MD 103/104/108 Corridor Study

Howard County Office of Transportation

January 28, 2021

Meeting Will Begin Shortly
Why this corridor?
Why now?

• Historical residential and commercial development pattern has led to a patchwork of communities that have sufficient internal transportation facilities but are not integrated at the corridor level.

• Need to identify and prioritize bicycle, pedestrian and traffic operations and safety improvements for implementation by County, SHA and developers as growth continues to occur in the corridor.
Goals for Meeting

• Introduce project and update on background work that has been performed.
• Share ideas to improve bicycle and pedestrian safety and connectivity
• Demonstrate web-tool and survey for public feedback.
Work to Date
Traffic Operations and Safety

- Documenting traffic volumes and congestion hot spots.
- Identifying most significant crash locations.
- Developing improvement concepts.
Work to Date
Traffic Operations and Safety

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Level of Service

- A: Corridor Speeds
- B: Greater than 40 m pl
- C: 30-40 m pl
- D: 20-30 m pl
- E: 15-20 m pl
- F: Less than 15 m pl
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- **C** 30-40 m pl
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- **F** Less than 15 m pl

Guidance
- Free flow
- Partially free flow
- Delayed entry
- Complete stop

PM

Map showing traffic flow and delay at various intersections.
Work to Date
Traffic Operations and Safety

• Documenting traffic volumes and congestion hot spots.
• Identifying most significant crash locations.
• Developing improvement concepts.
Improvement Concepts
Traffic Operations and Safety

1. Long Gate Parkway to US 29
   Status: Design refinement and utility relocation ongoing

2. Old Montgomery Road to Brightfield Road
   Status: Design ongoing

3. Red Branch Road to Phelps Luck Drive
   Status: Concept Development

4. Snowden River Parkway at MD 100
   Status: Concept Development

5. Lark Brown Road to Mayfield Avenue
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### Improvement Concepts
#### Traffic Operations and Safety

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Diagram:
- Install Side Path
- Connect to Orchard Green TOT LOT Path
- Remove Unneeded Acceleration Lane
- Connect to Neighborhood Path

Map markers and symbols are used to indicate the areas of interest.
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Improving Safety and Connectivity for Bicyclists & Pedestrians

- Introduce more, new and aggressive tools to slow traffic and give priority and increased visibility to bicyclists and pedestrians.

- Prioritize gaps in sidewalk and path network that have a high return on investment:
  - Connect the greatest number of households to nearby schools, parks and shopping centers.
  - Right of way or county owned property already available.
  - Avoid environmental and utility impacts.
Improving Safety and Connectivity for Bicyclists & Pedestrians

- Data driven process to identify increases in walkability within 1-mile of schools, etc. with additional sidewalk, pathways or improved crossings.

- Used 44 improvement concepts from WalkHoward, BikeHoward and other studies

- Counted the number of housing units within each existing and improvement-scenario walkshed to find how many units each scenario would add to each walkshed

- Calculated cost per additional household based on preliminary cost estimates for each project
Promising Potential Improvements for Bicyclists & Pedestrians

Construct a sidewalk along the north side of MD 103 from Long Gate Pkwy to Ellicott Mills Middle School, with a signalized crosswalk across MD 103 at a location to be determined across that stretch (connects 338 additional homes to Ellicott Mills Middle School)
Promising Potential Improvements for Bicyclists & Pedestrians

1. Construct a sidewalk along the north side of MD 103 from Long Gate Pkwy to Ellicott Mills Middle School, with a signalized crosswalk across MD 103 at a location to be determined across that stretch (connects 338 additional homes to Ellicott Mills Middle School)

2. Construct a pathway from Red Branch Road to Orchard Green (connects additional 268 households to the Red Branch Road area)
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3. Construct sidewalk on the north side of Montgomery Road between Parkview Court and Marshalee Drive, and crosswalks at the intersection of Montgomery Road and Marshalee Drive (connects 186 additional households to Rockburn Elementary School and Rockburn Park)
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4. Construct a pathway between existing sidewalk along MD 108 near Brothers Partnership, Dark Hawk Circle, and Wood Staff Way (connects 264 additional households to MD 108 and the Shipley's Grant area)
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4. Construct a pathway between existing sidewalk along MD 108 near Brothers Partnership, Dark Hawk Circle, and Wood Staff Way (connects 264 additional households to MD 108 and the Shipley’s Grant area)

5. Fill sidewalk gaps and make improvements along Old Waterloo Road and Lark Brown Road, including traffic calming, bike lanes, and a crosswalk with signal or beacons across Old Waterloo Road at Lark Brown Road (connects 343 additional households to the Gateway Overlook area)
Using the Web Tool and Online Survey
Using the Web Tool and Online Survey
Where do We Go From Here?

• Story Map and surveys open until Friday, February 12
• County and State agencies conducting technical review improvement recommendations
• Final recommendations anticipated Spring 2021
• Opportunities to fund improvements through county/state capital budget, Safe Routes to Schools and Bikeways grants, developer agreements, and school system cost-sharing
For More Information

Project Manager: David Cookson, Planning Manager
Email: transportation@howardcountymd.gov
Story Map: arcg.is/1qz9j9