











Appendix B – Photography Inventory


| Element | Existing Conditions, Issues, & Opportunities | Photos |
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| <p align="center">US 1 Land Uses</p> | <ul style="list-style-type: none"> • Land uses along US 1 include the following: <ul style="list-style-type: none"> ○ Residential Communities ○ Hotels/motels (new and established) ○ Business offices and business parks ○ Commercial/Retail Strips ○ Small Businesses ○ Rock Quarry ○ Heavy Industrial ○ Light Industrial ○ Undeveloped Land • The variety of land uses and their site design challenge safe accommodation for pedestrians and bicycles. • Alternative routes for pedestrians, bicycles, vehicles, and trucks should be developed to ease the demand on US 1. |  |
| <p align="center">Sidewalks and Pedestrian Facilities</p> | <ul style="list-style-type: none"> • Sidewalks are provided sporadically along US 1. Some sidewalks are located adjacent to the travel way and others are set back a few feet from the roadway. • Some transit stops and intersections with heavy pedestrian traffic do not yet have sidewalk connections to local generators (employers and retail) although many are planned. • Worn pedestrian paths indicate the need and the opportunity for sidewalks in areas with high pedestrian traffic. |  |

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| <p>Informal Pedestrian and Bicycle Connections</p> | <ul style="list-style-type: none"> • Residents are using their own shortcuts to create connections through some areas. • Pedestrian connections are missing between many existing residential communities along US 1. • Alternatives to US 1 for parallel pedestrian and bicycle pathways travel are desirable. |  |
| <p>Transit Stops</p> | <ul style="list-style-type: none"> • MTA and Howard County provide transit service along US 1. <ul style="list-style-type: none"> ○ MTA Route #320 ○ Howard Transit Purple Route ○ Howard Transit Red Express • US 1 Corridor Revitalization Study recommended increased transit service. • Currently, pedestrian shelters are provided at high volume transit stops; lower volume stops are indicated by a posted sign. • All transit stops should have sidewalk connections to nearby employment and retail centers. |  |

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| <p>MARC Camden Line</p> | <ul style="list-style-type: none"> • MARC Camden Line has three stops in the vicinity of US 1; they are the: <ul style="list-style-type: none"> ○ Savage Station ○ Dorsey Station ○ Jessup Station (potential to be closed) • The Savage and Dorsey stations are currently served by Howard Transit bus routes. |  |
| <p>US 1 Cross Sections</p> | <ul style="list-style-type: none"> • US 1 has three different cross sections over the stretch of the 10 mile study corridor; they are: <ul style="list-style-type: none"> ○ Divided four-lane cross section ○ Four-lane cross section with two-way center left-turn lane ○ Undivided Four-lane Cross Section • The inconsistent cross section makes it difficult to develop a sense of place along portions of the corridor. • The width of the roadway makes it difficult and, in some cases, unsafe for pedestrians and bicycles to cross at uncontrolled intersections. • Sections of US 1 lack access management elements such as central medians. The lack of access management increases the number of vehicle conflicts on US 1. |  |

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| <p style="text-align: center;">Truck Traffic</p> | <ul style="list-style-type: none"> • A high percentage of truck traffic is present along US 1 because of the heavy industrial uses in the area. • Geometric elements of the intersection such as channelizing islands, curb radii, and lane widths are designed to accommodate truck traffic. • Intersections along US 1 are designed primarily to accommodate vehicle and truck traffic; therefore the size of the intersections makes it difficult to safely and effectively accommodate pedestrians and bicyclists. |  |
| <p style="text-align: center;">Driveway Access</p> | <ul style="list-style-type: none"> • Areas with high concentrations of driveway openings are: <ul style="list-style-type: none"> ○ Elkridge area ○ South of MD 100 to just past MD 175 • Many driveways extend the full length of roadway frontage challenging both aesthetics and safety • Combining driveways and providing side street access will permit traffic control, roadside pedestrian and bicycle facilities, and landscaping at the street edge. |  |

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| <p>Signage and Utility poles</p> | <ul style="list-style-type: none"> • Highway scale signage dominates the roadway for both on site businesses and off site advertising. • A major feature of the street edge is the utility pole, often not buffered visually or physically. |  |
| <p>Street Edge</p> | <ul style="list-style-type: none"> • Highly visible industrial uses define the street edge • Edges are not defined by buildings or landscape treatment • Architecture is non discript |  |

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| <p data-bbox="170 639 457 667">Built Environment</p> | <ul data-bbox="562 532 1184 748" style="list-style-type: none">• Architecture is non distinct• Building setback varies from property to property• Function-oriented highway infrastructure |  <p>The 'Photos' column contains four images stacked vertically. The top image shows a highway with a 'WEISS CO., INC.' billboard on the left. The second image is a view from a vehicle on a highway with utility poles. The third image shows a large commercial building with a parking lot. The bottom image shows a highway with utility poles and a building in the distance.</p> |