APPENDIX A

Previous Studies
Recommendations Matrix
US 1 Safety Evaluation on Bicyclists and Pedestrian Safety Memo

Appendix A: Previous Studies Summary

**A. Howard County, MD**

*Task 1: Travel Behavior* (2001)

- Surveyed 1,265 US 1 users and compared ridership, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.


- Surveyed 270 US 1 users and compared travel times, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.

**B. Prince George's County, MD**

*Task 1: Transportation Study* (2003)

- Surveyed 1,200 US 1 users and compared ridership, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.


- Surveyed 200 US 1 users and compared travel times, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.

**C. Frederick County, MD**

*Task 1: Transportation Study* (2005)

- Surveyed 1,000 US 1 users and compared ridership, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.


- Surveyed 800 US 1 users and compared travel times, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.

**D. Anne Arundel County, MD**

*Task 1: Transportation Study* (2007)

- Surveyed 1,500 US 1 users and compared ridership, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.

*Task 2: Travel Time Measurement* (2008)

- Surveyed 1,200 US 1 users and compared travel times, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.

**E. Montgomery County, MD**

*Task 1: Transportation Study* (2009)

- Surveyed 2,000 US 1 users and compared ridership, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.

*Task 2: Travel Time Measurement* (2010)

- Surveyed 1,800 US 1 users and compared travel times, activity for commuting and for recreational use; compared non-motorized use on US 1 and US 2 with other major roadways.
- Established a database of US 1 users' travel patterns and identified areas for improvement.
- Recommended improvements in traffic calming, bicycle facilities, and pedestrian facilities along US 1.
Recommendations for pedestrian accommodation are derived from the following sources:

1. Study findings of pedestrian and bicycle accommodation, including the American Association of State Highway and Transportation Officials (AASHTO) Manual for Uniform Traffic Control Devices (MUTCD).

2. Design guidelines and standards from the Federal Highway Administration (FHWA).

3. Local and regional transportation plans.

4. Stakeholder input and community engagement.

5. Data from previous studies and evaluations.

6. Recommended practices and best practices from other similar projects.

7. Consideration of environmental and social impacts.


Recommendations for bicycle accommodation are derived from the following sources:


2. Design guidelines and standards from the Federal Highway Administration (FHWA).

3. Local and regional transportation plans.

4. Stakeholder input and community engagement.

5. Data from previous studies and evaluations.

6. Recommended practices and best practices from other similar projects.

7. Consideration of environmental and social impacts.


Implementation of these recommendations requires the approval of the relevant authorities, including local government agencies, transportation departments, and community stakeholders. Continued monitoring and evaluation of the implemented strategies will be necessary to ensure their effectiveness and identify any necessary adjustments.

Recommendations for pedestrian and bicycle accommodation:

- Install left-turn signals at intersections where left-turning traffic is heavy.
- Provide bike lanes and pedestrian crosswalks at intersections.
- Install traffic signals at intersections where pedestrian traffic is significant.
- Implement speed limits and traffic calming measures to improve safety.
- Introduce pedestrian crossing facilities at intersections.
- Provide signage and other communication devices to inform pedestrians and cyclists of their rights.

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Appendix A: Previous Studies Summary

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2. Design Guidelines and Standards from the Federal Highway Administration (FHWA).

3. Local and Regional Transportation Plans.


5. Data from Previous Studies and Evaluations.

6. Recommended Practices and Best Practices from Other Similar Projects.

7. Consideration of Environmental and Social Impacts.


These previous studies provide valuable insights into the design and implementation of pedestrian and bicycle accommodation. Their findings will be used to inform the development of new recommendations and strategies for improving safety and accessibility for all road users.