APPENDIX E

Field Notes
## US 1 Safety Evaluation on Bicyclist and Pedestrian Safety

### Field Evaluation

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<tr>
<th>Day</th>
<th>Focus Area</th>
<th>Initial Meeting Location</th>
<th>Meeting Time</th>
<th>Attendees</th>
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<tr>
<td>1 – 10/25/17</td>
<td>1: City of Laurel to Whiskey Bottom</td>
<td>Parking Lot Days Inn 9860 Washington Blvd North, Laurel, MD 20723</td>
<td>12:30 PM</td>
<td>Elisa Mitchell (SWA) Katie Masetti (SWA) Randy Burks (SWA) Chris Eatough (OOT) Albert Engel (OOT) Kris Jagarapu (DPW) George Miller (SHA) TBD (HPD)</td>
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<td>3: Crestmount to Cemetery</td>
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<td>2 – 10/31/17</td>
<td>2: Guilford to Patuxent Range</td>
<td>Parking Lot Near Dunkin Donuts 8600 Washington Blvd, Jessup, MD 20794</td>
<td>8:00 AM</td>
<td>Elisa Mitchell (SWA) Frances Green (SWA) Paul Silberman (SWA) Chris Eatough(OOT) Albert Engel(OOT) Kris Jagarapu (DPW) Michael Yetter (HPD) George Miller (SHA)</td>
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<td>4: Greenfield to Levering</td>
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### Suggested Items to Bring
- Dress for the weather
- Wear shoes for walking
- Safety Vest
- Supplement information you wish to reference and/or share

### Provided Items
- Clip Board per attendee
- Printed copies of field notes sheet per attendee
- Camera; one for the group
- Pencils
- Tablet to record/geolocate observations; one for the group

The map at the link below shows suggested meeting locations along each focus area to guide the field visit. We will walk near these locations as much as possible. Additional suggestions to stop and observe are welcome.

https://drive.google.com/open?id=1wdgxyPWh3SrFfj9pkcHePCY42c&usp=sharing
### US 1 Safety Evaluation - Prompt List

<table>
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<tr>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Transit</th>
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<tr>
<td>Are safe, continuous, and convenient pedestrian paths provided</td>
<td>Are there suitable provisions for cyclists given the characteristics of the roadway</td>
<td>Is there a stable, level, raised and slip resistant area to facilitate boarding and alighting</td>
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<td>Is the sidewalk in disrepair such as an uneven surface or excessive slope</td>
<td>Do traffic operations create a safety concern for cyclists</td>
<td>Is there a comfortable distance between the waiting area and the travel way</td>
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<td>Is the sidewalk width suitable for surrounding land use and observed pedestrian volumes</td>
<td>Do signs and markings along the cycling facility clearly indicate the cyclist path and right-of-way at intersections</td>
<td>Is there an accessible path to the bus stop</td>
</tr>
<tr>
<td>Is the pedestrian path free of moveable and fixed obstructions, such as trash cans or utility poles</td>
<td>Are signs and markings along the riding surface visible, well-maintained, easily understood and adequate</td>
<td>Is the nearest controlled crossing to a bus stop within a reasonable distance</td>
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<tr>
<td>Are pedestrian desire lines observed - Can pedestrian paths be re-routed to follow the most direct route</td>
<td>Are the bicycle accommodations continuous</td>
<td>Is there a shelter at the bus stop</td>
</tr>
<tr>
<td>Is there adequate and comfortable separation between vehicular traffic and pedestrians</td>
<td>Do bicycle accommodations provide adequate connectivity to major destinations</td>
<td>Is there sufficient lighting at the bus stop</td>
</tr>
<tr>
<td>Do pedestrians or motorists regularly misuse or ignore the pedestrian facilities</td>
<td>Is the riding surface smooth, stable, and free of debris</td>
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<td>Are there long or excessive crossing distances for pedestrians, either due to number of travel lanes or wide curb radii at intersections</td>
<td>Are there conflicts between pedestrians and bicycles on the sidewalk</td>
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<tr>
<td>Are crosswalks sited along pedestrian desire lines</td>
<td>Can pedestrians/cyclists see approaching vehicles at all legs of the intersection/crossing and vice versa</td>
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<td>Are crosswalk markings or pedestrian signs in disrepair: non-existent, faded, worn, non-retroreflective</td>
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<tr>
<td>Are measures needed to direct pedestrian to safe crossing points and pedestrian access ways</td>
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<td>Is pedestrian level lighting suitable</td>
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<tr>
<td>Is the pedestrian crossing adequately lit</td>
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<tr>
<td>Is there pedestrian visibility at driveways/curb cuts</td>
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<td>Do raised medians provide a safe waiting area for pedestrians</td>
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<tr>
<td>Are pedestrian push buttons in good working order</td>
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**Key Topics**

**Connectivity**
- Paths
- Crossings

**Risky Behavior**

**Safety**
- Visibility
- Lighting
- Signage
- Markings

**Infrastructure**
- Pedestrian Signals
- General Disrepair
- Accessibility

**Traffic Operations**
- Speeding
- Volume Conflicts

**Education**

**Enforcement**
FOCUS AREA 3A: Crestmount Rd/Assateague Dr to MD 175

1. Refresh markings of crosswalks

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FIELD NOTES NAME: ________________________________

US 1 Field Safety Evaluation
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. |

FOCUS AREA 3B: MD 175 to Port Capital Dr
FOCUS AREA 3D: Kit Kat Rd to Cemetery Ln

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FIELD NOTES NAME: ________________________________

US 1 Field Safety Evaluation
1. Desire path b/w backyard of town homes & sidewalk been G; I
2. Open house participants expressed desire for this connection
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FIELD NOTES NAME: AE
FOCUS AREA 2A: Guilford Rd to Private Access Rd

1. Missing signage

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FIELD NOTES NAME: C6
FOCUS AREA 2B: Private Access Rd to Patuxent Range Rd

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FIELD NOTES NAME: CE

US 1 Field Safety Evaluation
1. Observations: Sideswipe design line (land arm) on SE corner of Katrine 1.
2. Vein of the pedestrian crossing across sidewalk, facing pedestrians off sidewalk and sewer.
3. Maintenance needed, vegetation on sidewalk.
4. Sidewalk gap, sign for pedestrian crossing.
5. Sidewalk lifted, ADA compliant hazard.
6. No gearbox sign for pedestrian crossing.
7. Sand off.
1. **Ped Signal Not In At CVs. Traffic Signal Required For**

2. **Access, But Ped Signal Delated.**

3. **Silt Fence Along Development Forc Force Peds Out Street To**

4. **Access Bus Stop**

5. **Force Silt Fence Slight Unit For Ped Crossing**

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**Field Notes Name:** Chris EatonGL
FOCUS AREA 4A: Greenfield Rd to Montgomery Rd

1. Overgrown SIDEWALK - V. UNCOMFORTABLE WALKING CLOSE TO HIGH SPEED
2. MISSING SIDEWALK & CROSSWALK TO BUS STOP
3. MISSING CROSSWALK
4. MISSING SIDEWALK

FIELD NOTES NAME: CE
1. Missing sidewalk to bus stop and no bus stop pad, deep worn paving.
2. High crash area needs crossing, could be HAWK also lighting.
1. Why stop here - no connection to Std
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- SW links - Normand Square
- Bus stop locations
  - SW access
  - crossing location
- Lack of crossings
- SD pass concerns with more crossings
- Most people in Harmony & 175; otherwise null
- If change in speed limit, need other changes
  - unless there was major enforcement
  - speed cameras maybe in future → School Zone
8.1 mi Boundary Line - Whiskey Bottom

ANT 18k,
T% ~ 5%

SPEED LIMIT

SPEEDS 30-40

BIKE Laurel/Whiskey

CONNECTIONS

Previous Study

Previous Study

Street crossing - sidewalk

- Complete crossing location

- Partial grade separation at WB

- Red light automated enforcement

- Sight distance improvements

- Ped crossing signal phasing

Stripping

Bus Stops

(4) Madison

(2) Hill

(2) Brewers

(4) Center

(4) Davis

CAC = Corridor Activity Center
CE = Corridor Employment District
TOD = Transit-Oriented Development

US 1 Safety Evaluation on Bicyclists and Pedestrian Safety Memo Task 1 & 2

Appendix E Field Note Sheets
US 1 Safety Evaluation on Bicyclists and Pedestrian Safety Memo Task 1 & 2

Appendix E Field Note Sheets

1.3 mi CRESTMOUNT TO CEMETARY (175) / DORSET RUN

ADT 28k

T% ~ 5%

SPEED LIMIT

AM 1PM 40-45

MID 20-30

BIKE CONNECTIONS

none (closest Meadawrige)

Bus Stops 4

Monticello
Port Capital
Blue Stream
Kit Kat

PREVIOUS RECS

- Boulevard Design (Waterloo to Meadawrige)
- US1/175 - capacity/safety improvements
- traffic signal preempt
- red light camera
- traveler advisory system
- enhanced on w/ medns & ped signals

REVITALIZATION

MO 175 & US1

Quadrant A

- Restrict US 2 NB LS
- Connect C15 

US 58 to 75 MB

- Double slip lanes from 45 MB to US 2 SB
- US SB to 75 MB

- 4 lane split separation SB primary
1. [Field Note]
2. Property for sale - zoned?
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FIELD NOTES NAME: [Signature]
FOCUS AREA 1B: North Laurel Rd to Davis Ave

1. Link to sidewalk
2. Bus stop No shelter No sidewalk
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FIELD NOTES NAME: ________________________________
1. Husky w/ wix walk failed - Not a short zone
2. Lighting w/ signal 10' height on east side of US 1 at wix krimp
3. Sidewalk Condition Good
4. Transit stop 2 Brewers - helvetica sheet 2 - no kimp
5. Potential location for Ped Signal - 7?? westinghouse shelter
6. 7 weeks close US 1 in 20 minutes - pedestrian Ped refuge need soonest

10.
1. WALLS NEED ATTENTION - DRIVING AWAY SB US1
2. 125 SB FREE RIGHT W/110 LANE AND LANE
   REVERSAL
3.需要黄色导管
4. GAS MAIN VALVE CARE

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<tr>
<td>1. Bus stop at Whiskey Bottom Rd?</td>
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<td>2. Potential SL intersection</td>
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FOCUS AREA 2A: Guilford Rd to Private Access Rd

1. Install sidewalk to Guilford Rd
2. Consider X-walk on the North side of US 1
3. Extend sidewalk on east side to Guilford Rd
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FIELD NOTES NAME: K5
1. Signal pole is damaged.
2. Consider pedestrian x-walk.
3. No sidewalks on Patuxent Range Rd.
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FIELD NOTES NAME: [Signature]
1. X-walk markings not installed yet
2. Ped push button in not accessible
3. Bus stop in grass - no sidewalk
4. More bus stop to far side where sidewalk exists
5. Vehicles back out onto US 1
6. Ped signal not visible during am (sun glare)
7. Street lighting near xwalk - 2
FOCUS AREA 2A: Guilford Rd to Private Access Rd

1. No pedestrian crosswalks or signals at Guilford Pk
2. No bus stops
3. Canty project on Guilford to install S/W
4. Take temporary pedestrian connections
5. Correct missing sidewalk east side US 1 N/O Guilford

FIELD NOTES NAME: Paul S.