US 1 Safety Evaluation

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BICYCLE AND PEDESTRIAN COORDINATOR
HOWARD COUNTY OFFICE OF TRANSPORTATION

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**US 1 in Howard County Quick Facts**

**Corridor Length:** 10.9 Miles from Elkridge to North Laurel

**Sidewalks:** 6.4 Miles of Sidewalk

- 0.9 miles of roadway with sidewalk on both sides
- 4.6 miles of roadway with sidewalk on one side
- 6.0 miles of roadway with no sidewalks

**Crosswalks:** 8 Marked Crosswalks across US 1

**Bus Stops:** 31 RTA, 14 MTA, 2 shared RTA/MTA

- 11 RTA stops and 10 MTA stops have no sidewalk access
- 24 RTA stops, 8 MTA stops, and both shared stops are more than 500 feet from a crosswalk across US 1

**Bike Lanes:** 0.4 miles

**Posted Speed Limits:** 35 MPH to 50 MPH

**Busiest Segment for Motor Vehicles:**
Whiskey Bottom Road to MD 32 (41,200 veh/day)

**Least Busy Segment for Motor Vehicles:**
Old Washington Road to the Patapsco River (23,840 veh/day)

**2016 Crash History:** 257 total crashes

- 161 Property Damage Crashes
- 92 Injury Crashes (3 pedestrian crashes, 1 bike crash)
- 4 Fatal Crashes (4 pedestrian crashes with 5 fatalities)
US 1 Safety Evaluation Focus Areas

Focus Area 1: City of Laurel/Howard County Line to Whiskey Bottom Rd
Focus Area 2: Guilford Rd to Patuxent Range Rd
Focus Area 3: Crestmount Rd/Assateague Dr to Cemetery Ln
Focus Area 4: Greenfield Rd to Levering Ave

US 1 (Washington Boulevard/North Second Street)
<table>
<thead>
<tr>
<th>Issue</th>
<th>Toolbox</th>
<th>Area 1</th>
<th>Area 2</th>
<th>Area 3</th>
<th>Area 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>High vehicle speed incongruent with pedestrian activity</td>
<td>Implement a consistent speed limit</td>
<td></td>
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<td></td>
<td>Institute a road diet (i.e. repurpose minimaly utilized travel lanes for pedestrians and bicyclists)</td>
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<tr>
<td>Inadequate visibility</td>
<td>Install additional roadway lighting</td>
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<td>Align/connect opposing bus stops with an active/controlled pedestrian crossing</td>
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<tr>
<td>Lack of pedestrian crossings</td>
<td>Install new signal with pedestrian facilities</td>
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<td></td>
<td>X</td>
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<td></td>
<td>Update/retrofit signalized intersection for pedestrian facilities</td>
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<td>X</td>
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<td>Install active/controlled pedestrian crossings (midblock)</td>
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<td>Install refuge islands in medians</td>
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<tr>
<td>Lack of sidewalks or bike facilities and a connected non-motorized</td>
<td>Ensure sidewalk connection to bus stops</td>
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<td>network</td>
<td>Install a shared use path</td>
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<td></td>
<td>Install on-road bike facilities</td>
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<td>Prioritize sidewalk completion in areas with observed pedestrian activity and in commercial areas (i.e. new construction)</td>
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<td>Install new ped-bike connections parallel to US 1 (i.e. where an on-road or adjacent facility is not feasible due to geometric or environmental constraints)</td>
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<td>X</td>
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</tbody>
</table>
Resources

US 1 Safety Evaluation
www.howardcountymd.gov/US1Safety

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