

US 1 Safety Evaluation



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Howard County
OFFICE OF TRANSPORTATION



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 on Bicyclist and Pedestrian Safety

Pedestrian Collisions 2012-2016



LEGEND

Pedestrian Collisions



Dense

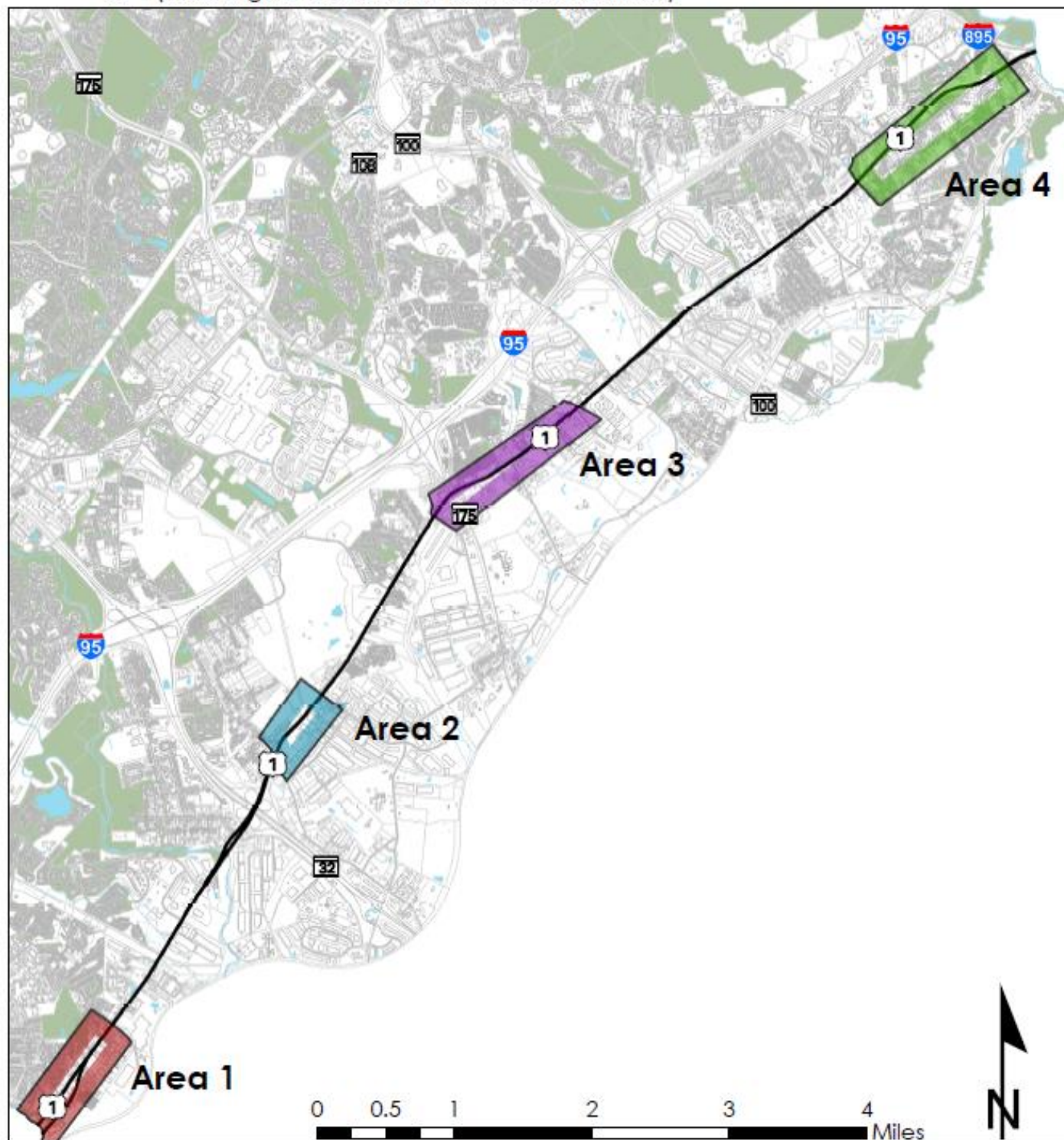
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Data Source: Howard County
Police Department ILEADS
database, 2012-2016.



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)



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

Resources



US 1 Safety Evaluation

www.howardcountymd.gov/US1Safety

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