



CLARKSVILLE PIKE

Streetscape Plan and Design Guidelines - 2016

AREA 1: GUILFORD ROAD TO MD 32 WB RAMPS



TEN OAKS ROAD INTERSECTION: EXISTING STREET SECTION

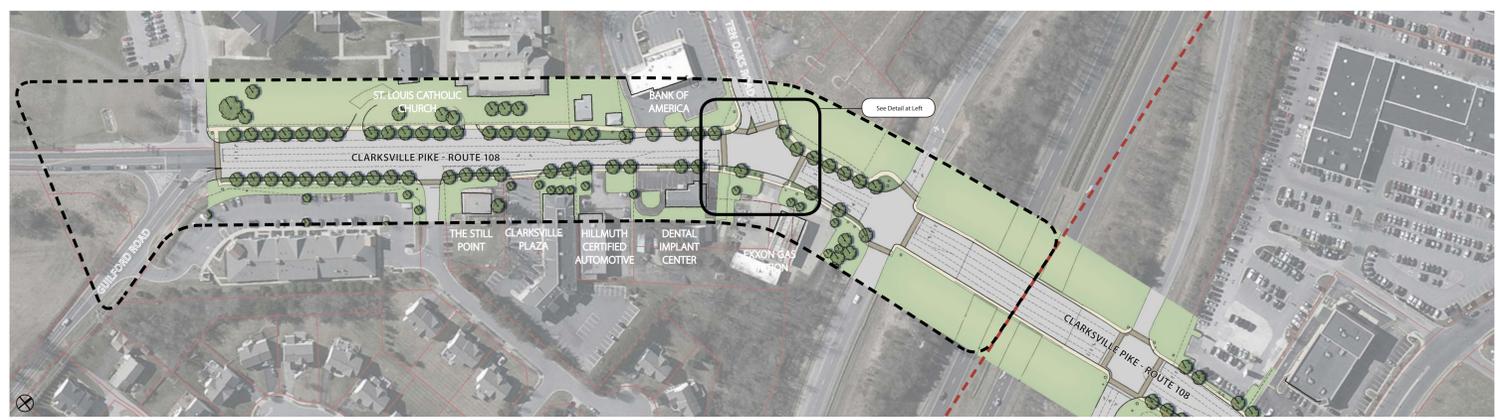
The existing street section of Area 1 is typically four lanes wide with a striped median. Sidewalks are intermittent along both sides of the right-of-way.

TEN OAKS ROAD INTERSECTION: PROPOSED STREET SECTION

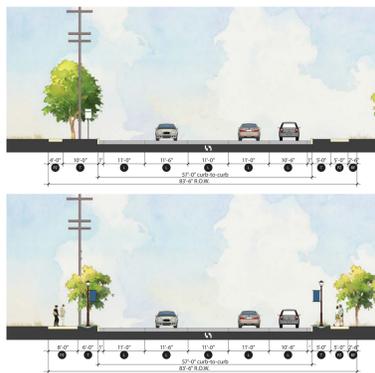
The proposed section of Area 1 maintains the existing curb lines. Continuous pedestrian and bike accommodations as well as landscape plantings have been incorporated.



The final phase of the Clarksville Pike streetscape improvements within Area 1 include additional sidewalks to connect along the entire southeastern side of the corridor.



AREA 2: MD 32 WB RAMPS TO LINDEN LINTHICUM LN



GREAT STAR DRIVE INTERSECTION: EXISTING STREET SECTION

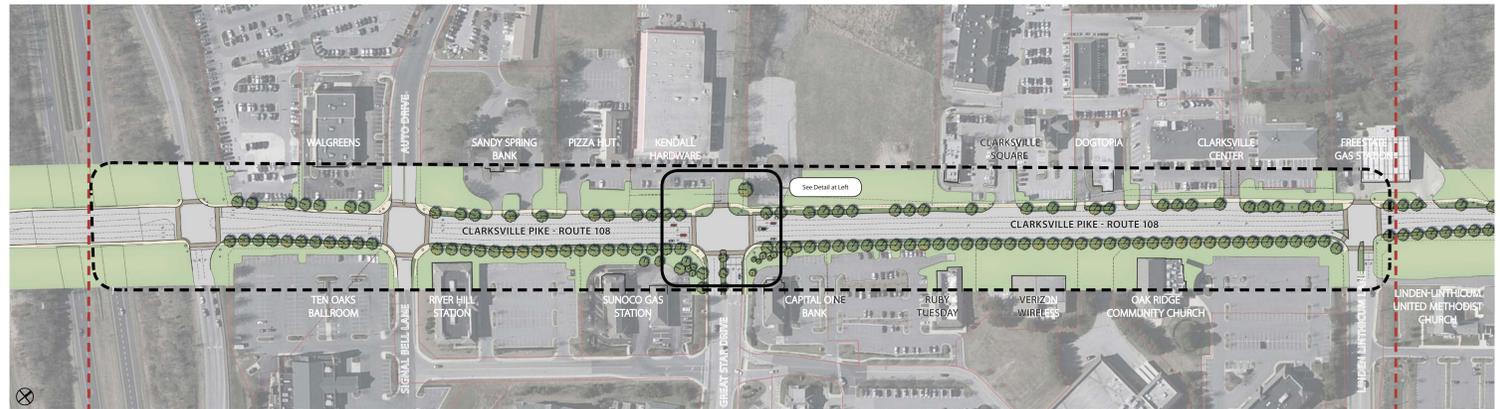
The existing street section of Area 2 is typically four lanes wide with a striped median. Sidewalks primarily exist on the eastern edge of the road and are not continuous. Some striped crosswalks exist at primary intersections.

GREAT STAR DRIVE INTERSECTION: PROPOSED STREET SECTION

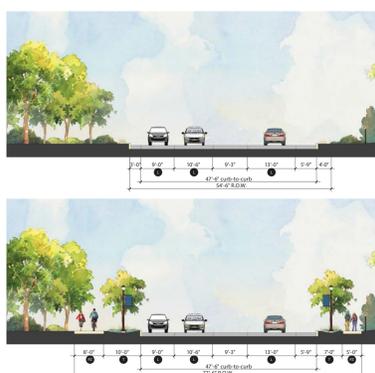
The proposed street section of Area 2 maintains the existing curb lines. Continuous pedestrian and bike accommodations as well as landscape plantings have been incorporated.



The final phase of the Clarksville Pike streetscape improvements within Area 2 include additional sidewalks to connect along the entire southeastern side of the corridor and bike accommodations at the intersection of Clarksville Pike and Great Star Drive.



AREA 3: LINDEN LINTHICUM LN TO BROAD MEADOW LN



SHEPPARD LANE INTERSECTION: EXISTING STREET SECTION

The existing street section of Area 3 is typically cally two lanes wide with a striped median. Despite the predominance of schools, there are no sidewalks that exist along this portion of the corridor.

SHEPPARD LANE INTERSECTION: PROPOSED STREET SECTION

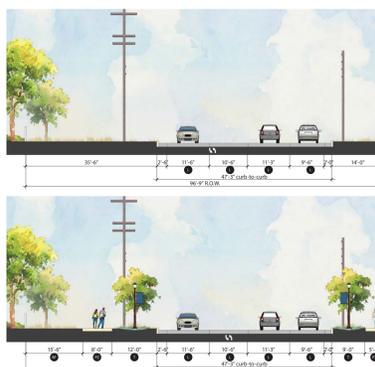
The proposed street section of Area 3 maintains the existing curb lines. Continuous pedestrian and bike accommodations as well as landscape plantings have been incorporated.



The final phase of the Clarksville Pike streetscape improvements within Area 3 include additional sidewalks to connect along the entire southeastern side of the corridor.



AREA 4: BROAD MEADOW LN TO TROTTER RD



BROAD MEADOW LANE INTERSECTION: EXISTING STREET SECTION

The existing street section of Area 4 is typically two lanes wide with a striped median. There are no sidewalks that exist along this portion of Clarksville Pike.

BROAD MEADOW LANE INTERSECTION: PROPOSED STREET SECTION

The proposed street section of Area 4 maintains the existing curb lines. Continuous pedestrian and bike accommodations as well as landscape plantings have been incorporated.



The final phase of the Clarksville Pike streetscape improvements within Area 4 include a crosswalk across Clarksville Pike to accommodate pedestrian access from the neighborhoods along the northwest to the institutions along the southeast.

