



# 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:**

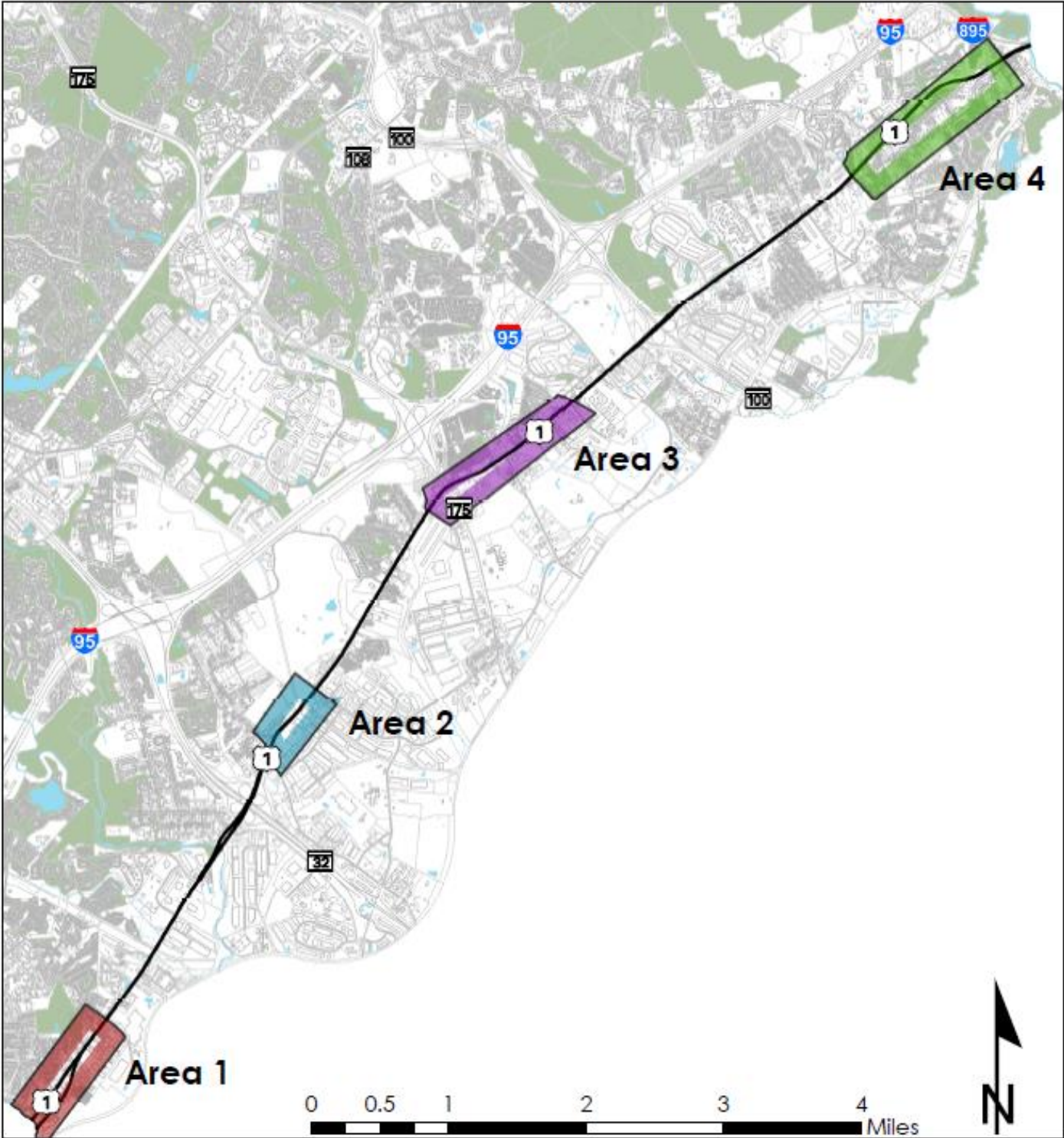
Old Washington Road to the Patapsco River (23,840 veh/day)

**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)





| 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 pedestrian facilities  |        | X      | X      | X      |
|   | Install active/controlled pedestrian 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 commercial 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 feasible due to geometric or environmental constraints) |        |        | X      |        |