Sidewalk Connectivity: GOOD Heading: 45
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 68

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: OTHER Land Buffer: YES
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: YES

Stop Activity
 Combined On/Off Counts:
 6

Priority Stop? Yes
 Estimated Improvement Costs
\$11,200.00

Safety

Curb Ramp OSNS: YES Crosswalk OSNS: YES Traffic Control OS: Traffic Light
 Curb Ramp OSFS: YES Crosswalk OSFS: YES Traffic Control CS: Traffic Light
 Curb Ramp CSAS: YES Crosswalk CSAS: YES Ped Control OS: Yes
 Curb Ramp CSOP: YES Crosswalk CSOP: YES Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 76
 On Street: JARBOE MEDICAL CENTER Speed: 10
 Cross Street: FRONT ENTRANCE Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 45
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 68

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: NONE
 Connect Curb? YES Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
246

Priority Stop? **Yes**

Estimated Improvement Costs
\$28,800.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 Curb Ramp CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 170
 On Street: N SHANGRI LA RD Speed: 30
 Cross Street: MILLISON PLAZA Lanes: 4
 Sidewalk Connectivity: FAIR Heading: 315
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 68

Adjacent Land Use

- Office Vacant Lot Medical Government
- Multi-Family Transit Center Religion Human Service
- Single Family Recreation Retail Industrial
- Cultural College School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: YES
 Surface Problem: NA Obstruction: NONE
 Obstruction: NA Surface Problem: NONE
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
8

Priority Stop? Yes
 Estimated Improvement Costs
\$12,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: NA
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 120
 On Street: SAN SOUCI PARKING LOT LOOP Speed: 15
 Cross Street: HOME GOODS Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 200
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 68

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 1
 Shelter Foundation: NA Bench Placement: FREESTANDING
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 5

Priority Stop? Yes
 Estimated Improvement Costs
\$7,680.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Stop Sign
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 14
 On Street: WESTBURY BLVD Speed: 25
 Cross Street: GREAT MILLS RD Lanes: 4
 Sidewalk Connectivity: GOOD Heading: 135
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 68

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: YES
 Surface Problem: NA Obstruction: NONE
 Obstruction: NA Surface Problem: NONE
 Connect Sidewalk? NA Curb Ramp: PERPENDICULAR
 Connect Curb? NA Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 3

Priority Stop? Yes
Estimated Improvement Costs
\$11,360.00

Safety

Curb Ramp OSNS: YES Crosswalk OSNS: YES Traffic Control OS: Traffic Light
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Traffic Light
 Curb Ramp CSAS: YES Crosswalk CSAS: YES Ped Control OS: Yes
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 13
 On Street: FOX CHASE DR Speed: 25
 Cross Street: LEXINGTON DR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 270
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 66

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
30

Priority Stop? Yes
 Estimated Improvement Costs
\$53,120.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: YES	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 112
 On Street: WILLOWS RD Speed: 45
 Cross Street: ABBERLY CREST LN Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 20
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 66

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: YES
 Surface Problem: NA Obstruction: NONE
 Obstruction: NA Surface Problem: NONE
 Connect Sidewalk? NA Curb Ramp: PERPENDICULAR
 Connect Curb? NA Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
6

Priority Stop? Yes
Estimated Improvement Costs
\$11,360.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: YES	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 80
 On Street: MD 235 Speed: 50
 Cross Street: SHADY MILE DR Lanes: 8
 Sidewalk Connectivity: GOOD Heading: 315
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 65

Adjacent Land Use

- Office Vacant Lot Medical Government
- Multi-Family Transit Center Religion Human Service
- Single Family Recreation Retail Industrial
- Cultural College School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: YES
 Surface Problem: NA Obstruction: NONE
 Obstruction: NA Surface Problem: NONE
 Connect Sidewalk? NA Curb Ramp: PERPENDICULAR
 Connect Curb? NA Detectable Warning: YES

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$6,720.00

Safety

Curb Ramp OSNS: YES Crosswalk OSNS: YES Traffic Control OS: Traffic Light
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: Traffic Light
 Curb Ramp CSAS: YES Crosswalk CSAS: YES Ped Control OS: Yes
 Curb Ramp CSOP: YES Crosswalk CSOP: YES Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 101
 On Street: BAYWOODS DR Speed: 15
 Cross Street: CASTAWAY CIR Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 170
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 64

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: YES
 Surface Problem: NA Obstruction: NONE
 Obstruction: NA Surface Problem: NONE
 Connect Sidewalk? NA Curb Ramp: DIAGONAL
 Connect Curb? NA Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$11,360.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: Stop Sign
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 78
 On Street: MD 235 Speed: 45
 Cross Street: PEGG RD Lanes: 8
 Sidewalk Connectivity: GOOD Heading: 135
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 64

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Office | <input checked="" type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

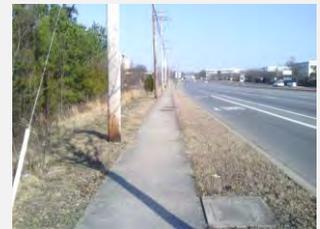
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input checked="" type="checkbox"/>
Material: NA	Land Buffer: YES
Surface Problem: NA	Obstruction: NONE
Obstruction: NA	Surface Problem: NONE
Connect Sidewalk? NA	Curb Ramp: PERPENDICULAR
Connect Curb? NA	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
7

Priority Stop? Yes

Estimated Improvement Costs
\$6,720.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Traffic Light
Curb Ramp OSFS: YES	Crosswalk OSFS: YES	Traffic Control CS: Traffic Light
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: Yes
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 68
 On Street: MD 5 Speed: 45
 Cross Street: WEIS Lanes: 4
 Sidewalk Connectivity: FAIR Heading: 270
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 64

Adjacent Land Use

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Office | <input checked="" type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: DIAGONAL
Connect Curb? YES	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
6

Priority Stop? Yes

Estimated Improvement Costs
\$35,360.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: YES	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 73
 On Street: USM-SM Speed: 10
 Cross Street: PARKING LOT Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 10
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 64

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

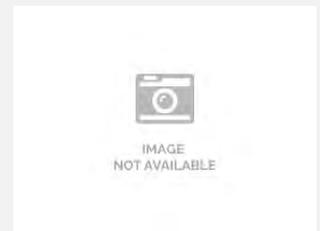
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: DIAGONAL
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$11,360.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 65
 On Street: PACIFIC DR Speed: 30
 Cross Street: GREAT MILLS RD Lanes: 4
 Sidewalk Connectivity: FAIR Heading: 160
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 63

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, Sidewalk Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: NONE
 Connect Curb? YES Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 5

Priority Stop? Yes
 Estimated Improvement Costs
\$12,320.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: Stop Sign
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 60
 On Street: LP ACTIVE ADULT CENTER Speed: 10
 Cross Street: PARKING LOT Lanes: 1
 Sidewalk Connectivity: GOOD Heading: 180
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 62

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|--|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input checked="" type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input checked="" type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 2
Shelter Foundation: NA	Bench Placement: FREESTANDING
Advertisements: NA	Trash Can? <input checked="" type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: NO
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PARALLEL
Connect Curb? YES	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
17

Priority Stop? Yes

Estimated Improvement Costs
\$1,280.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION

Stop ID: 85
 On Street: MD 235 Speed: 50
 Cross Street: MILLSTONE LANDING RD Lanes: 8
 Sidewalk Connectivity: GOOD Heading: 315
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 62



Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input checked="" type="checkbox"/>
Material: NA	Land Buffer: YES
Surface Problem: NA	Obstruction: NONE
Obstruction: NA	Surface Problem: NONE
Connect Sidewalk? NA	Curb Ramp: DIAGONAL
Connect Curb? NA	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
1

Priority Stop? No

Estimated Improvement Costs
\$11,360.00

Safety

Curb Ramp OSNS: YES	Crosswalk OSNS: YES	Traffic Control OS: Traffic Light
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Traffic Light
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: Yes
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 74
 On Street: MD 235 Speed: 50
 Cross Street: OLD ROLLING RD Lanes: 8
 Sidewalk Connectivity: GOOD Heading: 120
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 62

Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input checked="" type="checkbox"/>
Material: NA	Land Buffer: YES
Surface Problem: NA	Obstruction: NONE
Obstruction: NA	Surface Problem: NONE
Connect Sidewalk? NA	Curb Ramp: DIAGONAL
Connect Curb? NA	Detectable Warning: YES

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$11,200.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: YES	Traffic Control OS: Traffic Light
Curb Ramp OSFS: YES	Crosswalk OSFS: YES	Traffic Control CS: Traffic Light
Curb Ramp CSAS: YES	Crosswalk CSAS: YES	Ped Control OS: Yes
Curb Ramp CSOP: YES	Crosswalk CSOP: YES	Ped Control CS: Yes

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 79
 On Street: MD 235 Speed: 50
 Cross Street: @TOYOTA OF SOUTHERN MARYLA Lanes: 8
 Sidewalk Connectivity: GOOD Heading: 315
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 62

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign?	<input type="checkbox"/>	Sign Damage:	NA
Sign Installation:	NA	Routes:	NA
Sign Height:	NA	Contact Info Posted:	NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	0
Shelter Foundation:	NA	Bench Placement:	NA
Advertisements:	NA	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	NONE	Sidewalk?	<input checked="" type="checkbox"/>
Material:	NA	Land Buffer:	YES
Surface Problem:	NA	Obstruction:	NONE
Obstruction:	NA	Surface Problem:	NONE
Connect Sidewalk?	NA	Curb Ramp:	PARALLEL
Connect Curb?	NA	Detectable Warning:	NO

Stop Activity

Combined On/Off Counts:
2

Priority Stop? No

Estimated Improvement Costs
\$11,360.00

Safety

Curb Ramp OSNS:	NO	Crosswalk OSNS:	NO	Traffic Control OS:	None
Curb Ramp OSFS:	NO	Crosswalk OSFS:	NO	Traffic Control CS:	Stop Sign
Curb Ramp CSAS:	YES	Crosswalk CSAS:	NO	Ped Control OS:	No
Curb Ramp CSOP:	NA	Crosswalk CSOP:	NA	Ped Control CS:	No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 59
 On Street: PACIFIC DR Speed: 30
 Cross Street: GREAT MILLS RD Lanes: 4
 Sidewalk Connectivity: GOOD Heading: 15
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 62

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, obstructed Sidewalk?
 Material: CONCRETE Land Buffer: YES
 Surface Problem: SLOPE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 5

Priority Stop? Yes
 Estimated Improvement Costs
\$6,880.00

Safety

Curb Ramp OSNS: NA Crosswalk OSNS: NO Traffic Control OS: Stop Sign
 Curb Ramp OSFS: YES Crosswalk OSFS: NA Traffic Control CS: None
 Curb Ramp CSAS: NO Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 90
 On Street: TARGET Speed: 15
 Cross Street: PARKING LOT Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 30
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 62

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 4
 Shelter Foundation: NA Bench Placement: FREESTANDING
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: YES
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
132

Priority Stop? Yes

Estimated Improvement Costs
\$25,120.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: NO Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 Curb Ramp CSOP: NO Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 11
 On Street: WALMART PARK LOOP RD Speed: 15
 Cross Street: WALMART PICKUP Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 125
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 62

Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 1
Shelter Foundation: NA	Bench Placement: FREESTANDING
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: YES
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: NONE
Connect Curb? YES	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
73

Priority Stop? Yes

Estimated Improvement Costs
\$26,720.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: YES	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: YES	Traffic Control CS: NA
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 55
 On Street: GREAT MILLS RD Speed: 40
 Cross Street: MD 5 Lanes: 5
 Sidewalk Connectivity: GOOD Heading: 15
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 58

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

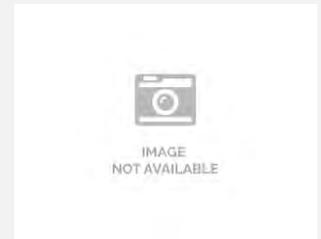
- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Office | <input checked="" type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign?	<input type="checkbox"/>	Sign Damage:	NA
Sign Installation:	NA	Routes:	NA
Sign Height:	NA	Contact Info Posted:	NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	0
Shelter Foundation:	NA	Bench Placement:	NA
Advertisements:	NA	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	No, Sidewalk	Sidewalk?	<input checked="" type="checkbox"/>
Material:	CONCRETE	Land Buffer:	NO
Surface Problem:	NONE	Obstruction:	NONE
Obstruction:	NONE	Surface Problem:	NONE
Connect Sidewalk?	YES	Curb Ramp:	PERPENDICULAR
Connect Curb?	YES	Detectable Warning:	YES

Stop Activity

Combined On/Off Counts:
2

Priority Stop? No

Estimated Improvement Costs
\$6,720.00

Safety

Curb Ramp OSNS:	NA	Crosswalk OSNS:	NA	Traffic Control OS:	Traffic Light
Curb Ramp OSFS:	YES	Crosswalk OSFS:	YES	Traffic Control CS:	Traffic Light
Curb Ramp CSAS:	NO	Crosswalk CSAS:	NO	Ped Control OS:	Yes
Curb Ramp CSOP:	NO	Crosswalk CSOP:	NO	Ped Control CS:	No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 56
 On Street: SOUP KITCHEN Speed: 10
 Cross Street: PARKING LOT Lanes: 1
 Sidewalk Connectivity: POOR Heading: 220
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 58

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 2
 Shelter Foundation: NA Bench Placement: FREESTANDING
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: No, <5'x8' Sidewalk?
 Material: CONCRETE Land Buffer: NA
 Surface Problem: NONE Obstruction: NA
 Obstruction: NONE Surface Problem: NA
 Connect Sidewalk? YES Curb Ramp: NONE
 Connect Curb? YES Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 11

Priority Stop? Yes
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NA	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: NA
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: NA
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 41
 On Street: BEAN MEDICAL CENTER Speed: 10
 Cross Street: FRONT ENTRANCE Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 325
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 56

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 2
 Shelter Foundation: NA Bench Placement: FREESTANDING
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 15

Priority Stop? Yes
Estimated Improvement Costs
\$1,280.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: YES Traffic Control OS: None
 Curb Ramp OSFS: NO Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 Curb Ramp CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 121
 On Street: WILDEWOOD CENTER LOOP RD Speed: 10
 Cross Street: @SPRINT Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 90
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 56

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input checked="" type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: YES
Surface Problem: NONE	Obstruction: OTHER
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: DIAGONAL
Connect Curb? YES	Detectable Warning: NO

Stop Activity

Combined On/Off Counts:
18

Priority Stop? Yes

Estimated Improvement Costs
\$3,360.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: YES	Crosswalk OSFS: YES	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 54
 On Street: CALLAWAY MARKETPLACE (WEIS) Speed: 10
 Cross Street: PARKING LOT Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 90
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 54

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 2
 Shelter Interior: NA Pub. Box Obstruction? NO



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: NONE
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 15

Priority Stop? Yes
 Estimated Improvement Costs
\$27,200.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NA	Traffic Control OS: None
Curb Ramp OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: None
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 77
 On Street: VICTORY WOODS LOADING RD Speed: 15
 Cross Street: VICTORY WOODS Lanes: 1
 Sidewalk Connectivity: GOOD Heading: 315
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 53

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|-----------------------------------|---|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input checked="" type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input checked="" type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

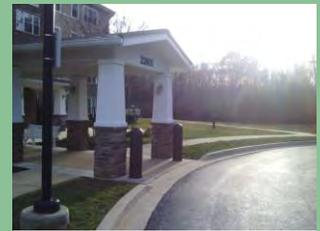
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 1
Shelter Foundation: NA	Bench Placement: FREESTANDING
Advertisements: NA	Trash Can? <input checked="" type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: YES
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PARALLEL
Connect Curb? YES	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$9,120.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 58
 On Street: LEXWOODS DR Speed: 25
 Cross Street: RADFORD LN Lanes: 2
 Sidewalk Connectivity: GOOD Heading: 340
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 50

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office Vacant Lot Medical Government
 Multi-Family Transit Center Religion Human Service
 Single Family Recreation Retail Industrial
 Cultural College School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NONE
 Sign Installation: SHELTER Routes: 3, 11
 Sign Height: 80" or greater Contact Info Posted: YES



Across Stop

Shelters and Other Amenities

Shelters? 1 Benches? 1
 Shelter Foundation: CONCRETE Bench Placement: SHELTER
 Advertisements: NO Trash Can?
 Shelter Damage: NONE Bike Racks?
 Shelter Access: YES Lighting?
 Shelter Entrance: YES Publication Boxes? 0
 Shelter Interior: YES Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: PERPENDICULAR
 Connect Curb? YES Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
6

Priority Stop? Yes

Estimated Improvement Costs
\$1,600.00

Safety

Curb Ramp OSNS: NO Crosswalk OSNS: YES Traffic Control OS: None
 Curb Ramp OSFS: NA Crosswalk OSFS: NO Traffic Control CS: None
 Curb Ramp CSAS: YES Crosswalk CSAS: NO Ped Control OS: No
 Curb Ramp CSOP: YES Crosswalk CSOP: NO Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 6
 On Street: WILDEWOOD CENTER LOOP RD Speed: 10
 Cross Street: BELK Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 180
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 50

Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input checked="" type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed	Sidewalk? <input checked="" type="checkbox"/>
Material: CONCRETE	Land Buffer: YES
Surface Problem: NONE	Obstruction: NONE
Obstruction: NONE	Surface Problem: NONE
Connect Sidewalk? YES	Curb Ramp: PERPENDICULAR
Connect Curb? YES	Detectable Warning: YES

Stop Activity

Combined On/Off Counts:
13

Priority Stop? Yes

Estimated Improvement Costs
\$3,200.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: NA
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: NA

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 102
 On Street: PINE HILL RUN Speed: 30
 Cross Street: ATALANTA ST Lanes: 2
 Sidewalk Connectivity: POOR Heading: 270
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 48

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 5

Priority Stop? Yes
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 72
 On Street: AIRPORT RD Speed: 30
 Cross Street: AIRPORT PARKING LOT Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 270
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 47

Adjacent Land Use

- | | | | |
|--|--|-----------------------------------|--|
| <input checked="" type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input checked="" type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters?	2	Benches?	2
Shelter Foundation:	CONCRETE	Bench Placement:	SHELTER
Advertisements:	NO	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NONE	Bike Racks?	<input type="checkbox"/>
Shelter Access:	YES	Lighting?	<input checked="" type="checkbox"/>
Shelter Entrance:	YES	Publication Boxes?	0
Shelter Interior:	YES	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	Yes, obstructed	Sidewalk?	<input checked="" type="checkbox"/>
Material:	CONCRETE	Land Buffer:	YES
Surface Problem:	UNEVEN PAVEM	Obstruction:	NONE
Obstruction:	NONE	Surface Problem:	NONE
Connect Sidewalk?	YES	Curb Ramp:	PERPENDICULAR
Connect Curb?	YES	Detectable Warning:	YES

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? Yes

Estimated Improvement Costs
\$2,720.00

Safety

Curb Ramp OSNS:	NO	Crosswalk OSNS:	NO	Traffic Control OS:	None
Curb Ramp OSFS:	YES	Crosswalk OSFS:	YES	Traffic Control CS:	Stop Sign
Curb Ramp CSAS:	NO	Crosswalk CSAS:	NO	Ped Control OS:	No
Curb Ramp CSOP:	NA	Crosswalk CSOP:	NA	Ped Control CS:	No

Calvert-St. Mary's MPO Bus Stop Inventory

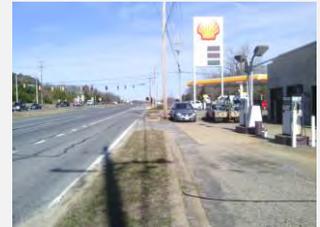
Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 122
 On Street: MD 235 Speed: 55
 Cross Street: MD 245 Lanes: 6
 Sidewalk Connectivity: POOR Heading: 315
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 46

Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input checked="" type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
1

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Traffic Light
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Traffic Light
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 92
 On Street: OLD GREAT MILLS RD Speed: 25
 Cross Street: SHEETZ Lanes: 2
 Sidewalk Connectivity: POOR Heading: 225
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 46

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input checked="" type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity Combined On/Off Counts: 2
Priority Stop? No Estimated Improvement Costs \$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: YES	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 103
 On Street: GREEN LEAF RD Speed: 25
 Cross Street: SILVER STATE DR Lanes: 2
 Sidewalk Connectivity: POOR Heading: 130
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 45

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign?	<input type="checkbox"/>	Sign Damage:	NA
Sign Installation:	NA	Routes:	NA
Sign Height:	NA	Contact Info Posted:	NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	0
Shelter Foundation:	NA	Bench Placement:	NA
Advertisements:	NA	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	NONE	Sidewalk?	<input type="checkbox"/>
Material:	NA	Land Buffer:	NA
Surface Problem:	NA	Obstruction:	NA
Obstruction:	NA	Surface Problem:	NA
Connect Sidewalk?	NA	Curb Ramp:	NONE
Connect Curb?	NA	Detectable Warning:	NA

Stop Activity Combined On/Off Counts: <p style="text-align: center;">8</p>
Priority Stop? Yes Estimated Improvement Costs <p style="text-align: center;">\$28,320.00</p>

Safety

Curb Ramp OSNS:	NO	Crosswalk OSNS:	NO	Traffic Control OS:	None
Curb Ramp OSFS:	NO	Crosswalk OSFS:	NO	Traffic Control CS:	Stop Sign
Curb Ramp CSAS:	NO	Crosswalk CSAS:	NO	Ped Control OS:	No
Curb Ramp CSOP:	NO	Crosswalk CSOP:	NO	Ped Control CS:	No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 8
 On Street: FIRST COLONY SHOPPING LOOP R Speed: 15
 Cross Street: BJS Lanes: 2
 Sidewalk Connectivity: FAIR Heading: 110
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Enhanced Bus St Prioritization: 44

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

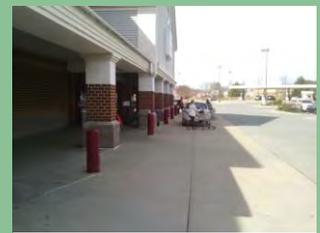
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk?
 Material: CONCRETE Land Buffer: NO
 Surface Problem: NONE Obstruction: NONE
 Obstruction: NONE Surface Problem: NONE
 Connect Sidewalk? YES Curb Ramp: NONE
 Connect Curb? YES Detectable Warning: NO

Stop Activity
 Combined On/Off Counts:
 7

Priority Stop? Yes
 Estimated Improvement Costs
\$2,400.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 63
 On Street: GREEN LEAF RD Speed: 25
 Cross Street: SANDSTONE ST Lanes: 2
 Sidewalk Connectivity: POOR Heading: 240
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 43

Calvert - St. Mary's
 METROPOLITAN
 PLANNING ORGANIZATION



Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
8

Priority Stop? Yes
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 64
 On Street: FOREST PARK RD Speed: 40
 Cross Street: BAYWOODS RD Lanes: 3
 Sidewalk Connectivity: POOR Heading: 0
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 42

Adjacent Land Use

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input checked="" type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

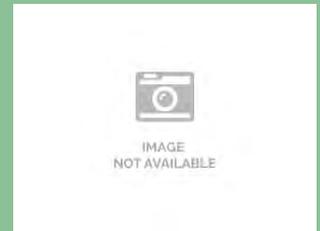
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 110
 On Street: MD 5 Speed: 40
 Cross Street: GREEN DOOR PUB Lanes: 2
 Sidewalk Connectivity: POOR Heading: 290
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 42

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

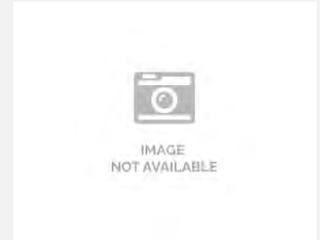
- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input checked="" type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input checked="" type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NA	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION

Stop ID: 25
 On Street: MD 235 Speed: 55
 Cross Street: @HOLLYWOOD MED CTR Lanes: 5
 Sidewalk Connectivity: POOR Heading: 315
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 42



Adjacent Land Use

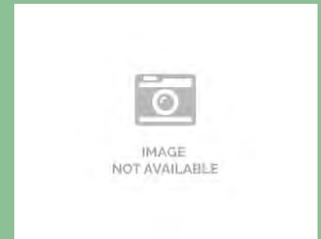
- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Office | <input checked="" type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: Yes, unobstructed	Sidewalk? <input type="checkbox"/>
Material: CONCRETE	Land Buffer: NA
Surface Problem: NONE	Obstruction: NA
Obstruction: NONE	Surface Problem: NA
Connect Sidewalk? YES	Curb Ramp: NONE
Connect Curb? YES	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
1

Priority Stop? No

Estimated Improvement Costs
\$21,920.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 62
 On Street: MD 235 Speed: 45
 Cross Street: FOREST PARK RD Lanes: 5
 Sidewalk Connectivity: POOR Heading: 125
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 42

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: Traffic Light
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Traffic Light
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 86
 On Street: MD 4 Speed: 50
 Cross Street: OAK DR Lanes: 5
 Sidewalk Connectivity: POOR Heading: 45
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 42

Adjacent Land Use

- Office
- Multi-Family
- Single Family
- Cultural
- Vacant Lot
- Transit Center
- Recreation
- College
- Medical
- Religion
- Retail
- School
- Government
- Human Service
- Industrial



Approaching Stop

Bus Stop Sign and Pole

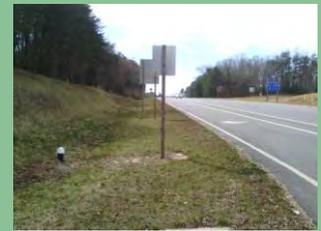
Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 NA

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: YES	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 88
 On Street: MD4 PATUXENT BEACH RD Speed: 55
 Cross Street: KINGSTON CREEK RD Lanes: 3
 Sidewalk Connectivity: POOR Heading: 300
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 42

Adjacent Land Use

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input checked="" type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
2

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 7
 On Street: MD 4 Speed: 45
 Cross Street: ACTION TAEKWONDO Lanes: 2
 Sidewalk Connectivity: POOR Heading: 90
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 39

Adjacent Land Use

- | | | | |
|--|---|-----------------------------------|--|
| <input type="checkbox"/> Office | <input type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input checked="" type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
1

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 3
 On Street: MD 235 Speed: 55
 Cross Street: OPP HOLLYWOOD MED CTR Lanes: 5
 Sidewalk Connectivity: POOR Heading: 120
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- Office
- Vacant Lot
- Medical
- Government
- Multi-Family
- Transit Center
- Religion
- Human Service
- Single Family
- Recreation
- Retail
- Industrial
- Cultural
- College
- School



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0 Benches? 0
 Shelter Foundation: NA Bench Placement: NA
 Advertisements: NA Trash Can?
 Shelter Damage: NA Bike Racks?
 Shelter Access: NA Lighting?
 Shelter Entrance: NA Publication Boxes? 0
 Shelter Interior: NA Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE Sidewalk?
 Material: NA Land Buffer: NA
 Surface Problem: NA Obstruction: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: NONE
 Connect Curb? NA Detectable Warning: NA

Stop Activity
 Combined On/Off Counts:
 1

Priority Stop? No
 Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: None
Curb Ramp CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
Curb Ramp CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Stop ID: 111
 On Street: MD 5 Speed: 50
 Cross Street: WILLOWS RD Lanes: 3
 Sidewalk Connectivity: POOR Heading: 10
 Survey Date: 2/27/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 37

Adjacent Land Use

- | | | | |
|---|--|-----------------------------------|--|
| <input type="checkbox"/> Office | <input checked="" type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input checked="" type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign? Sign Damage: NA
 Sign Installation: NA Routes: NA
 Sign Height: NA Contact Info Posted: NA



Across Stop

Shelters and Other Amenities

Shelters? 0	Benches? 0
Shelter Foundation: NA	Bench Placement: NA
Advertisements: NA	Trash Can? <input type="checkbox"/>
Shelter Damage: NA	Bike Racks? <input type="checkbox"/>
Shelter Access: NA	Lighting? <input type="checkbox"/>
Shelter Entrance: NA	Publication Boxes? 0
Shelter Interior: NA	Pub. Box Obstruction? NA



Departing Stop

Accessibility

Landing Pad: NONE	Sidewalk? <input type="checkbox"/>
Material: NA	Land Buffer: NA
Surface Problem: NA	Obstruction: NA
Obstruction: NA	Surface Problem: NA
Connect Sidewalk? NA	Curb Ramp: NONE
Connect Curb? NA	Detectable Warning: NA

Stop Activity

Combined On/Off Counts:
3

Priority Stop? No

Estimated Improvement Costs
\$28,320.00

Safety

Curb Ramp OSNS: NO	Crosswalk OSNS: NO	Traffic Control OS: None
Curb Ramp OSFS: NO	Crosswalk OSFS: NO	Traffic Control CS: Stop Sign
Curb Ramp CSAS: NO	Crosswalk CSAS: NO	Ped Control OS: No
Curb Ramp CSOP: NO	Crosswalk CSOP: NO	Ped Control CS: No

Calvert-St. Mary's MPO Bus Stop Inventory

Stop ID: 116
 On Street: CHANCELLORS RUN RD Speed: 45
 Cross Street: AMBER DR Lanes: 4
 Sidewalk Connectivity: GOOD Heading: 180
 Survey Date: 2/26/2019 County: St. Mary's
 Category: Basic Bus Stop Prioritization: 29

Calvert - St. Mary's
METROPOLITAN
PLANNING ORGANIZATION



Adjacent Land Use

- | | | | |
|--|--|-----------------------------------|--|
| <input type="checkbox"/> Office | <input checked="" type="checkbox"/> Vacant Lot | <input type="checkbox"/> Medical | <input type="checkbox"/> Government |
| <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Transit Center | <input type="checkbox"/> Religion | <input type="checkbox"/> Human Service |
| <input type="checkbox"/> Single Family | <input type="checkbox"/> Recreation | <input type="checkbox"/> Retail | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Cultural | <input type="checkbox"/> College | <input type="checkbox"/> School | |



Approaching Stop

Bus Stop Sign and Pole

Sign?	<input type="checkbox"/>	Sign Damage:	NA
Sign Installation:	NA	Routes:	NA
Sign Height:	NA	Contact Info Posted:	NA



Across Stop

Shelters and Other Amenities

Shelters?	0	Benches?	0
Shelter Foundation:	NA	Bench Placement:	NA
Advertisements:	NA	Trash Can?	<input type="checkbox"/>
Shelter Damage:	NA	Bike Racks?	<input type="checkbox"/>
Shelter Access:	NA	Lighting?	<input type="checkbox"/>
Shelter Entrance:	NA	Publication Boxes?	0
Shelter Interior:	NA	Pub. Box Obstruction?	NA



Departing Stop

Accessibility

Landing Pad:	Yes, unobstructed	Sidewalk?	<input checked="" type="checkbox"/>
Material:	CONCRETE	Land Buffer:	YES
Surface Problem:	NONE	Obstruction:	NONE
Obstruction:	NONE	Surface Problem:	NONE
Connect Sidewalk?	YES	Curb Ramp:	PERPENDICULAR
Connect Curb?	YES	Detectable Warning:	YES

Stop Activity

Combined On/Off Counts:
NA

Priority Stop? No

Estimated Improvement Costs
\$320.00

Safety

Curb Ramp OSNS:	YES	Crosswalk OSNS:	YES	Traffic Control OS:	Traffic Light
Curb Ramp OSFS:	NO	Crosswalk OSFS:	NO	Traffic Control CS:	Traffic Light
Curb Ramp CSAS:	YES	Crosswalk CSAS:	YES	Ped Control OS:	Yes
Curb Ramp CSOP:	YES	Crosswalk CSOP:	YES	Ped Control CS:	Yes