

December 2025

# MARYLAND STATE HIGHWAY ADMINISTRATION

Vulnerable Road User Safety Assessment



## A Note from the SHA Administrator



The Maryland State Highway Administration is pleased to present this 2025 update to our Vulnerable Road User (VRU) Safety Assessment. This data-driven assessment is the result of survey responses and outreach with residents, agency partners and stakeholders across Maryland, and follows the initial VRU Safety Assessment completed in 2023 in compliance with Federal Highway Administration requirements. Data from this assessment will be included in the state's updated Strategic Highway Safety Plan.

This updated assessment of Maryland's highway network reinforces our priority and commitment to deliver a safe, convenient and accessible transportation system for all users, whether they walk, bike, drive, use transit or utilize other mobility devices. The data, public input and technical expertise reflected in this assessment complements the work of SHA's Pedestrian Safety Action Plan, our Context Driven Guide, the Maryland Department of Transportation's Complete Streets Policy and the Serious About Safety initiative.

We thank all our partners in this endeavor for their input, support and advocacy. We are working together to save lives toward the Vision Zero goal to eliminate highway deaths and support Maryland's commitment to make our roadways conduits of opportunity for all.



William Pines, PE  
Administrator

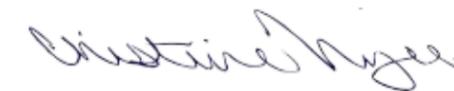
## A Note from the MVA Administrator



Under the Moore-Miller Administration, the Maryland Motor Vehicle Administration (MVA) firmly believes that all crashes are preventable and that the only acceptable number of roadway deaths is zero. The Maryland Department of Transportation is serious about safety. I am proud to work alongside colleagues that have made Vulnerable Road User (VRU) safety our top priority – colleagues that walk, bike and even work along the same public sidewalks, trails, and roads that serve communities across Maryland.

Established in 2024, the Vision Zero Committee is focused on identifying bold data-driven safety strategies, conducting targeted infrastructure reviews, and most importantly, providing a public forum dedicated to meeting the State's goal of zero roadway deaths by 2030. Safety is everyone's responsibility, and it takes our collective commitment to achieve these shared long-term goals.

The VRU Safety Assessment builds upon existing success, but reminds us that there is more work ahead. Together, we will create a safer, more connected Maryland for everyone who uses our transportation network.



Christine Nizer  
Administrator

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# 1 Introduction

## Background

In 2023 Maryland released its first Vulnerable Road User (VRU) Safety Assessment as an appendix to the 2021-2025 Strategic Highway Safety Plan (SHSP). The SHSP provides a comprehensive approach to safety on the state's transportation network with a focus on multiple emphasis areas, one of which is pedestrians and bicyclists. The VRU Safety Assessment provides a deeper analysis focused specifically on those vulnerable pedestrians and bicyclists, identifying high priority facilities across the entire network in the state.

The Federal Highway Administration released guidance on requirements for the VRU Safety Assessment in 2022, which clarified requirements of the Infrastructure Investment and Jobs Act. Maryland conducted the first VRU Safety Assessment following that guidance and published it as an appendix to the 2021-2025 SHSP in December 2023. This document is an update to the VRU Safety Assessment, which is being conducted in conjunction with the regular five-year update to the SHSP. The next update to the VRU Safety Assessment will take place in 5 years, on the regular SHSP cycle.

While the number of vehicle miles traveled (VMT) across the United States (U.S.) has fluctuated over the past two decades due to various social and economic factors, the number of pedestrians and cyclists involved in fatalities and serious injuries on U.S. roadways has steadily risen. Given the inherent, unprotected nature of VRUs outside of motor vehicles, even an event deemed minor for a motor vehicle driver can lead to catastrophic results of serious injury, or even death, for those walking, cycling, or rolling along or across the roadway. As such, understanding the risk factors and underlying causes of crashes involving VRUs plays a key role in creating a safer roadway environment for all users.

The purpose of this update to the Maryland VRU Safety Assessment is to evaluate safety performance along Maryland roadways with respect to VRUs, outline progress since the last VRU Safety Assessment, and update the plan for continuing to improve the safety for these users through both targeted and systemic improvements on Maryland's transportation network. Ultimately, this assessment is intended to improve VRU safety by identifying continuing specific improvement strategies and providing an updated look at prioritized corridors through a process that is guided and supported by quantitative and qualitative data, land use context, and community input.



## Vulnerable Road Users

The Fatality Analysis Reporting System (FARS) utilizes a VRU attribute code to identify users who fall into the following categories:

- Pedestrian;
- Bicyclist or other cyclist;
- Person on personal conveyance; or
- Injured person that is, or is equivalent to, a pedestrian or pedal cyclist defined in 23 U.S.C. 148(a)(15) and 23 CFR 490.205.

For brevity in this report, however, VRUs will be referred to primarily as pedestrians and cyclists. VRUs are particularly susceptible to being killed or injured in a crash, and they account for a growing share of all transportation fatalities, both in Maryland and throughout the U.S.

## VRU Safety Assessment and the Pedestrian Safety Action Plan

A VRU Safety Assessment is a comprehensive statewide examination aimed at understanding the transportation safety challenges faced by VRUs. The assessment first evaluates the safety performance for pedestrians and cyclists, then develops a plan to improve safety for those travelers at specific locations or throughout the entire system. Thus, it provides a structured approach for transportation authorities, planners, and engineers to identify potential hazards, assess risks, and develop strategies to enhance the safety and accessibility of roadways for all users.

The first VRU Safety Assessment in 2023 built on the Pedestrian Safety Action Plan (PSAP), which was developed by the Maryland State Highway Administration (SHA) and published in May 2023. The PSAP provides a framework for addressing VRU safety concerns across the SHA transportation system, not including local roads, and was based on crash data from 2016 to 2019. The plan identified areas of need and prioritized corridors within the areas of need for infrastructure improvements. By targeting these areas, the PSAP aims to advance the goals of Maryland's Strategic Highway Safety Plan (SHSP) by prioritizing roadway design that enhances the safety of all Marylanders.

The 2023 VRU Safety Assessment built on that analysis, following the same established data driven methodology, and included an additional year of crash data, analyzing crash history from 2017 to 2021. It also included all roadways in the state, regardless of ownership. This current VRU Safety Assessment is based on crash data from 2019 to 2023 and provides a fresh look at VRU safety for all roadways statewide.

## Safe System Approach

The United States Department of Transportation (USDOT) uses the Safe System Approach as the guiding paradigm to address roadway safety. The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.

This is a shift from a conventional safety approach because it focuses on both human mistakes AND human vulnerability and designs a system with many redundancies in place to protect everyone.

The Safe System Approach forms the cornerstone of this VRU Safety Assessment. The approach is incorporated into the assessment in five key ways corresponding to the principles of the Safe System Approach.

- **Humans are Vulnerable:** VRUs are, by definition, the most vulnerable travelers in our transportation network. This assessment is focused on their safety.
- **Death and Serious Injuries are Unacceptable:** Fatalities and serious injuries received special consideration in the identification and prioritization of high-risk areas described in chapter 3.
- **Responsibility is Shared:** This assessment includes state, county, and municipal roads. The recommendations in chapter 5 include coordination between the state and local jurisdictions to improve safety in all high-risk areas.
- **Safer Roads and Safer Speeds:** Safer roads and safer speeds benefit not just VRUs, but everyone using the transportation system. The recommendations in chapter 5 are centered on implementing proven safety countermeasures, including approaches to manage speeding, that create safer roads in Maryland.



## More About the Safe System Approach

USDOT's National Roadway Safety Strategy and the Department's ongoing safety programs are working towards a future with zero roadway fatalities and serious injuries. In support of this approach, the Safe System Approach is focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.



## Principles of a Safe System Approach

A Safe System Approach incorporates the following principles:

- ▶ **Death and Serious Injuries are Unacceptable:** A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- ▶ **Humans Make Mistakes:** People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be retrofitted, designed, and operated to help mitigate certain types and levels of human mistakes, and reduce the likelihood of death and serious injuries when a crash occurs.
- ▶ **Humans Are Vulnerable:** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- ▶ **Responsibility is Shared:** All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
- ▶ **Safety is Proactive:** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- ▶ **Redundancy is Crucial:** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Source for information on pages 7-9: FHWA

## Objectives of a Safe System Approach

Implementation of the USDOT's National Roadway Safety Strategy is arranged around five complementary objectives corresponding to the Safe System Approach elements:



**Safer People:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



**Safer Roads:** Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.



**Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.



**Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.



**Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

## Federal Guidance

All states are required to develop a VRU Safety Assessment as described in 23 U.S.C. 148(l), as amended by the Infrastructure Investment and Jobs Acts (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)). Federal guidance was outlined in a Federal Highway Administration (FHWA) memorandum dated October 21, 2022. The guidance emphasizes data-driven decision-making, consulting key stakeholders, and incorporating effective safety measures to protect VRUs. States must use a minimum of five years of crash data to identify high-risk areas for VRUs, with data analysis including location, roadway functional classification, design speed, speed limit, and time of day. Consultations with local governments, metropolitan planning organizations (MPOs), regional transportation planning organizations (RTPOs), and other stakeholders are required, as well as a program of projects or strategies to reduce safety risks for VRUs in the determined high-risk areas. States are encouraged to continuously improve their VRU Safety Assessment and related strategies to enhance safety outcomes over time. Maryland is now updating the VRU Safety Assessment in conjunction with the Strategic Highway Safety Plan (SHSP) cycle, with this update being the first of those updates. Subsequent updates will be on a five year cycle. All requirements are outlined in 23 U.S.C. 148 (l) and available on the FHWA website.

## Methodology for Evaluating Maryland VRU Crash Data

To ensure the success and continuous improvement of VRU safety implementation, it is important to evaluate Maryland’s recent VRU crash data. By analyzing and understanding the patterns, causes, and locations of VRU crashes, SHA and other agencies can identify areas of concern and develop targeted interventions. Evaluating VRU crash data provides valuable insights into the circumstances surrounding these incidents and helps prioritize efforts to enhance safety.

Evaluating VRU crash data requires a systematic data-driven approach that consists of the following steps:



### 1. Data Collection

Gather comprehensive non-motorist data.



### 2. Data Analysis

Employ statistical analysis to identify trends and contributing factors associated with VRU crashes.



### 3. Collaboration

Engage with stakeholders, including transportation agencies, to gain a comprehensive understanding of VRU crash data and develop effective interventions. Consultations focused on high-risk areas, providing more information about safety concerns and potential solutions for each.



### 4. Recommendations and Action

Based on the analysis of non-motorist crash data and feedback, provide recommendations to enhance VRU safety. These recommendations address the high-risk areas, identify contributing factors, and propose strategies for improved infrastructure, education, and enforcement.

This data-driven approach presents a valuable opportunity to promote VRU safety throughout the state. By identifying high-risk areas, understanding contributing factors, and assessing the effectiveness of interventions, SHA can work to reduce VRU crashes, enhance infrastructure, and improve public awareness. Through analysis and collaboration, Maryland can contribute to prioritizing pedestrian and cyclist safety and create a safer environment for all road users.

## VRU Safety Assessment Process

### What Are The Steps?



#### DATA COLLECTION & ANALYSIS

*Data collection and analysis* focuses on understanding patterns in Maryland’s pedestrian and bicycle crash data that illustrate existing conditions and help identify areas of need.



#### EXISTING CONDITIONS

Documenting *existing conditions* involves visualizing VRU crash patterns as well as identifying where and how pedestrian and bicycle crashes are occurring throughout Maryland to inform subsequent work.

Beyond crash data, existing conditions also show what programs, policies, and initiatives are already in place to combat Maryland’s pedestrian and bicycle safety challenges.



#### SURVEY MAP & VIRTUAL PUBLIC COMMENTS



#### AREAS OF NEED

*Areas of need* are determined by mapping and layering crash density, public input, community factors analysis, and Short Trip Opportunity Areas (STOAs) to reveal areas in highest need of pedestrian and bicycle improvements.



#### PRIORITIZATION

*Prioritization* identifies priority corridors within the identified areas of need. This requires an effective methodology, which is shaped by various data sources and public input.



#### SURVEY MAP & VIRTUAL PUBLIC MEETING



#### ACTIONS & STRATEGIES

*Actions and strategies* put the areas of need and prioritization stages to work by recommending pedestrian and bicycle safety countermeasures. The Context Driven Toolkit will be a major component of the recommendations in this section.

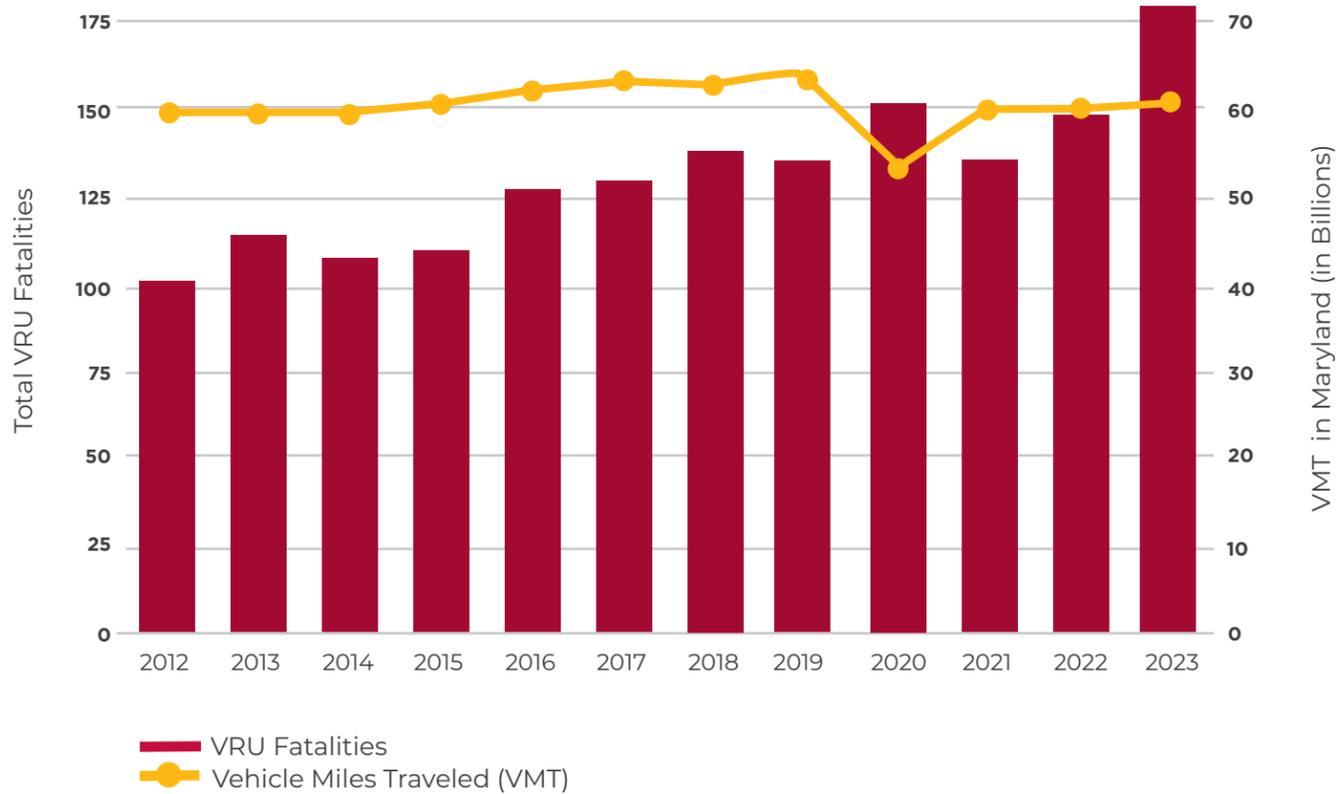
# 2 Overview of VRU Safety Performance

In 2023, Maryland saw 180 VRU deaths. That total culminated over a decade-long trend of increasing risk to both pedestrians and cyclists. Although pedestrians account for more traffic related fatalities than cyclists, both are experiencing similar increases in annual fatalities. These increasing fatality numbers emphasize the broader concern for all VRUs on Maryland roadways.

## VRU Fatalities

Maryland's VRU fatalities have been slowly but steadily increasing since 2012 as shown in Figure 1. The increase in VRU fatalities has outpaced the slight increase in VMT since 2012. Despite an occasional decrease in annual totals, Maryland has experienced a nearly 76% increase in VRU traffic fatalities from 2012 to 2023. When comparing 5-year averages (2014-2018 vs 2019-2023), VRU fatalities increased by almost 23%. VRU crashes rose sharply in 2023, marking a concerning increase from 2022.

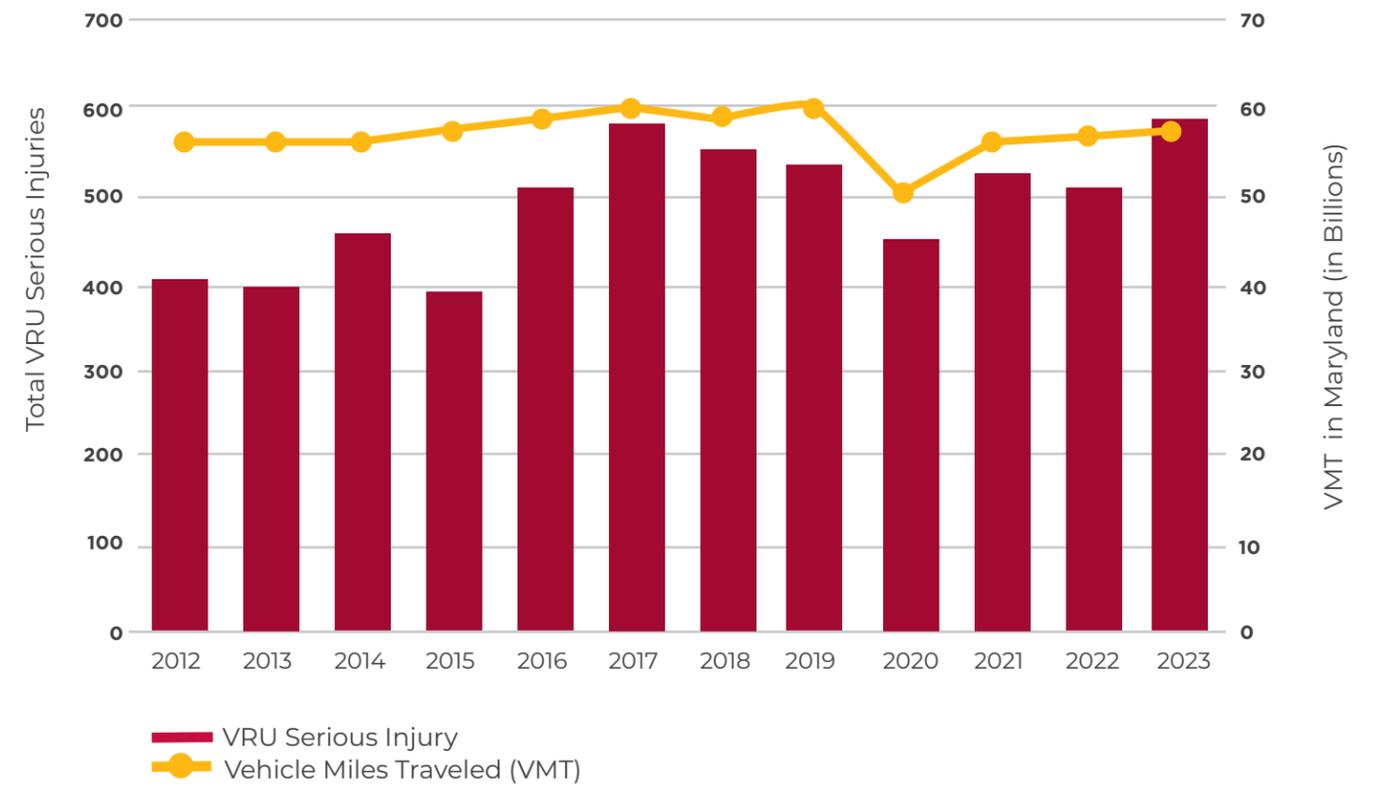
Figure 1. Maryland VMT and VRU Fatality Trends



## VRU Serious Injuries

The number of non-fatal VRU serious injuries increased over a four-year span from 2020 to 2023 as shown in Figure 2; however, that increase has been a more moderate upward trend. This data indicates that crashes are increasingly likely to result in fatalities. Maryland recorded its lowest number of VRU serious injuries in 2020 over an eight-year period, yet this year also marked the second-highest number of VRU fatalities, with 2023 being the highest. In addition, VMT has remained steadily below the 2019 high prior to the Covid-19 pandemic, suggesting there are other contributing factors affecting VRU crashes than increased VMT.

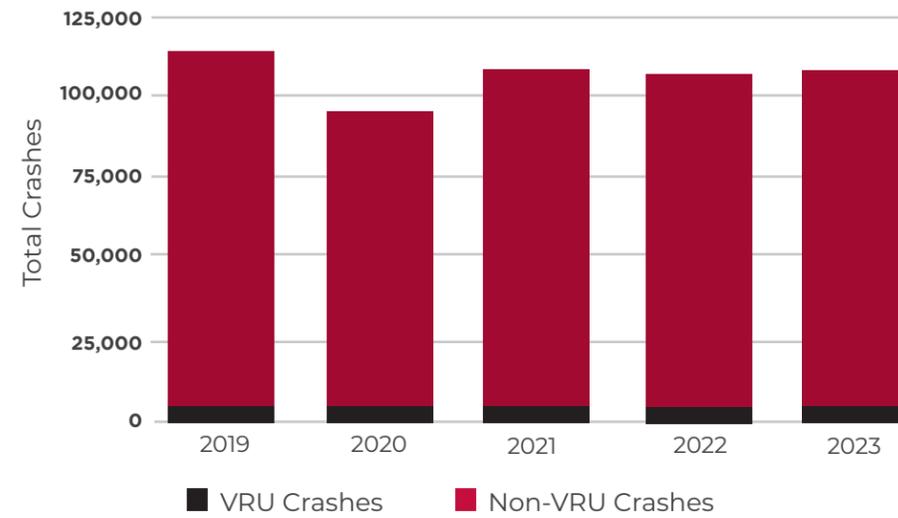
Figure 2. Maryland VMT and VRU Serious Injury Trends



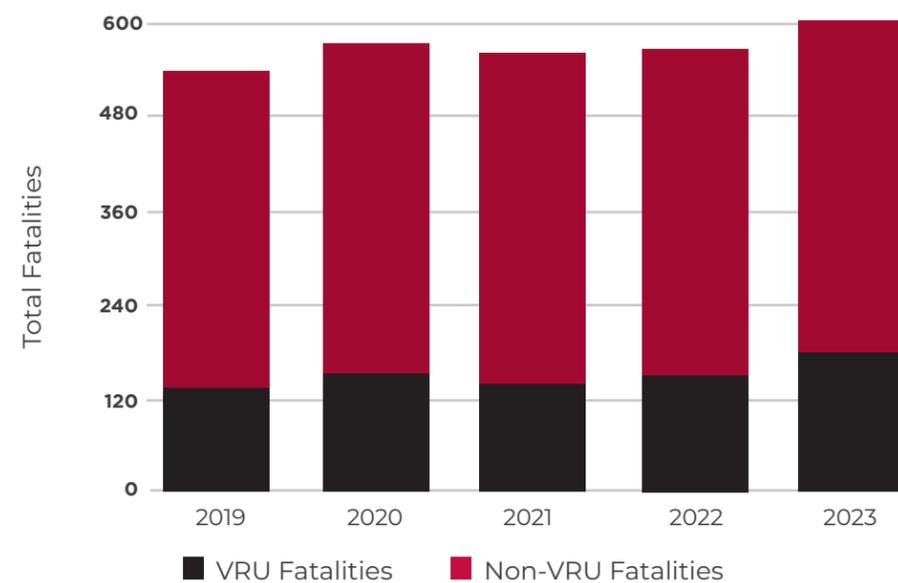
## Safety Performance

Over the 5-year period from 2019 to 2023, VRUs were involved in 3% of all crashes in Maryland as shown in Figure 3. In contrast, VRUs were significantly overrepresented in fatal crashes, accounting for 26% of all fatalities as shown in Figure 4. This comparison highlights a concerning disparity: while VRU crashes make up a relatively small percentage of crashes, they disproportionately contribute to a much larger percentage of fatal crashes. The disparity underscores the heightened vulnerability of pedestrians and cyclists on the road, indicating the need for targeted safety measures and interventions to reduce the risk and severity of crashes involving VRUs.

**Figure 3. Figure 3 Maryland Total Crashes**



**Figure 4. Maryland Total Fatalities**

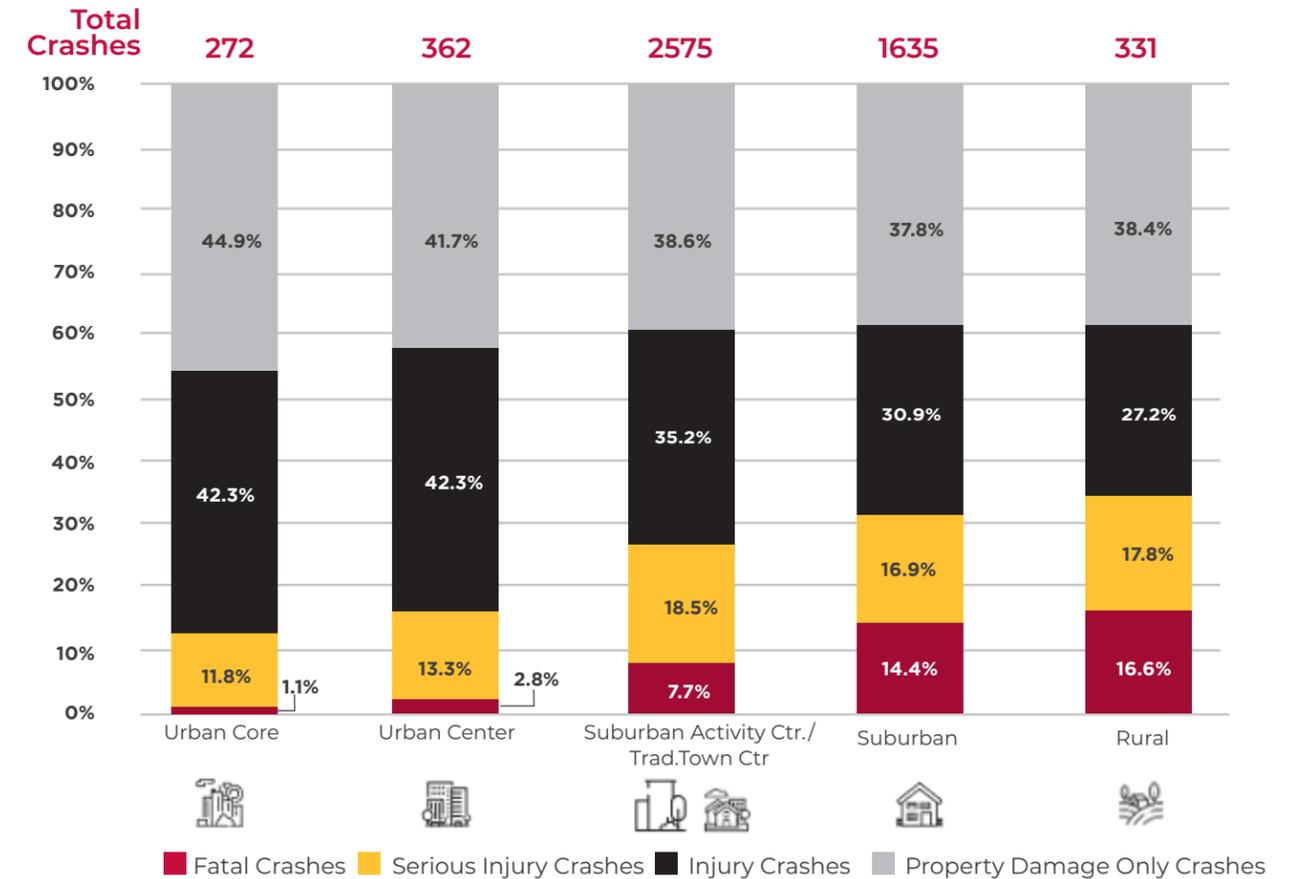


## Trends by User Type

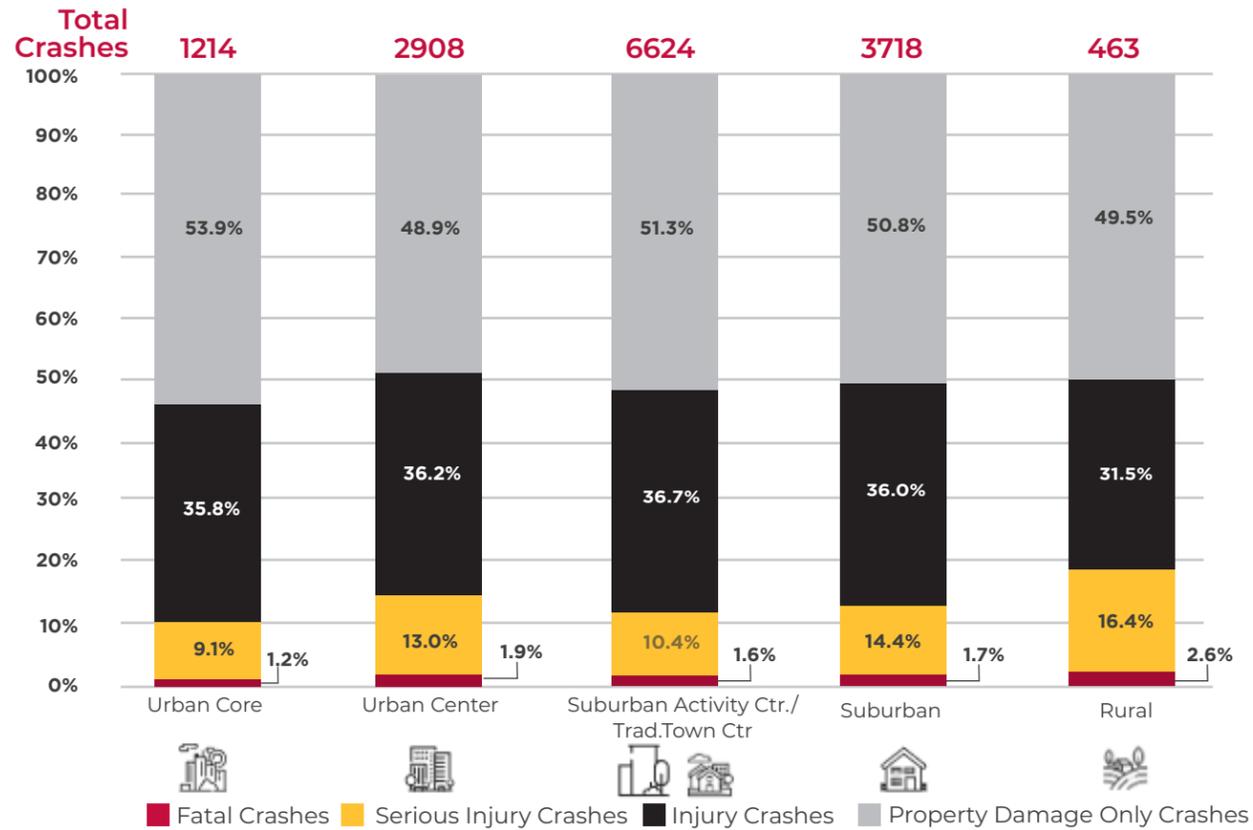
In recent years, VRU crashes have become a growing concern in Maryland. With a commitment to ensuring the safety and well-being of the state's residents, SHA has implemented various initiatives, including the Context Driven Guide, PSAP, the Model Complete Streets Initiative, and the Serious About Safety initiative to address this issue. In order to effectively mitigate these crashes and develop targeted interventions, it is crucial to disaggregate trends observed from recent years (2019-2023). By examining the specific factors contributing to VRU crashes and identifying any notable patterns or changes over time, SHA and local agencies can tailor their strategies to enhance VRU safety and reduce crashes on Maryland roads.

SHA is responsible for all numbered, non-tolled highways and Interstates that are owned and operated by the state of Maryland, outside Baltimore City. SHA must work closely with other jurisdictions to prioritize resources for engineer solutions to reduce VRU crashes statewide. Analyzing recent VRU crash data between 2019 and 2023 is crucial for identifying potential risk factors and developing VRU safety improvements. During that time, 5,175 crashes occurred on SHA-maintained roadways compared to 14,927 crashes on non-SHA-maintained roadways.

**Figure 5. VRU Crash Severity, SHA-Maintained Roadways**



**Figure 6. VRU Crash Severity, Non-SHA-Maintained Roadways**



Despite the fact that there are fewer overall VRU crashes on state vs local roadways, VRUs are at a higher risk of fatality and serious injury on SHA roadways across all contexts. This is not surprising, as SHA roadways tend to carry more traffic at higher speeds than most of their local counterparts. As shown in Figures 5 and 6, suburban and rural areas exhibit the most risk, with fatality rates of 14% and 17%, respectively. The chance of a crash resulting in a fatality or serious injury ranges from 13% to 34% on SHA-maintained roads and 10% to 19% on non-SHA-maintained roads. Overall, the data suggests that non-SHA-maintained roadways have lower rates of fatalities and serious injuries when compared to SHA-maintained roadways. However, crash severity varies across different contexts. Contributing factors may include speed limit, lane widths, traffic volumes, and driver and VRU actions.

Figure 7 shows the relationship between the number of fatal and severe crashes and the posted speed limit noted in the crash reports. As posted speeds increase, the proportion of fatal crashes also increases. Generally, raw numbers of VRU crashes decrease as posted speed increases, likely because more walking and biking takes places on lower-speed roads. Also of note, the posted speed limits are those included in the crash data, which in some cases may refer to a crossing driveway, alley, or adjacent commercial parking lot rather than the nearest or intersecting public roadway. VRU volume data is also not widely available to normalize this approach by calculating crash rate rather than total crashes, nor does the data available include the actual speed vehicles were traveling when a crash occurred, which limits the useful conclusions that can be drawn.

That said, previous research has identified that the chances of a fatality or serious injury increases substantially with the speed of the vehicle. Vulnerable road users experience a significant risk with vehicles traveling 25 mph or faster, which is supported by the increase in fatal crashes as posted speed limit increases as shown.

**Figure 7. Speed Limit at Location of VRU Crash 2019-2023**

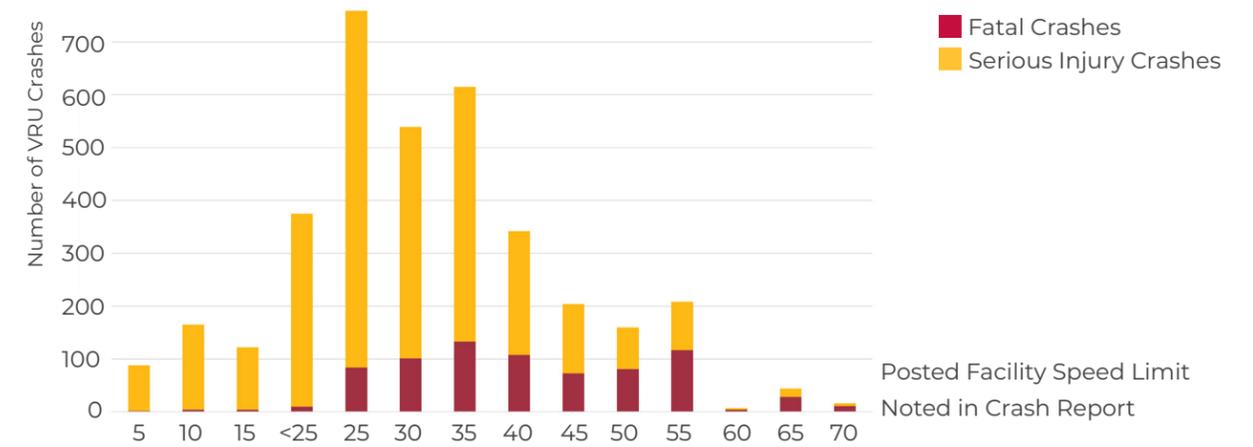
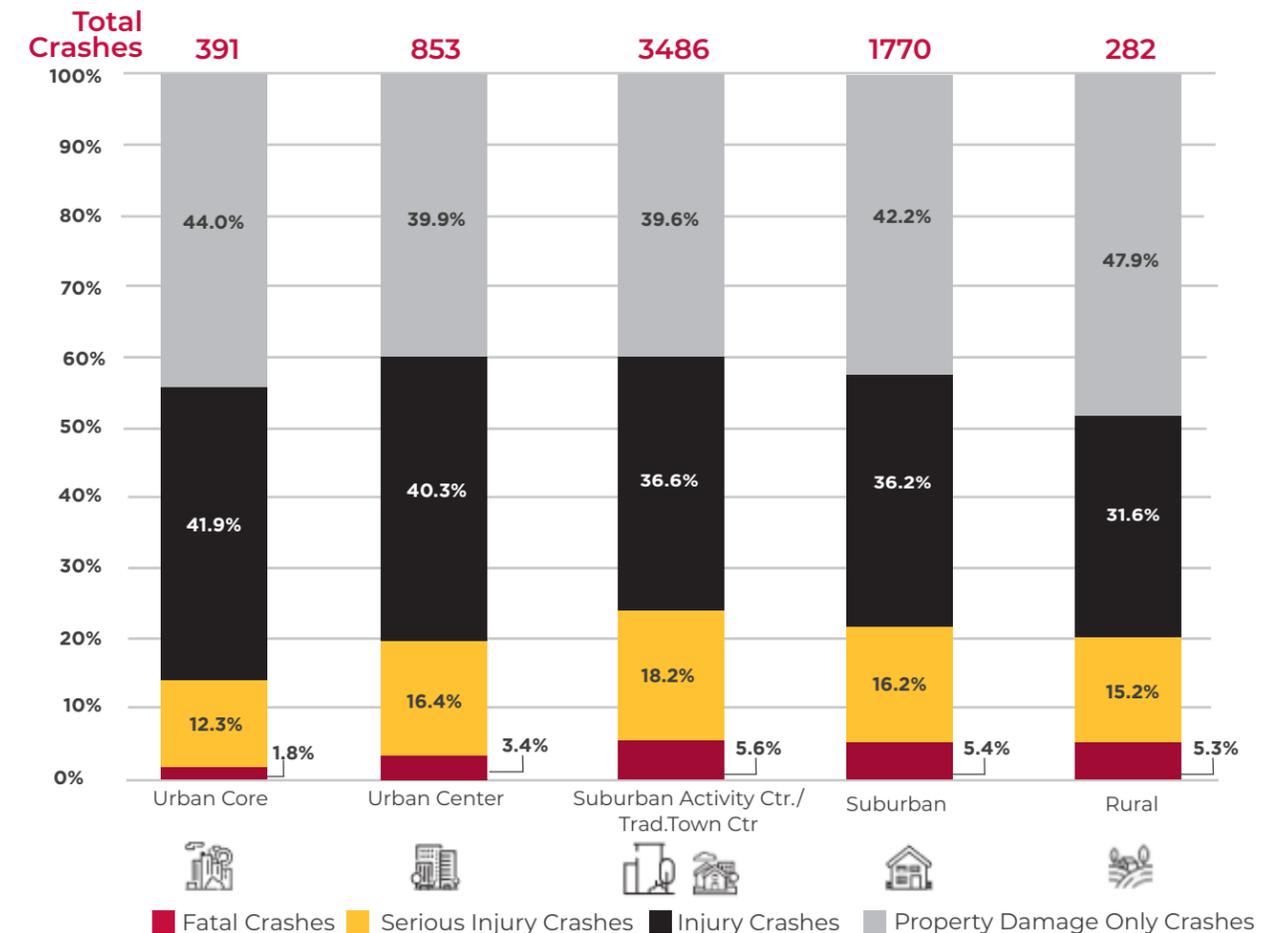
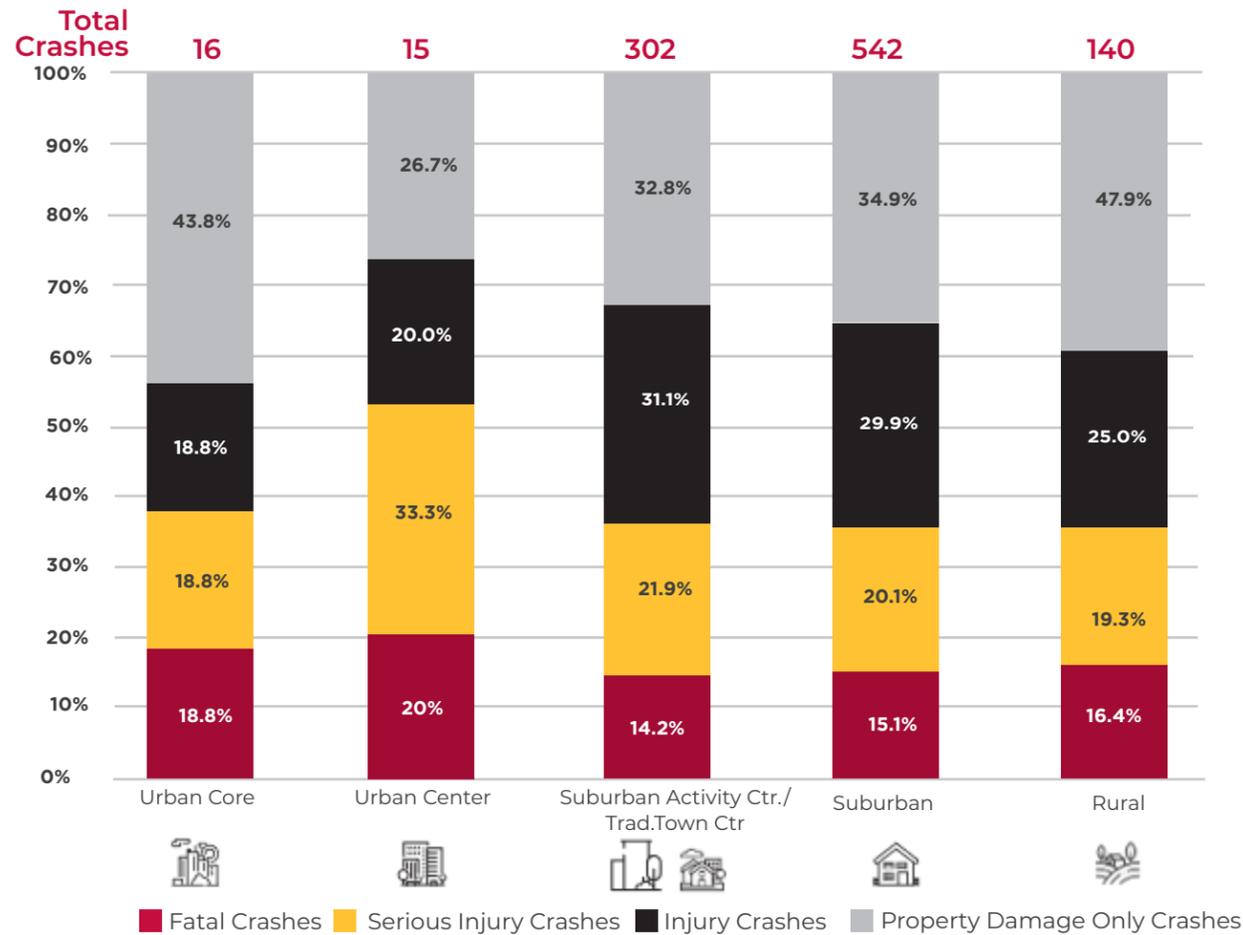


Figure 8 and Figure 9 illustrate the relationship between speed and VRU crash severity across all roadway contexts. Figure 8 illustrates the relative severity of crashes across all contexts on roads posted at 30-40 miles per hour. Comparing those relative values to Figure 9, which shows the severity of VRU crashes on roads posted at 45-50 mph, there is a marked increase in the proportion of both fatal and serious crashes at higher speeds. These findings underscore the importance of considering posted speed limits and actual operating speeds, as well as implementing appropriate safety measures in different context zones to reduce the risk of fatalities and serious injuries in VRU crashes.

**Figure 8. VRU Crash Severity, Posted Speed 30-40 mph 2019-2023**



**Figure 9. VRU Crash Severity, Posted Speed 45-50 mph**



Reviewing crash data between 2019 and 2023 also highlights trends at specific locations along the roadway. Identifying these locations can help prioritize and evaluate roadway improvements. The data in Table 1 shows that the highest number of crashes occurred on the roadway at crosswalks, with a total of 5,737 cases, which constitutes approximately 29% of the total crashes. This indicates that VRUs are particularly vulnerable when they are forced to interact with motor vehicles. Moreover, the second-highest number of crashes took place along roadway segments without crossings, with 4,317 cases, accounting for around 22% of the total crashes.

**Table 1. VRU Crash Location**

Non-Motorist Location	Crashes
On Roadway, at Crosswalk	5,737
On Roadway, not at Crosswalk	4,317
Sidewalk	1,080
Shoulder	985
Outside Right-Of-Way	362
Curb	322
Bikeway	253
School Bus Zone	16
N/A, Other, Unknown	7,030

This statistic further highlights the risks faced by VRUs when crossing roadways at uncontrolled locations. Overall, crashes in the roadway accounted for 50% of all VRU related crashes, reinforcing the importance of evaluating pedestrian infrastructure. Other notable locations where crashes occurred include the sidewalk, shoulder, and curbs, although the numbers are comparatively lower. Nonetheless, these figures warrant attention to ensure the safety of VRUs in these areas as well.

Crash junction analysis provides further context in evaluating crash location and roadway improvement priority. From Table 2, the highest concern for VRUs lies within intersection-related incidents, which accounted for 7,929 cases or 39% of the total. This trend, along with crosswalk crash rates, indicates that VRUs face significant risks when crossing roadways. By focusing efforts on reducing crashes and increasing awareness at these locations, the risk experienced by VRUs can be mitigated and a safer environment can be created.

**Table 2. VRU Crash Junction Type**

Junction Type	Crashes
Intersection	6,527
Non-Intersection	4,960
Intersection Related	1,402
Commercial Driveway	283
Residential Driveway	119
Interchange Related	73
Crossover Related	72
Alley	54
Other Driveway	51
Railway Grade Crossing	11
N/A, Other, Unknown	6,550

**Table 3. VRU Crash At-Fault Party**

At-Fault Party	Crashes
Driver	10,615
Non-motorist	6,510
Unknown	2,977

Table 3 shows the at-fault party indicated in the crash report, with the driver and VRU being noted as the faulty party in 10,615 and 6,510 crashes respectively. While at-fault data may point to a root cause of a crash, MDOT recognizes FHWA's Safe System Approach emphasizes redundancy to overcome inevitable human fallibility. Proactive safety measures can reduce the likelihood of serious injury or death mitigating the risks from human mistakes, often by reducing the impact forces from the crash. For example, reduced speeds give motorists more time to slow down when encountering a vulnerable road user who may have made a poor decision that contributed to a crash.

Ultimately, roadway improvements that balance safety, access, and mobility need to be made for all users. While it is essential to address the specific behaviors and actions of both VRUs and drivers, it is equally crucial to recognize that the overall infrastructure should be enhanced to create a safer environment for everyone.

## Pedestrian Safety Action Plan

The PSAP was published in May 2023 as a part of SHA’s Context Driven initiative. The plan applies the Zero Deaths Maryland approach to eliminate traffic-related fatalities and serious injuries, while the broader initiative considers how land use interacts with the state’s transportation systems. Ultimately, the PSAP’s purpose is to increase safety for VRUs through a data-driven process. It aims to improve safety by addressing SHA policies and strategies related to VRUs, and through physical improvements on SHA roadways. The PSAP provides context for crash data regarding pedestrians and cyclists, identifies contributing factors, prioritizes corridors, and determines actions and strategies for the future.

As noted earlier, when comparing 5-year averages (2012-2016 vs 2019-2023), both pedestrian and cyclist fatalities have increased. The PSAP provides insight regarding these VRU crashes by considering crash circumstances. Contributing factors identified include driver action, crash location, weather, lighting, non-motorist location, non-motorist action, and speed. Speed, in particular, has a significant impact. Crash data from 2019 to 2023 continues to show that Maryland VRU crashes are twice as likely to result in death or serious injury when the speed limit increases from 25 mph to 30-40 mph. SHA’s Context Driven Guide seeks to help match facility design and ultimately, vehicular operating speed, to the context of the roadway.

The Context Driven Guide also classifies Maryland’s landscape, defining areas based on land use and development. These areas, called “contexts,” ranging from urban to rural as follows:

-  Urban Core
-  Urban Center
-  Traditional Town Center
-  Suburban Activity Center
-  Suburban
-  Rural

From a transportation perspective, the contexts differ in types of trips, variety of destinations, and the presence of pedestrians, cyclists, and motorists. More crashes occur in denser areas, such as urban cores. However, average crash severity is higher in more suburban areas where motor vehicle travel speeds are higher. By contextualizing land use, MDOT can balance access and mobility across Maryland roadways when considering improvements geared toward VRU safety.

Defining the contributing factors and contexts creates the basis for the PSAP’s data-driven approach to determine improvements. The PSAP and this VRU Safety Assessment utilize five data inputs, described in more detail in Chapter 3:

- Non-fatal, non-serious injury crash density
- Fatal and serious injury crash density
- Public comment density
- Community factors
- Short trip opportunity areas

These inputs are mapped, with overlapping regions signifying areas of need for further analysis. The 2023 PSAP priority corridors are listed in Table 4, with information on projects already underway based on the PSAP list included in the right-most column. SHA-maintained roadways within the areas of need are further prioritized based on five categories (crash data, community factors, destinations and connections, Highway Safety Improvement Program data, and activity density) to determine which specific roadways would benefit most from countermeasures to improve safety.

**Table 4. PSAP Highest Priority Corridors (2023)**

Highest Priority Corridors						
District	County	Location	Roadway	From	To	Project Underway
3	Prince George’s	Hyattsville	MD 410 (East-West Highway)	MD 500 (Queens Chapel Rd)	MD 212 (Riggs Rd)	PSAP Round 1
4	Baltimore	Randallstown	MD 26 (Liberty Rd)	Washington Ave	Owings Mills Blvd	District Safety Project
4	Baltimore	Owings Mills	MD 140 (Reisterstown Rd)	Rosewood Ln	MD 140 (Westminster Pike)	District Safety Project
5	Anne Arundel	Glen Burnie	MD 2 (Governor Ritchie Highway)	MD 177 (Mountain Rd)	MD 648 (Baltimore Annapolis Blvd)	PSAP Round 1
3	Montgomery	Gaithersburg	MD 124 (Montgomery Village Ave)	MD 124 (Woodfield Rd)	MD 355 (North Frederick Ave)	District Safety Project
3	Prince George’s	Hyattsville	MD 193 (University Blvd)	Campus Dr	MD 212 (Riggs Rd)	Ongoing Purple Line construction
3	Montgomery	Silver Spring	MD 320 (Piney Branch Rd)	MD 193 (University Blvd East)	Flower Ave	Ongoing Purple Line construction
3	Prince George’s	Oxon Hill	MD 414 (St. Barnabas Rd)	Pohanka Place	Virginia Ln	District Safety Project
3	Montgomery / Prince George’s	Silver Spring	MD 650 (New Hampshire Ave)	I-495 (Capital Beltway)	MD 193 (University Blvd East)	PSAP Round 1
4	Baltimore	Middle River	MD 150 (Eastern Blvd)	MD 700 (Martin Blvd)	MD 702 (Southeast Blvd)	PSAP Round 1
4	Baltimore	Middle River	MD 700 (Martin Blvd)	MD 150 (Eastern Blvd)	US 40 (Pulaski Highway)	District Safety Project
3	Prince George’s	Bladensburg	MD 201 (Kenilworth Ave)	52nd Ave	MD 410 (East-West Highway)	PSAP Round 2
3	Prince George’s	Riverdale	MD 201 (Kenilworth Ave)	Goodluck Rd	MD 410 (East-West Highway)	PSAP Round 2
3	Montgomery	Gaithersburg	MD 355 (South Frederick Ave)	MD 124 (Montgomery Village Ave)	Central Ave	Planned MCDOT BRT Project
4	Baltimore	Catonsville	US 40 (Pulaski Highway)	I-695 (Baltimore Beltway)	Nuwood Dr	PSAP Round 3
4	Baltimore	Catonsville	US 40 (Pulaski Highway)	Charing Cross Rd	I-695 (Baltimore Beltway)	PSAP Round 3
3	Montgomery	Silver Spring	MD 193 (University Blvd)	US 29 (Colesville Rd)	MD 97 (Georgia Ave)	PSAP Round 2
3	Prince George’s	Hyattsville	MD 500 (Queens Chapel Rd)	MD 208 (Hamilton St)	Eastern Ave	Complete (PG3642116)
5	Anne Arundel	Brooklyn Park	MD 2 (Governor Ritchie Highway)	MD 170 (BelleGrove Rd)	MD 171 (Church St)	VRU Round 2
5	Anne Arundel	Glen Burnie	MD 3 (Crain Highway)	MD 100	I-97 (Glen Burnie Bypass)	PSAP Round 2
5	Anne Arundel	Linthicum Heights	MD 170 (Belle Grove Rd)	I-895	MD 648 (Baltimore Annapolis Blvd)	County completed safety improvements
5	St. Mary’s	California	MD 235 (Three Notch Rd)	MD 246 (Great Mills Rd)	MD 237 (Chancellors Run Rd)	PSAP Round 2
7	Howard	Laurel	US 1 (Washington Blvd)	MD 32 (Patuxent Freeway)	Patuxent River	PSAP Round 1

Over the past two years, SHA has used the PSAP's priority list to advance multiple projects to make infrastructure improvements to roadways and address policies and strategies that make travel safer for all users. The timing of continued enhancement implementation along the PSAP corridors will depend on many factors, such as funding, right of way, utilities, and other elements that typically affect project implementation.

### Actions Taken to Date

Since the publication of the 2023 VRU Safety Assessment and PSAP, significant progress has been made on VRU and PSAP projects to identify safety improvements to support all users, with a significant focus on VRUs. SHA has established a number of safety initiatives targeted at VRUs, ranging from safety spot improvements to comprehensive corridor-wide projects. While the priority, locations, and limits of VRU corridors may be reviewed as new studies are completed, SHA will maintain the original project scope and schedules for currently active and programmed projects to avoid frequent reprioritization. New VRU safety information will primarily be used to inform funding and scoping for future project rounds, including incorporation into system preservation projects that may already be underway.

These projects include PSAP corridor projects, VRU projects, District Safety projects, Complete Streets Quick Build projects and continued progress on other Context Driven treatments, which have been tracked since 2019. Multiple initiatives at different scales provide SHA flexibility to target needs across the network. Each of these initiatives is part of the Maryland Department of Transportation's Model Complete Streets Initiative, which is designed to ensure that safe transportation options for all roadway users are considered throughout the network.

### Context Driven Treatments

Figure 10 shows the extent of context driven improvements implemented throughout the state as of May 2025, which has included initiatives to systematically improve crosswalks, upgrade traffic signals, implement ADA improvements, provide new bicycle facilities, and reduce speeds. These improvements were all implemented to support context-driven engineering across the state. As evident in the map, these context driven improvements have been implemented widely across the state, touching every region. As of May 2025, this program has tracked 407 crosswalks and 29 sidewalks or shared use paths created or upgraded.

### PSAP Corridor Projects

Since 2023 the PSAP program has advanced two rounds of projects through the planning process and into the design stage as shown in Table 4.

The first round of PSAP corridors included the following key roadways:

- MD 650 (New Hampshire Avenue) from MD 193 (University Boulevard) to Powder Mill Road in Montgomery and Prince George's counties;
- MD 410 (East West Highway) from MD 212 (Riggs Road) to Adelphi Road/MD 500 (Queens Chapel Road) in Prince George's County;
- MD 150 (Eastern Avenue) from MD 702 (Southeast Boulevard) to MD 700 (Martin Boulevard) MD in Baltimore County;
- MD 2 (Ritchie Highway) from MD 177 (Mountain Road) to MD 648 (Baltimore Annapolis Boulevard) in Anne Arundel County; and
- US 1 (Washington Boulevard) from the Prince George's County line to Gorman Road in Howard County.

These projects are now in various stages of design, with the exception of MD 650 (New Hampshire Avenue), which recently moved into the construction phase, breaking ground in July 2025. A graphic display board summarizing just some of the context driven VRU improvements in the corridor is shown in Figure 12. The MD 650 project is an excellent example of the implementation of the data driven PSAP and VRU process, which identified this as a high priority corridor and recommended Context Driven countermeasures to improve VRU safety and comfort along the roadway.

Figure 10. Completed Context Driven Improvements (May 2025)

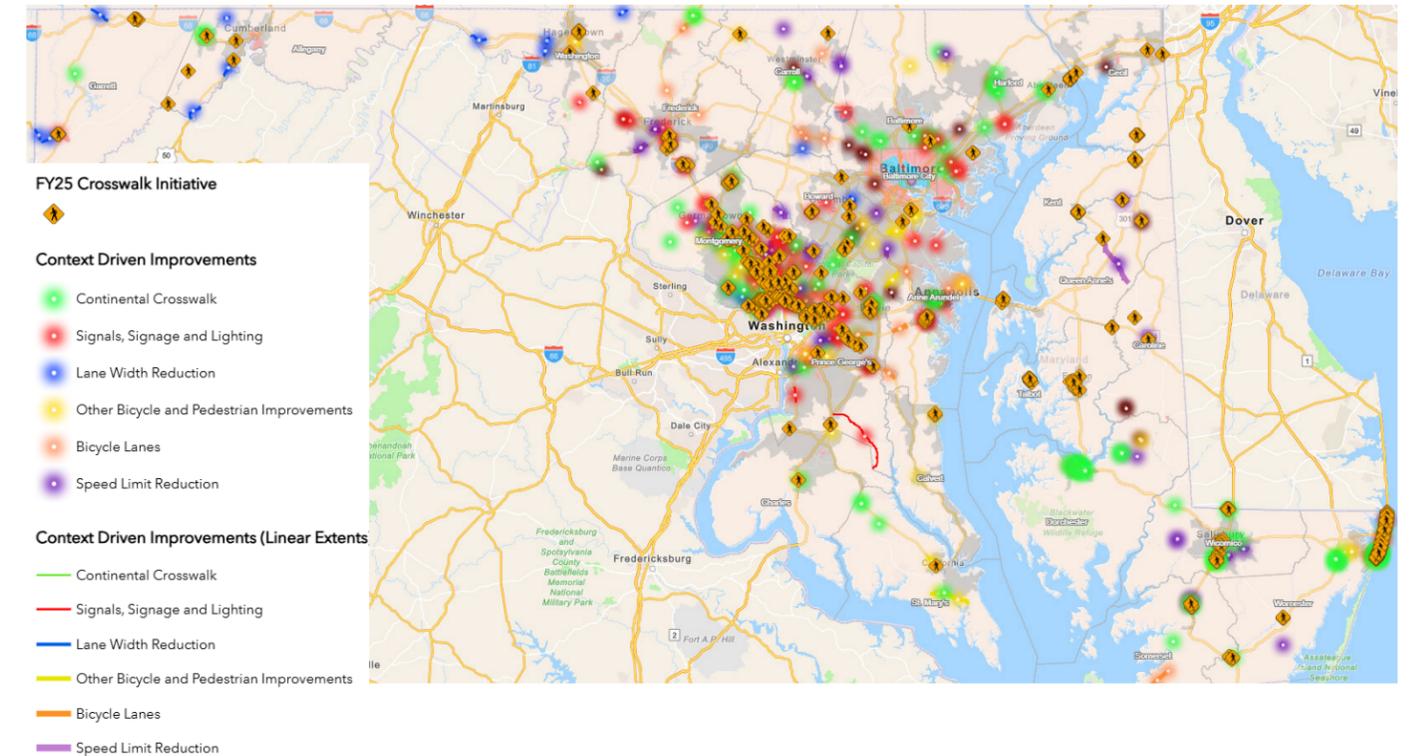


Figure 11. PSAP Round 1 Corridors



The MD 650 improvements include features such as:

- Constructing a new shared-use path near the I-495 interchange;
- Curb line changes at Northampton Drive and Adelphi Road;
- Sidewalk widening;
- Modifying the MD 320 (Piney Branch Road) intersection to remove slip lanes and add new sidewalk;
- Modifying four ramps at the I-495 interchange;
- Upgrading pedestrian ramps, median refuges, driveway entrances and bus stops to meet Americans with Disabilities Act requirements;
- Installing handrails behind sidewalks and bus stops where there is an existing drop off;
- Installing pedestrian median fencing in certain locations to discourage mid-block crossings;
- Upgrading existing traffic signals, including signal phasing;
- Installing corridor-wide lighting where necessary; and
- Installing new signage and pavement markings, resurfacing, and upgrading and repairing storm water facilities.

Figure 12. MD 650 PSAP Display Board

**MARYLAND 650 MD 650 PSAP IMPROVEMENTS PRINCE GEORGE'S COUNTY, MARYLAND**

**MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION**

**MD 650 IMPROVEMENTS INCLUDE THESE FEATURES AT THE PINEY BRANCH ROAD INTERSECTION:**

- ✓ Realign the MD 320 (Piney Branch Road) intersection
- ✓ Construct ADA-compliant pedestrian ramps and sidewalks
- ✓ Install lighting
- ✓ Update crosswalks

**FUNDING**

- ✓ \$5 million FULLY funded through construction for improvements along MD 650 in Prince George's County

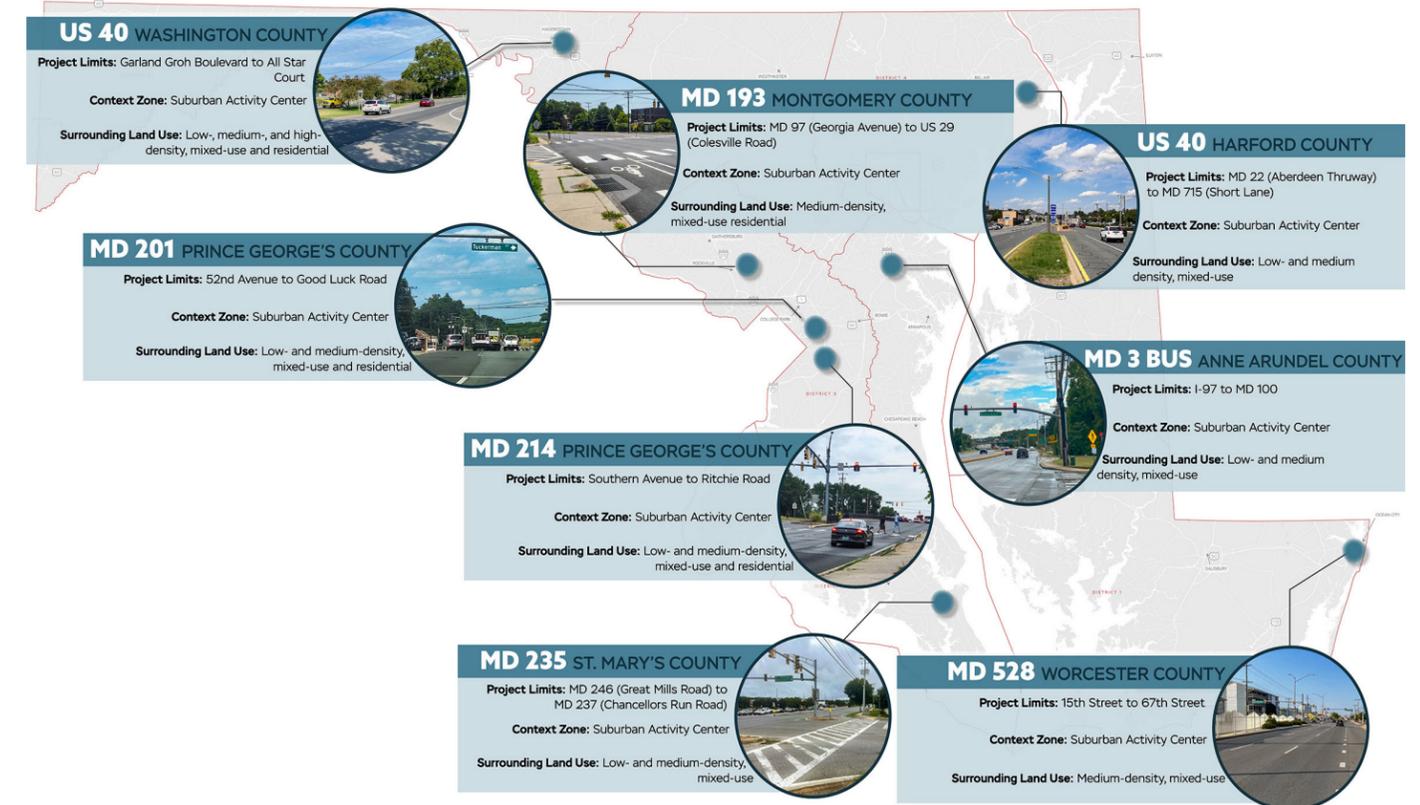
**Additional improvements at locations along MD 650 in Prince George's County**

- Continental Crosswalks
- Median Barrier
- ADA Ramp and Sidewalk Upgrades
- Continuous Lighting
- Relocate Bus Stops

PSAP Round 2 was initiated in 2024, and projects are nearing the end of the planning and conceptual design phase, with a thorough understanding of the VRU safety challenges along each corridor and potential countermeasures identified. The next stage of these projects is the design process. The following corridors were included in the PSAP Round 2 projects:

- US 40 (Dual Highway) from Garland Groh Boulevard to All Star Court in Washington County;
- MD 201 (Kenilworth Avenue) from 52nd Avenue to Good Luck Road in Prince George's County;
- MD 193 (University Boulevard) from MD 97 (Georgia Avenue) to Colesville Road (US 29) in Montgomery County;
- US 40 (Philadelphia Boulevard) from MD 22 (Aberdeen Thruway) to MD 715 (Short Lane) in Harford County;
- MD 3 Business (Crain Highway) from I-97 to MD 100 in Anne Arundel County;
- MD 214 (Central Avenue) from Southern Avenue to Ritchie Road in Prince George's County;
- MD 235 (Three Notch Road) from MD 246 (Great Mills Road) to MD 237 (Chancellors Run Road) in St. Mary's County; and
- MD 528 (Coastal Highway) from 15th Street to 67th Street in Worcester County.

Figure 13. PSAP Round 2 Projects



The third round of PSAP projects is currently being identified to enter planning.

### District Safety Projects

Projects identified in the PSAP prioritization process have also moved forward at the SHA District level, moving through the planning and countermeasure identification phase to create detailed plans of countermeasures necessary to improve VRU safety on these corridors.

Typically these projects had elements that were underway prior to the PSAP program which were expanded in scope to address the identified VRU safety needs. They include:

- MD 124 (Montgomery Village Avenue) from MD 355 (North Frederick Avenue) to MD 124 (Woodfield Road)
- MD 414 (St. Barnabas Road) from Pohanka Place to Virginia Lane
- MD 26 (Liberty Road) from Washington Avenue to Owings Mills Boulevard
- MD 140 (Reisterstown Road) from Rosewood Lane to MD 140 (Westminster Pike)
- MD 700 (Martin Boulevard) from MD 150 (Eastern Boulevard) to US 40 (Pulaski Highway)

MD 124 (Montgomery Village Avenue) is currently in design, with multiple improvements such as signage and pavement marking upgrades, elimination of channelized right turn lanes at the majority of intersections in the corridor, ADA-compliant sidewalk ramps, a new shared use path adjacent to the eastbound lanes, new concrete bus pads, traffic signal modifications, and stormwater and drainage upgrades and repair.

### Complete Streets Quick Builds

The process of advancing a formal construction process can take a significant amount of time. Complete Streets Quick Builds are short term, easily implementable temporary projects that allow SHA to pilot innovative improvements and address existing VRU safety needs at a faster pace than the traditional project design process necessary for more extensive construction projects. The projects identified under this program are focused on countermeasures that are easily implemented in an accelerated timeline, address existing local needs, and allow SHA to evaluate innovative solutions. SHA has identified six quick build project locations for 2025:

- MD 273, Cecil County, Fair Hill
- MD 261, Anne Arundel County, Rose Haven
- MD 34/65, Washington County, Sharpsburg
- MD 195, Montgomery County, Takoma Park
- MD 198, Montgomery County, Burtonsville
- MD 14, Dorchester County, Secretary

These projects are focused primarily on speeding, and will implement speed cushions, lane narrowing, and other traffic calming countermeasures to lower vehicular speeds to improve safety for all roadway users. Example information on the problems to address and potential countermeasures for MD 273 is shown below in Figure 14.

Figure 14. MD 273 Quick Build Project Information



#### LOCATION

MD 273 at the Fair Hill Natural Resources Management Area, Cecil County

#### PROBLEM TO ADDRESS

Speeding; Events, including the Cecil County Fair (70,000 attendees) and the Maryland Five Star (35,000 attendees), are predominantly on the south side of the road, while parking is on the north. Additionally, the NRMA has trails on both sides of MD 273, leading to frequent crossings.

#### POTENTIAL COUNTERMEASURES

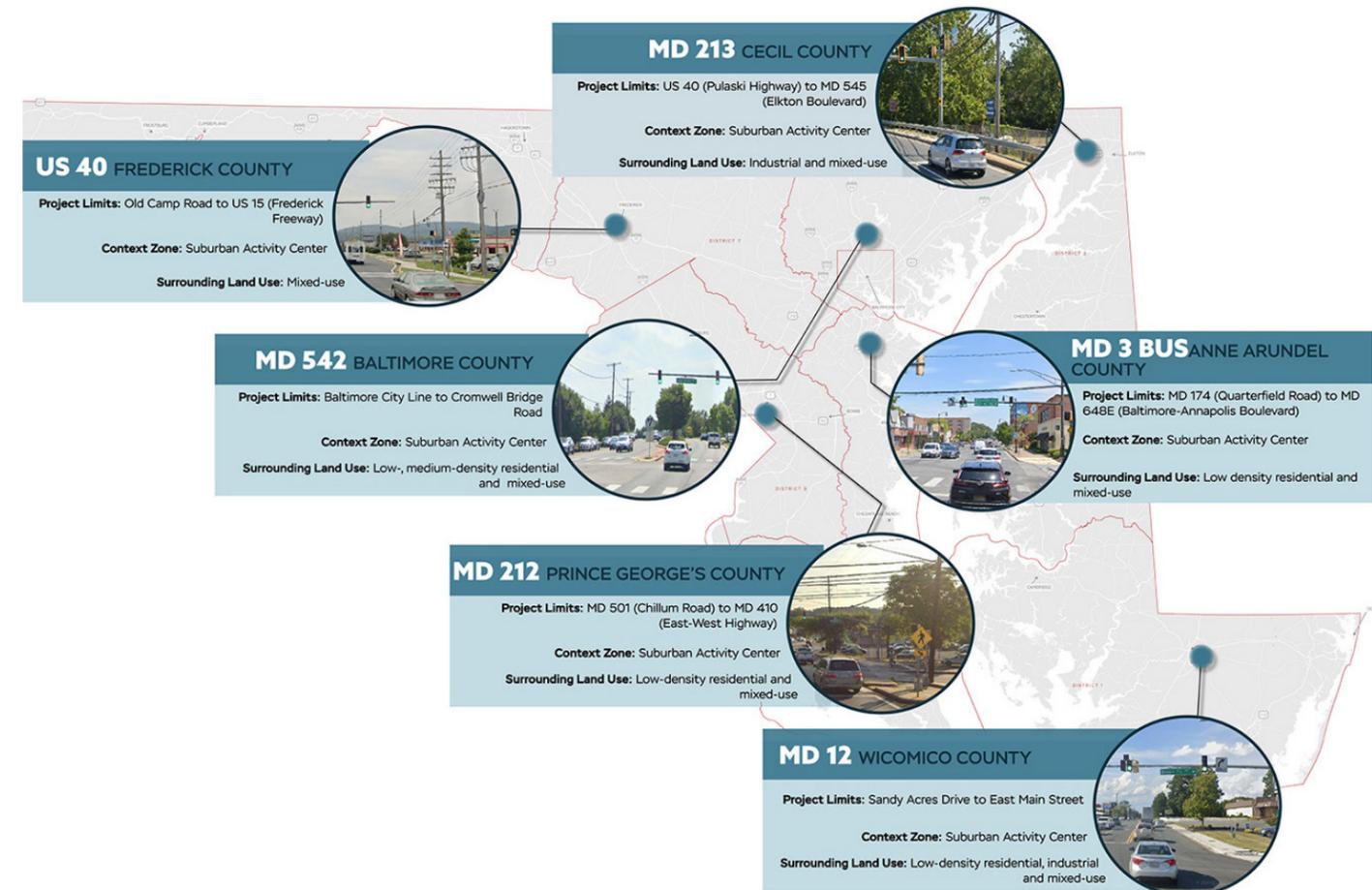
Lane narrowing

### VRU Safety Assessment Projects

Six projects from the 2023 VRU list were selected for the first round of project initiation. These projects have completed the planning phase and will advance into design soon. They are:

- District 1: MD 12 (Snow Hill Road) from Sandy Acres Drive to E. Main Street (MP 4.98 to 7.20) – Wicomico County
- District 2: MD 213 (North Bridge Street) from US 40 to MD 545 (Elkton Boulevard) (MP 18.31 to 19.32) – Cecil County
- District 3: MD 212 (Riggs Road) from MD 501 (Chillum Rd) to MD 410 (East West Highway) (MP 0.17 to 1.26) – Prince George’s County
- District 4: MD 542 (Loch Raven Boulevard) from Baltimore City Line to Cromwell Bridge Road (MP 0.00 to 2.62) – Baltimore County
- District 5: MD 3 BUS (Crain Highway) from MD 174 (Quarterfield) Road to MD 648E (Baltimore Annapolis Boulevard) (MP 2.53 to 3.34) – Anne Arundel County
- District 7: US 40 (Frederick Freeway) from Old Camp Road to US 15 (Frederick Freeway) (MP 11.40 to 13.17) – Frederick County

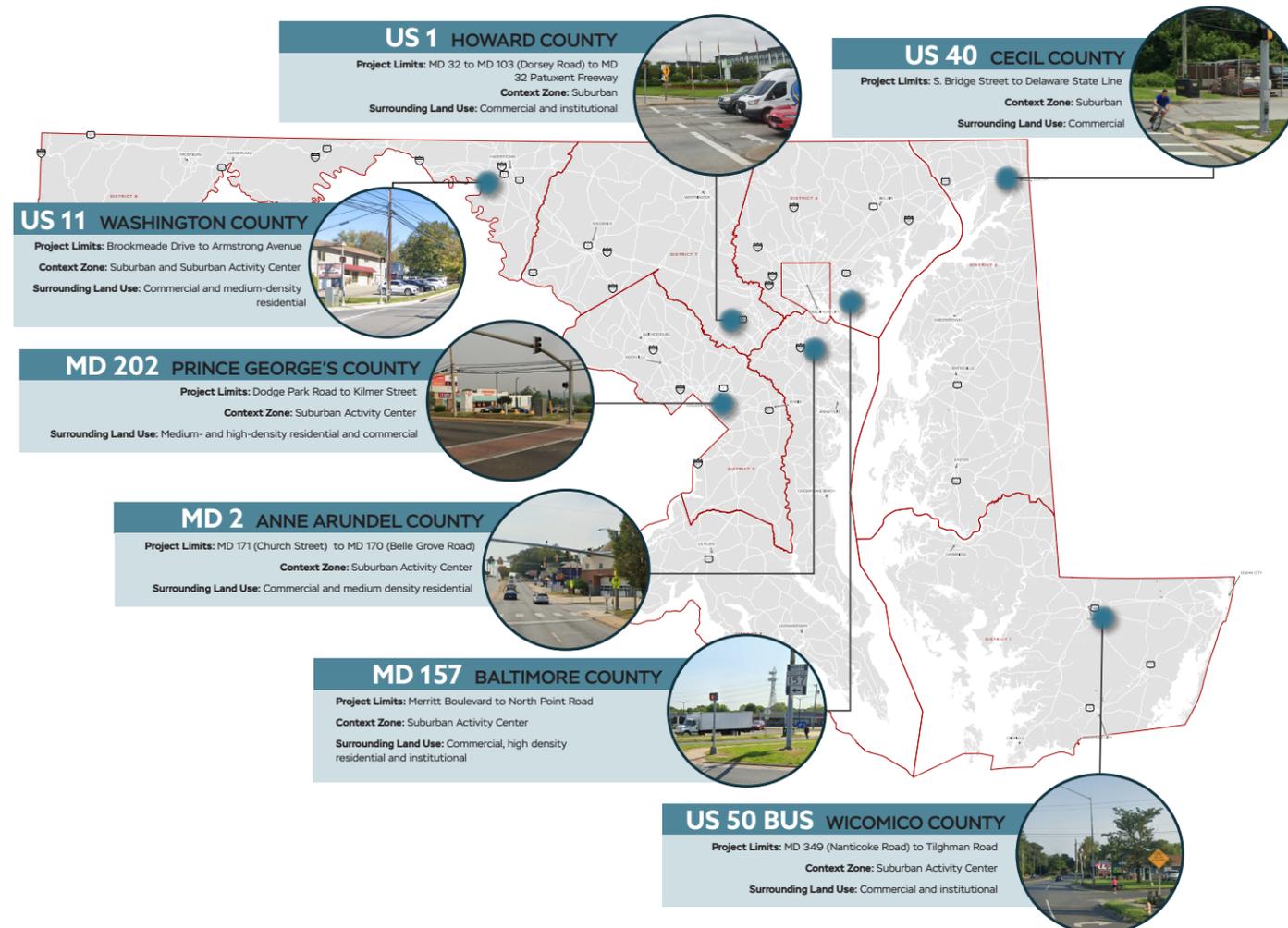
Figure 15. VRU Round 1 Corridors



A second round of VRU projects was recently chosen and have entered the planning process with anticipated completion of this phase in summer 2026.

- District 1: US 50 Business (West Salisbury Pkwy/E. Salisbury Pkwy) from MD 349 (Nanticoke Road) to Tilghman Road (MP 2.518 to 6.259) – Wicomico County
- District 2: US 40 (Pulaski Hwy) from S. Bridge St. to Delaware state line (MP 14.88 to 17.28) – Cecil County
- District 3: MD 202 (Landover Road) from Dodge Park Road to Kilmer Street (MP 11.456 to 12.59) – Prince George’s County
- District 4: MD 157 (Merritt Blvd) from Merritt Blvd to North Point Rd (MP 2.73 to 4.79) – Baltimore County
- District 5: MD 2 (Gov. Ritchie Hwy) from MD 171 (Church St) to MD 170 (Belle Grove Rd) (MP 40.28 to 41.4) – Anne Arundel County
- District 6: US 11 (Virginia Ave) from Brookmeade Dr to Armstrong Ave (MP 2 to 5.09) – Washington County
- District 7: US 1 (Washington Blvd) from MD 32 to MD 103 (Dorsey Rd) (MP 2.82 to 7.05) – Howard County

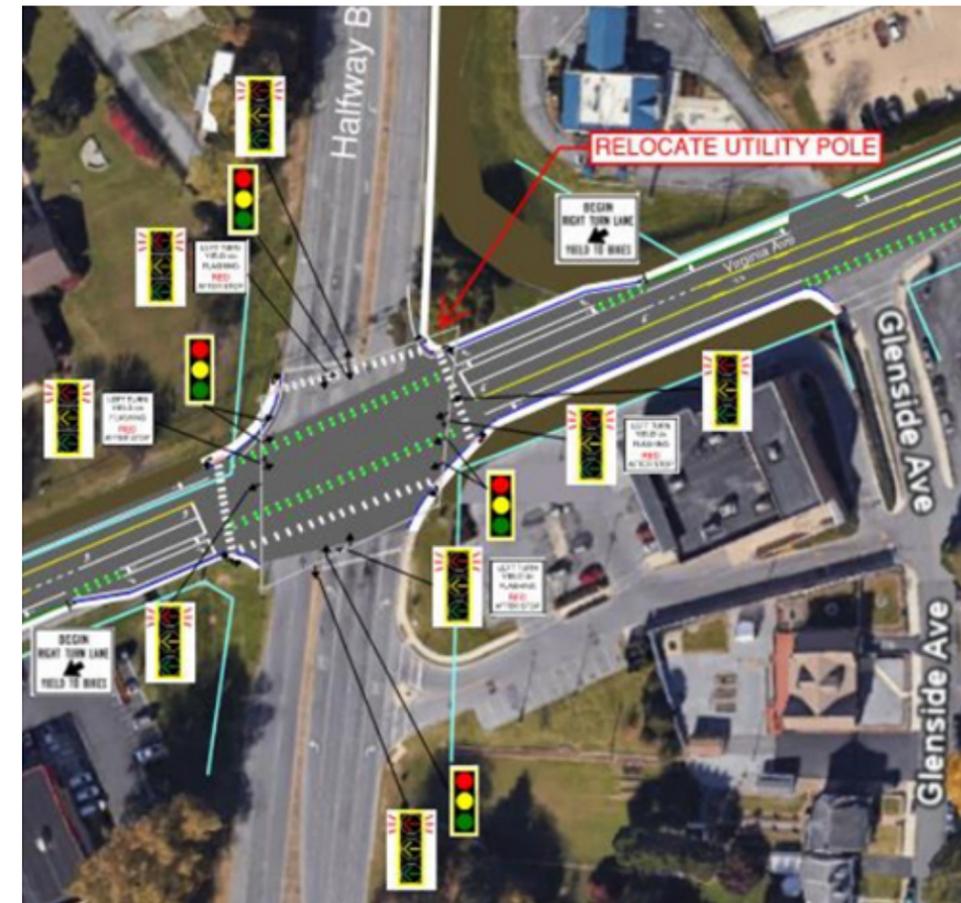
**Figure 16. VRU Round 2 Corridors**



Additional future rounds of VRU projects will be identified based on the updated analysis in this assessment.

Progress on these high priority VRU corridors is also being made at the local level, with the work completed by the Hagerstown Eastern Panhandle MPO (HEPMPO) on US 11 as an example. In June 2025, HEPMPPO released a completed corridor assessment of US 11, as shown in Figure 17. The study was the next step taken after the corridor was included in their Safety Action Plan high-injury network. Their report summarizes the corridor’s existing conditions and developed concepts for safety countermeasures, which SHA can now build on to further advance improvements on this vital corridor.

**Figure 17. Example concept from the HEMPO US 11 Corridor Assessment, June 2025**



The projects discussed above represent only MDOT (or SHA) led projects that are specifically tied to these safety driven programs, which were selected by the data driven safety focused prioritization process used in the VRU Assessment and PSAP. Numerous pedestrian and bicycle safety improvement projects are also advancing at the local level through county, city, town, and MPO projects, many of which were shared in the information provided during the consultation process in the attached consultation appendix. Some of these locally-led projects were selected based on the previous VRU assessment and SHA encourages the use of this data analysis to inform safety project. In all, Maryland is making significant progress in identifying, designing and beginning to construct the necessary infrastructure to improve VRU safety and comfort on our roadway network.

# 3 Analysis & Identification of High-Risk Areas

## Areas of Need

This VRU Safety Assessment update reviewed crash data from 2019-2023 to identify areas of need for further analysis, maintaining the same analytical approach as the 2023 VRU Safety Assessment.

areas of need are defined as broad geographical areas that have the highest need for VRU safety improvements. The following data inputs were used to determine areas of need:

- **Non-fatal, non-serious injury crash density** (Figure 18) illustrates areas that experience high VRU crash rates.
- **Serious injury and fatal crash density** (Figure 19) illustrates areas that experience high severity VRU crash rates.
- **Public comment density** (Figure 20) provides a different perspective on experiences with VRU crashes and/or safety that is not captured in quantitative data sources.
- **Community factors** (Figure 21) highlights areas with a higher scored index of various demographic factors which represents communities that would benefit most from safety improvements.
- **Short trip opportunity areas** (Figure 22) consider land use, population demographics and highlight areas that have a higher potential for pedestrian and cycling activity.

These factors relate to VRU safety and support the identification and prioritization of areas that would benefit from safety improvements. Each of these inputs was mapped to visualize statewide trends and overlaid to determine the areas with the highest overlap. Below are the maps illustrating each data input previously described and the resulting determination of areas of need (Figure 18-22).

Figure 18. Non-Fatal, Non-Serious Injury Crash Density

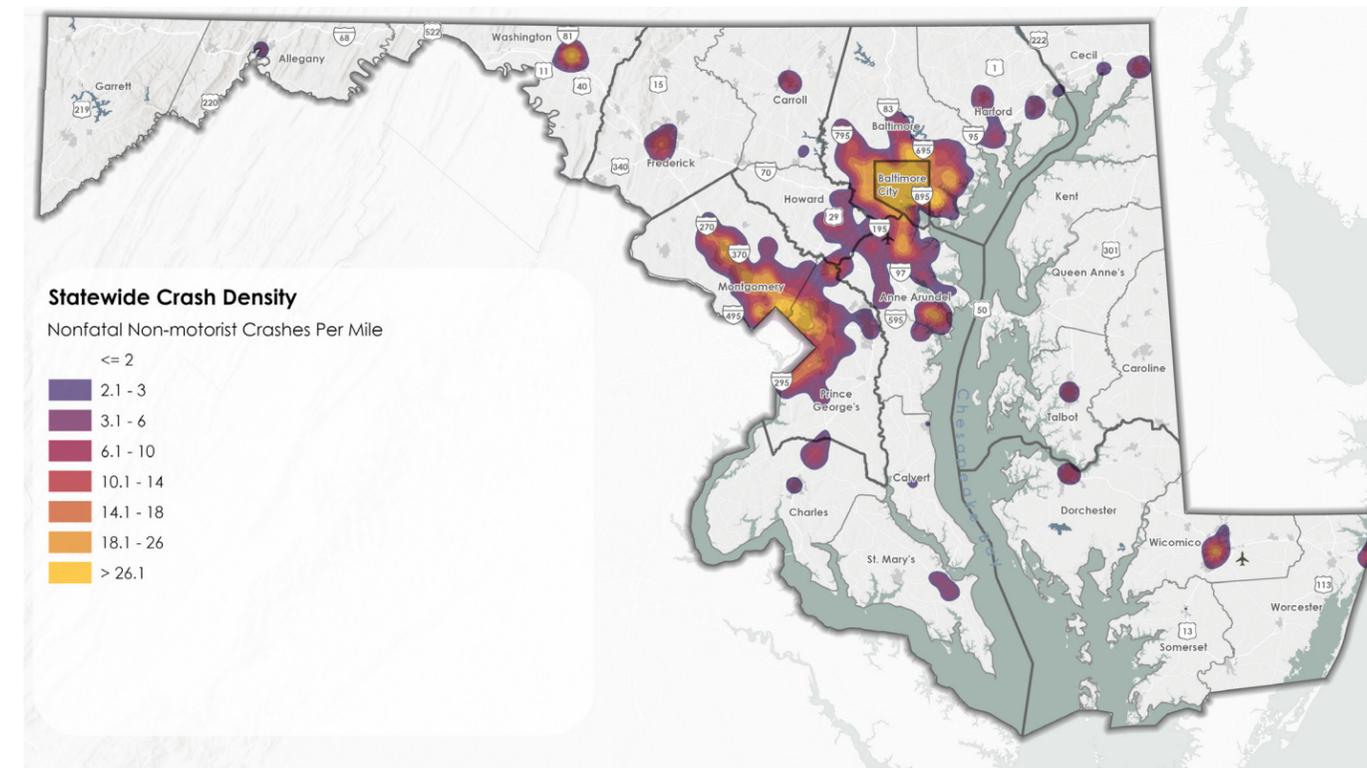
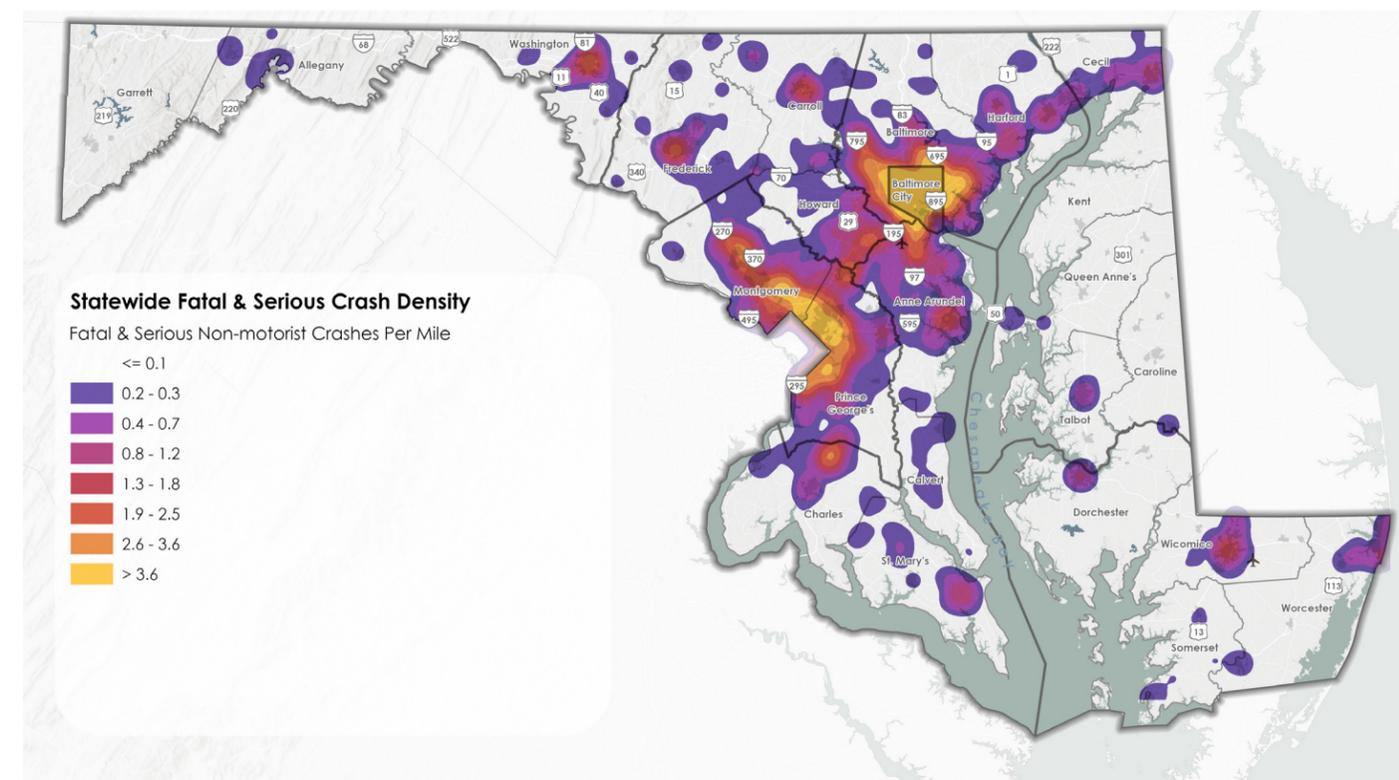
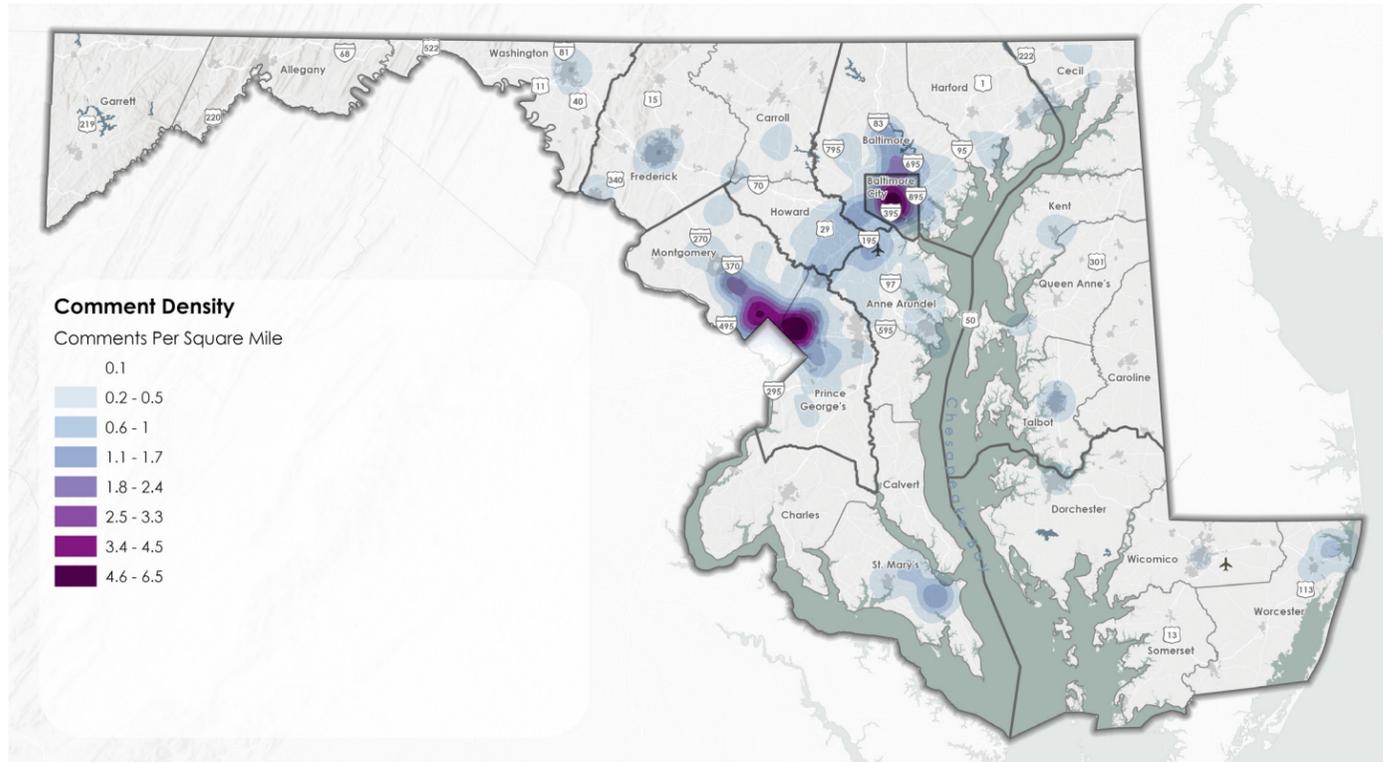


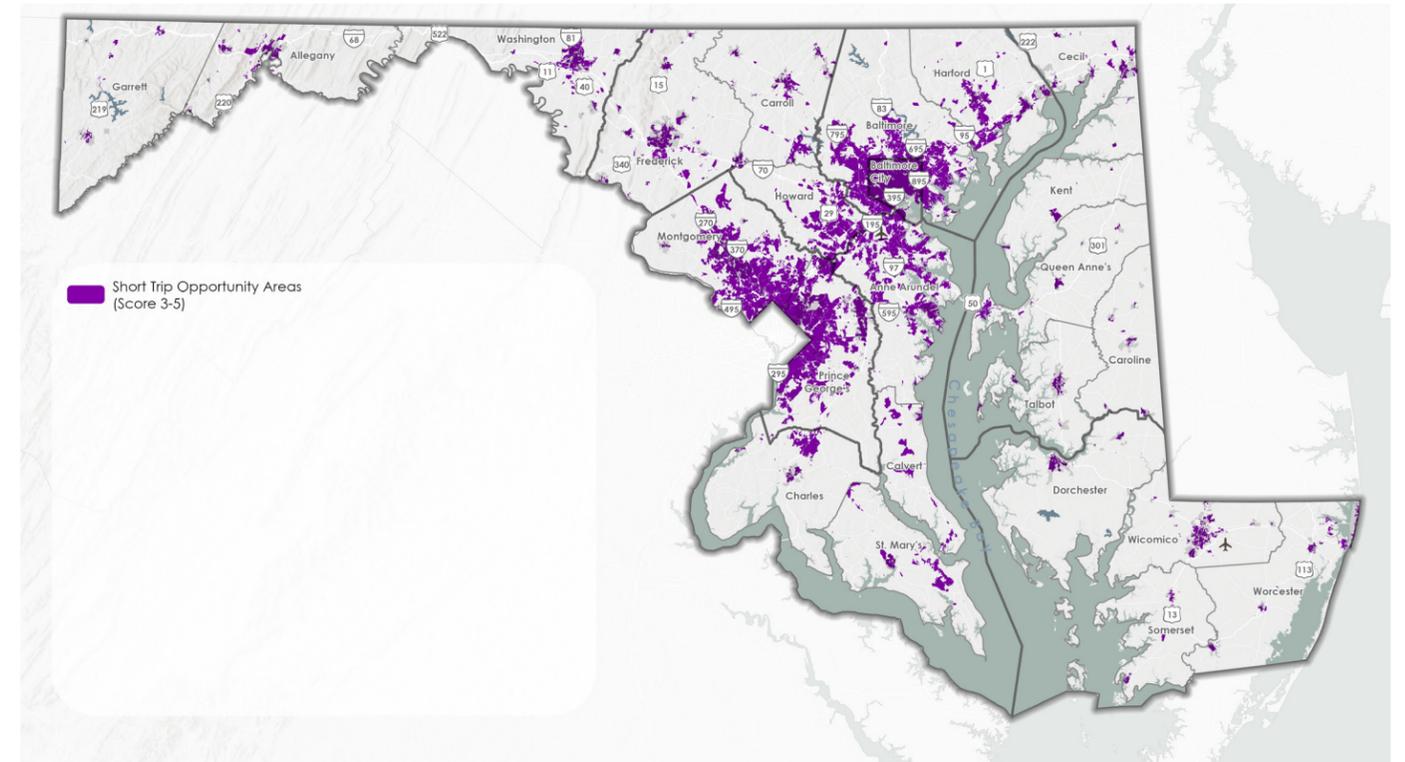
Figure 19. Fatal and Serious Injury Crash Density



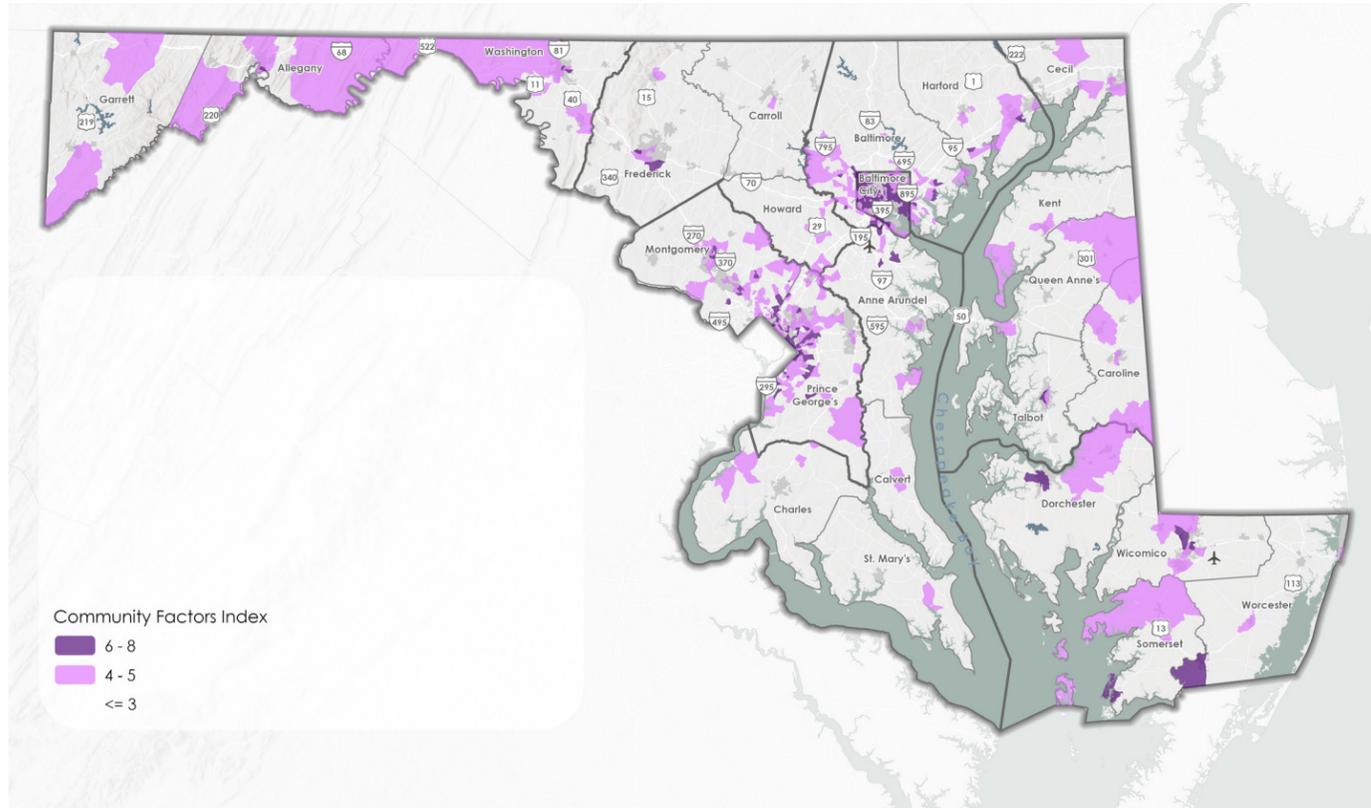
**Figure 20. Public Comment Density**



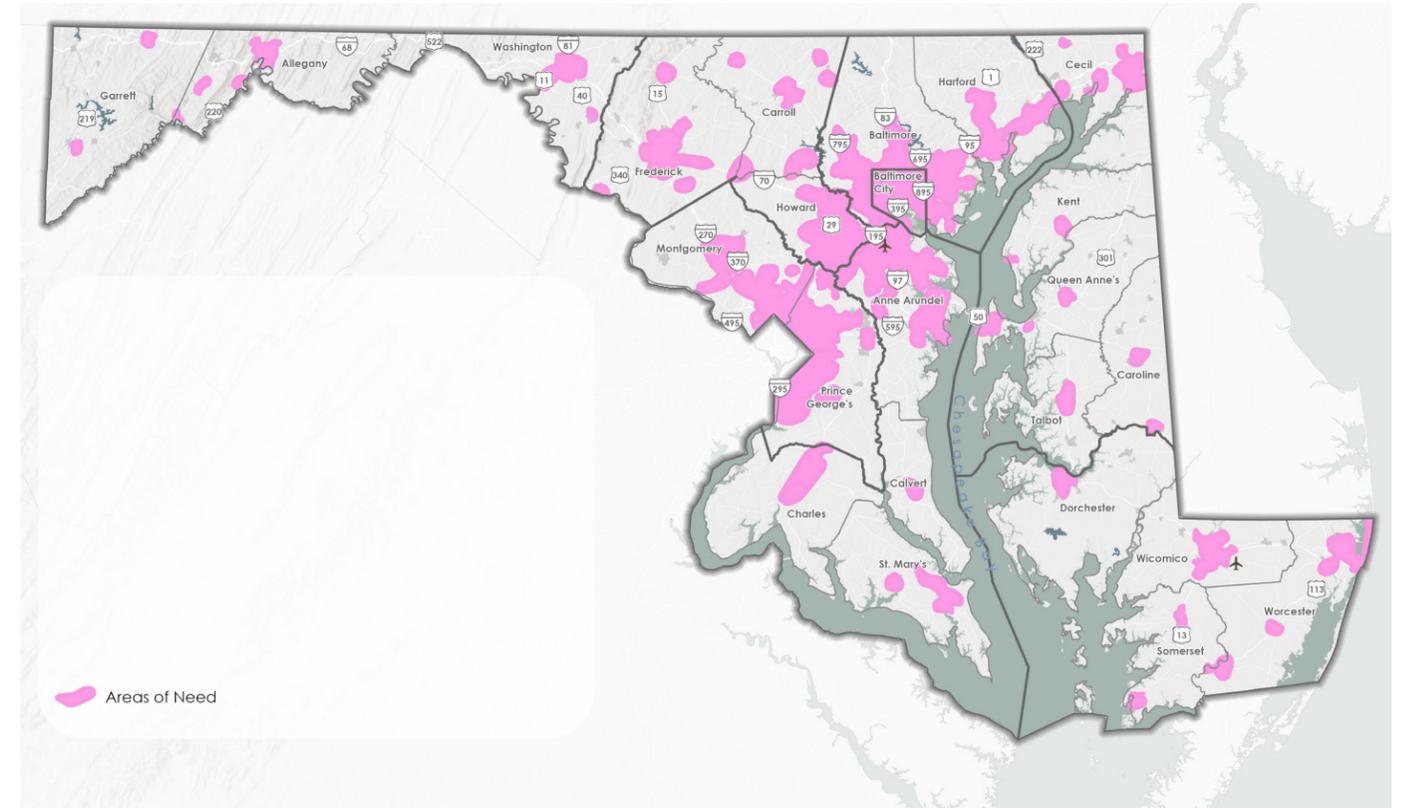
**Figure 22. Short Trip Opportunity Areas**



**Figure 21. Community Factors**



**Figure 23. Areas of Need**



## How Community Factors are Addressed in the VRU Safety Assessment

Although everyone is a pedestrian at some point during a trip, the land use in some locations is more conducive to non-motorized travel, such as walking, biking or public transportation. This is often influenced by factors like population density and availability of pedestrian, bicycle, and public transportation infrastructure. However, reliance on non-motorized modes of transportation can also be a result of economics and demographics conditions. For example, groups under the age of 18 and over the age of 65 are less likely to drive, and lower-income households are less likely to have access to a vehicle. Those that do own a vehicle may spend a higher proportion of their income owning and operating a vehicle.

These community factors considerations have a direct impact on pedestrian and bicycle safety. While safety is a priority throughout the state of Maryland, SHA also focuses on locations like those shown in Figure 21 where high pedestrian and bicycle crash rates coincide with areas that are economically or socially disadvantaged, and/or in areas where a high proportion of the population is less likely to drive or have access to a vehicle.

The community factors analysis shown in Figure 21 highlights the areas of Maryland with above average rates of factors such as zero-car households, unemployment, and population groups under the age of 18 or over the age of 65, among others.

Data for each factor was determined at the Census tract level through the Census Bureau's American Community Survey (ACS) 5-year estimates for 2019. Census tracts received a score of "1" for each factor that was above average, and those scores were added together for each tract to arrive at Community Factors scores. Tracts that were above average in 4 or more of these community factors are shown in Figure 21 as they are home to residents that are more likely to either not have access to a vehicle or be more burdened by the cost of owning and maintaining a vehicle.

### Prioritization

The evaluation of areas of need determined broad locations that would benefit most from VRU safety improvements. The next step in the analysis was to identify specific roadways within these areas to prioritize and allocate resources. These priority corridors are referred to as "high-risk areas" to align with Federal VRU Safety Assessment requirements from 23 U.S.C. 148(l)(2) (B). High-risk areas include both SHA-maintained and non-SHA-maintained roadways, whereas PSAP priority corridors only consist of SHA-maintained roadways.

The updated assessment of high-risk areas differs from the 2023 VRU Safety Assessment corridors primarily due to changes in crash data from the 2019-2023 data period and public input for this update.

Numerous factors were used to determine high-risk areas. Each SHA District and Baltimore City were evaluated individually to identify high-risk areas specific to their geography. Local and state-maintained roadways were both evaluated in the prioritization analysis.

The following factors (see Table 5) were used to determine whether roadway segments were considered high-risk areas:



#### Crash Data

- Crash data highlights areas with high pedestrian and cycling crash rates. Crash density (crashes per mile) above the District average determined the crash score. A buffer of 200 feet was used to determine the number of crashes associated with a roadway segment.



#### Community Factors

- Demographic and economic factors (e.g., income, zero car households) were used to indicate areas that may result in more pedestrian and cycling activity, with points assigned based on various factors such as income and vehicle ownership. Communities in areas with a higher score tend to rely on non-motorized modes of transportation.



#### Destinations & Connections

- These factors included rail station walksheds, presence along the MDOT "Bike Spine," bus stops per mile (above the District average), and schools. Corridors that intersect with rail station walksheds were considered.
- Bus stops per mile were calculated by pulling bus stop points within a 100 feet buffer and dividing by the segment length. Bus stop density greater than the District average was used.
- Schools within ¼ mile of a corridor were considered.



#### Highway Safety Improvement Program (HSIP)

- As defined by FHWA, HSIP is a "core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads." HSIP candidate safety improvement intersections (CSII) and candidate safety improvement segments (CSIS) were previously identified based on safety challenges and were considered as a factor in the prioritization process.



#### Activity Density

- Short Trip Opportunity Areas (STOAs) are areas in Maryland that are selected based on proximity and density of land use. These areas may experience higher non-motorized trips-such as walking and cycling.

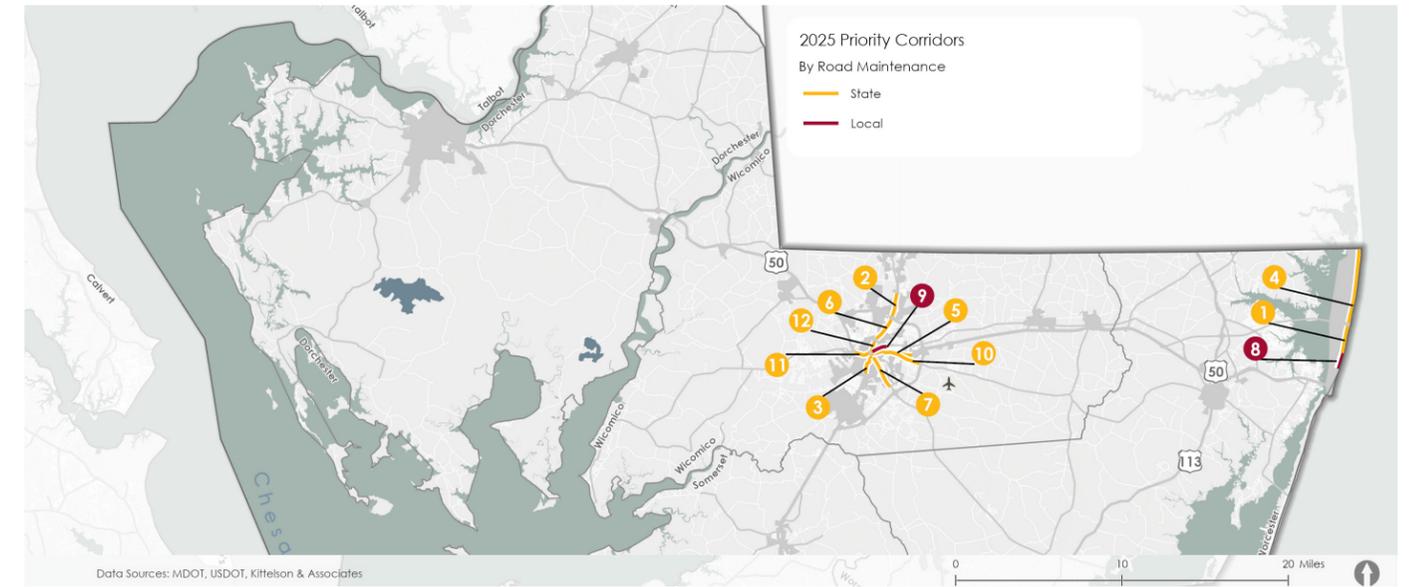
**Table 5. Prioritization Methodology**

Category	Factor
<b>Crash Data</b>	Fatal non-motorized crashes per mile (above District average)
	Serious injury non-motorized crashes per mile (above District average)
	Other non-motorized crashes per mile (above District average)
<b>Community Factors</b>	Scores 6 through 8 (see methodology described on page 34)
	Scores 4 and 5
<b>Destinations &amp; Connections</b>	Rail station ½ mile walkshed
	MDOT SHA Bike Spine
	Bus stops per mile (above District average)
	Schools
<b>Highway Safety Improvement Program (HSIP)</b>	Candidate Safety Improvement Intersections (CSII)
	Candidate Safety improvement Sections (CSIS)
<b>Activity Density</b>	Short Trip Opportunity Areas (STOAs)

Each roadway segment within an area of need was evaluated using the methodology explained above. SHA reviewed the top-ranking corridors and established cut-offs within each District and within Baltimore City, to identify high-risk areas. These high-risk areas are shown in the following figures.

## High-Risk Areas Identified

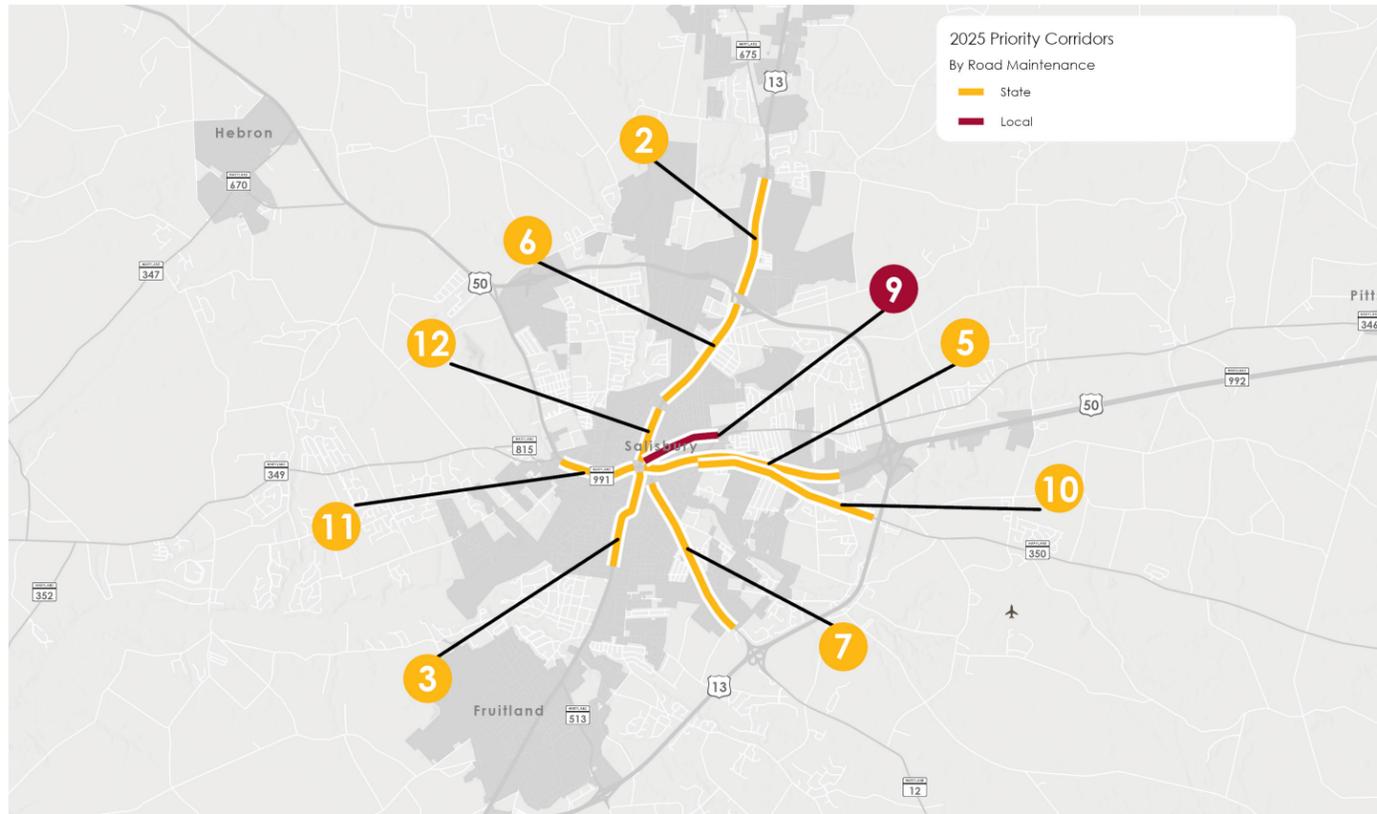
**Figure 24. High-Risk Areas in District 1**



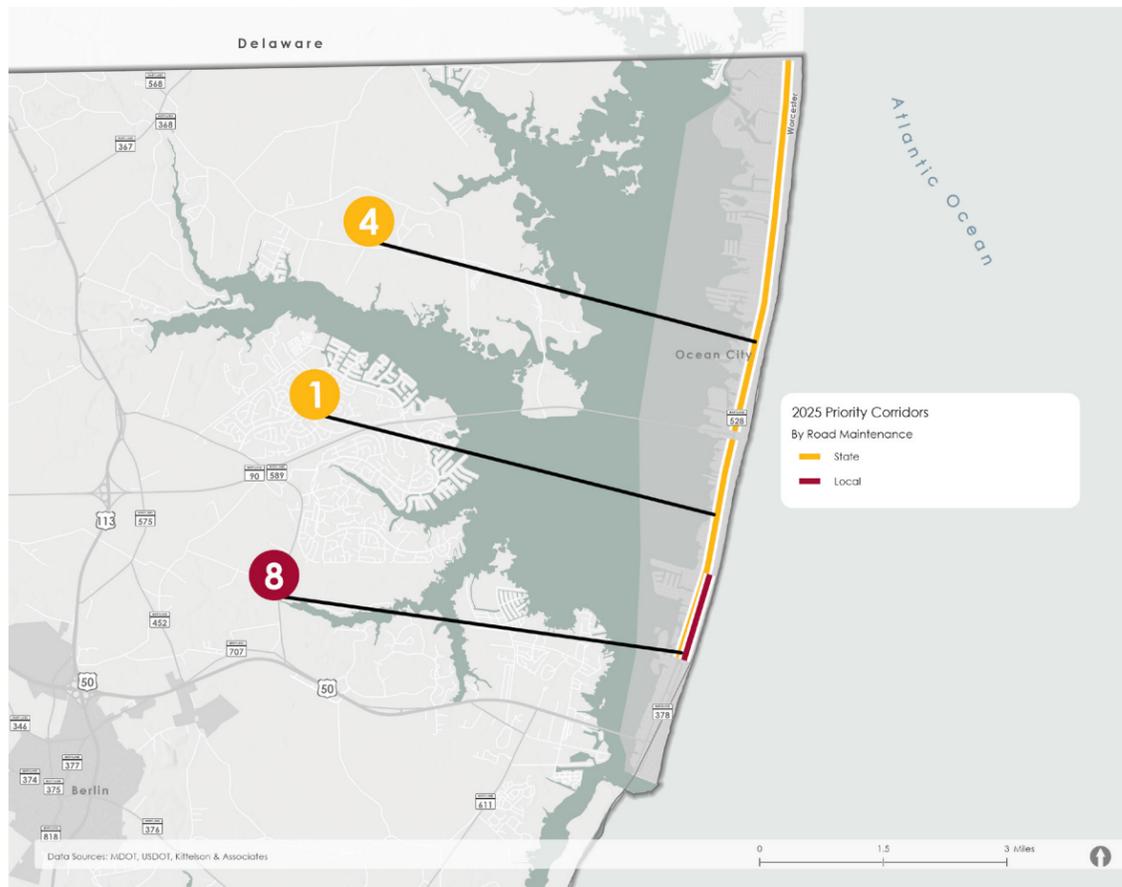
Map ID	District 1
1	MD 528 (Philadelphia Ave/Coastal Hwy) from MD 378 (15th St) to MD 90 (Ocean City Expy/62nd St) Worcester County
2	US 13 (N Salisbury Blvd) from US 13 Business (N Salisbury Blvd)/US 50 (Salisbury Byp) to Dagsboro Rd
3	US 13 (S Salisbury Blvd) from W College Ave to US 50 Business (E Salisbury Pkwy)
4	MD 528 (Coastal Hwy) from MD 90 (Ocean City Expy/62nd St) to 146th St
5	US 50 Business (E Salisbury Pkwy) from US 13 Business (N Salisbury Blvd) to Tilghman Rd
6	US 13 Business (N Salisbury Blvd) from Bridgeview St to US 50 (Salisbury Byp)/US 13
7	MD 12 (Snow Hill Rd) from W Sandy Acres Dr to E Main St
8	Baltimore Ave from 15th St to 33rd St
9	E Church St from US 13 Business (N Salisbury Blvd) to MD 346 (E Main St.)
10	MD 350 (Mt Hermon Rd) from Main St to US 13 (Salisbury Byp)
11	US 50 Business (W Salisbury Pkwy) from MD 349(Nanticoke Rd)/W Isabella St to US 13 Business (N Salisbury Blvd)
12	US 13 Business (N Salisbury Blvd) from US 50 Business (E Salisbury Pkwy) to Bridgeview St

A total of twelve high-risk areas were identified within the areas of need for District 1. These high-risk areas were primarily concentrated in Salisbury and Ocean City, which are shown in more detail in figures 25 and 26. Most of the high-risk areas, except for Baltimore Ave and E Church Street, are state-maintained roads. All the segments are within a Short Trip Opportunity Area (STOA). Most of the high-risk corridors are also in locations associated with previously identified CSII/CSIS, community factors, and high crash rates.

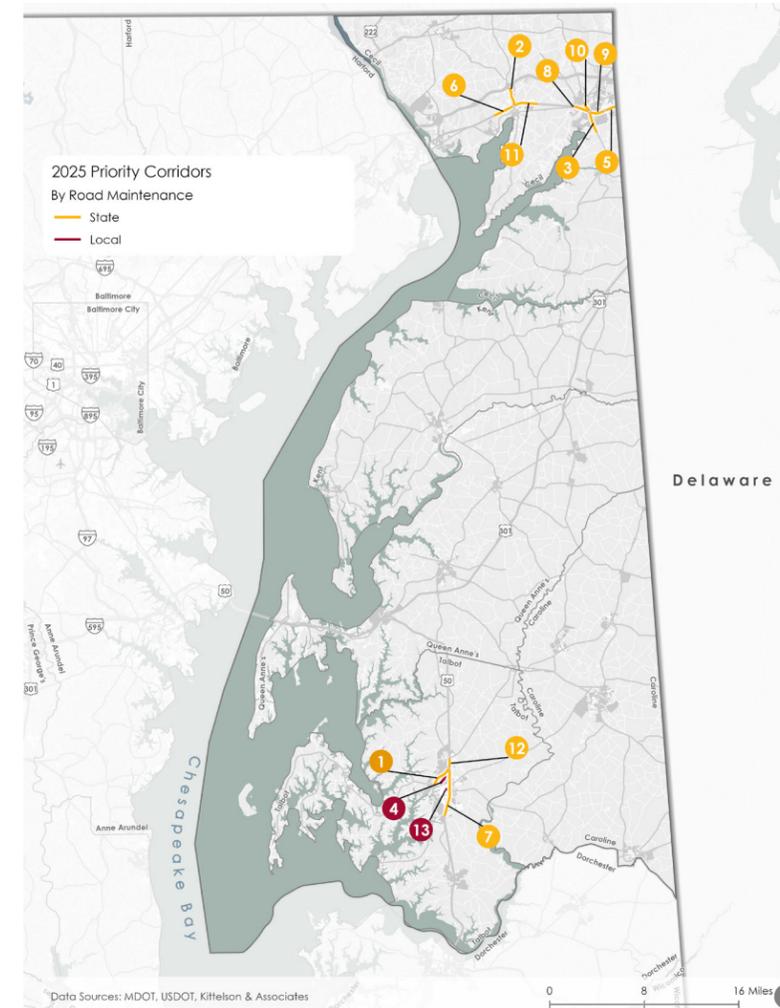
**Figure 25. Salisbury Area High-Risk Areas**



**Figure 26. Ocean City Area High-Risk Areas**



**Figure 27. High-Risk Areas in District 2**



A total of thirteen high-risk areas were identified within the areas of need for District 2. These high-risk areas were primarily concentrated in North East, Elkton, and Easton, which are shown in figures 28 and 29 in more detail. All the high-risk areas, except for the high-risk area on Washington Street between Glebe Road and Easton Bypass, and Dover Road from E Dover St to US 50, are state-maintained roads.

Map ID	District 2
1	MD 322 (Easton Pkwy) from MD 33 (Bay St) to US 50 (Ocean Gateway) Northern Junction
2	MD 272 (North East Rd) from US 40 (Pulaski Hwy) to IS 95 (JFK Memorial Hwy)
3	MD 213 (Augustine Herman Hwy) from Lewis Shore Rd E/Lewis Shore Rd W to US 40 (Pulaski Hwy)
4	Washington St from Glebe Rd to MD 322 (Easton Pkwy)
5	US 40 (Pulaski Hwy) from MD 7 (Delaware Ave) to Delaware State Line
6	US 40 (Pulaski Hwy) from Charlestown Crossing Blvd to MD 272 (Mauldin Ave)/Northeast Rd
7	US 50 (Ocean Gateway) from MD 322 (Easton Pkwy) Southern Junction to MD 322 (Easton Pkwy) Northern Junction
8	US 40 (Pulaski Hwy) from MD 7 (E Old Philadelphia Rd)/MD 279 (Elkton Rd) to MD 213 (S Bridge St)
9	US 40 (Pulaski Hwy) from MD 213 (Augustine Herman Hwy/S Bridge St) to MD 7 (Delaware Ave)
10	MD 213 (Bridge St) from US 40 (Pulaski Hwy) to MD 545 (Elkton Blvd)
11	US 40 (Ocean Gateway) from MD 272 (Mauldin Ave/Northeast Rd) to Marley Rd
12	US 50 (Ocean Gateway) from MD 322 (Easton Pkwy) Northern Junction to MD 309 (Blackdog Aly)/ Airport Rd
13	Dover Rd from E Dover St to US 50 (Ocean Gateway)

Figure 28. North East and Elkton Area High-Risk Areas

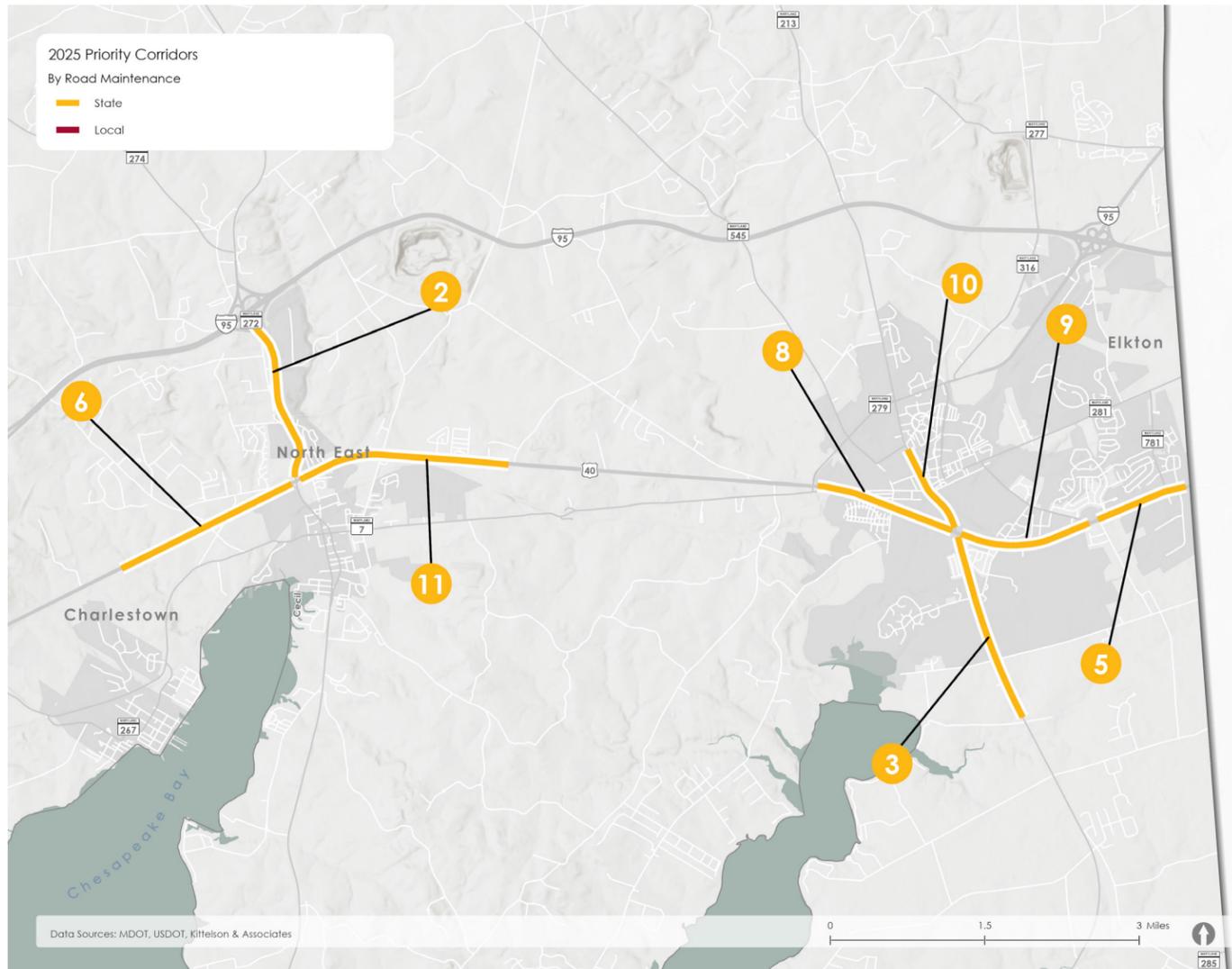
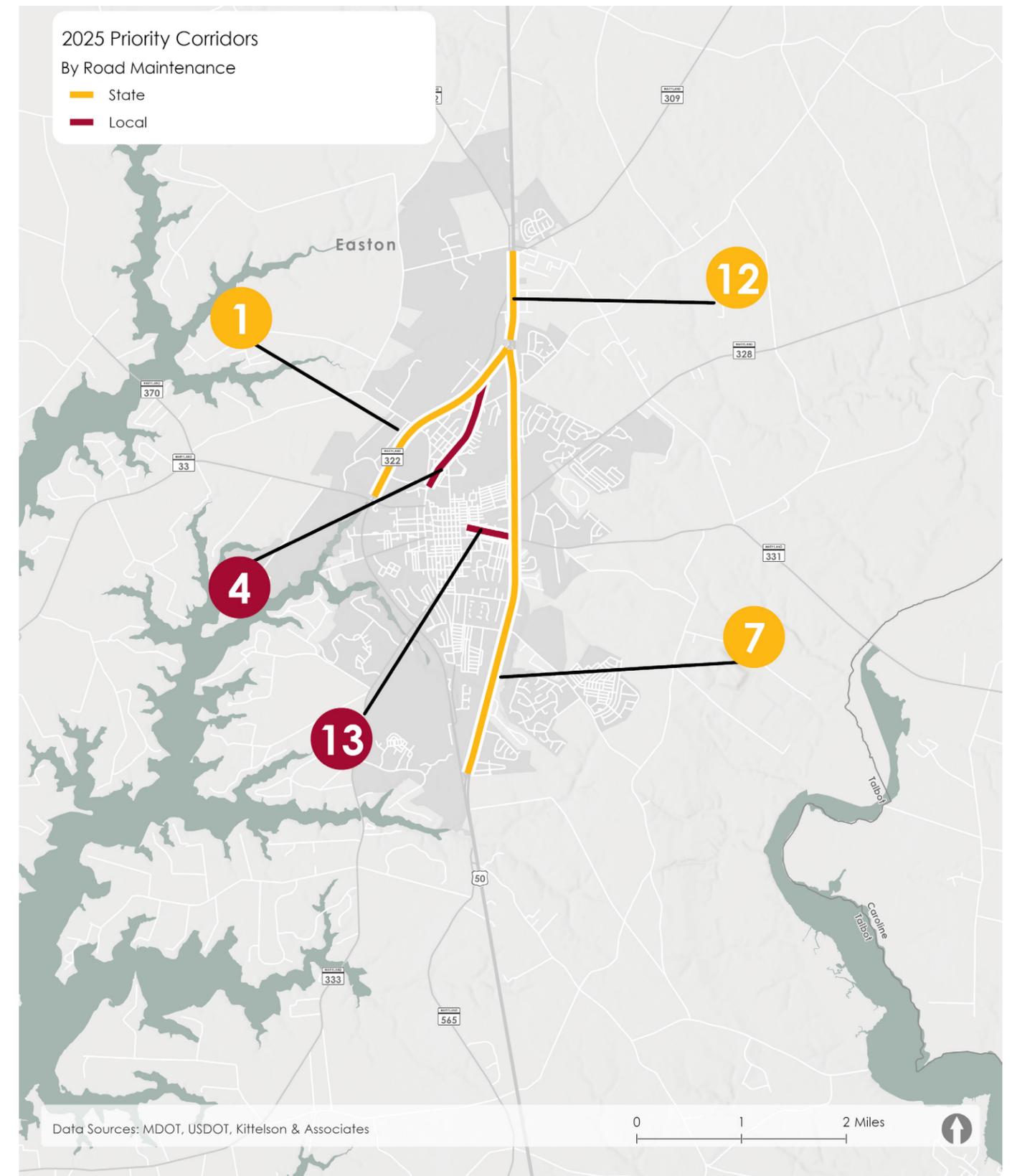
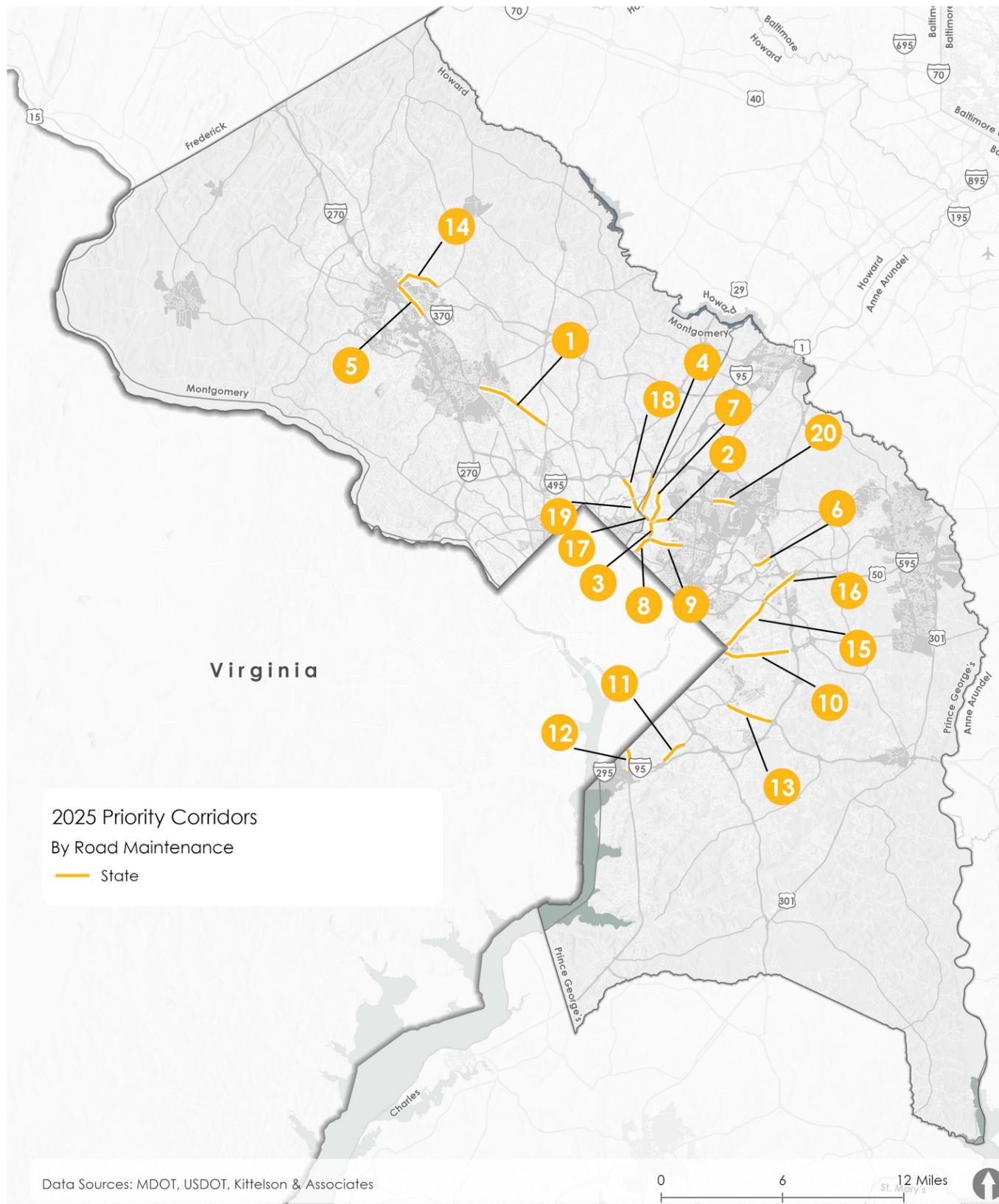


Figure 29. Easton Area High-Risk Areas



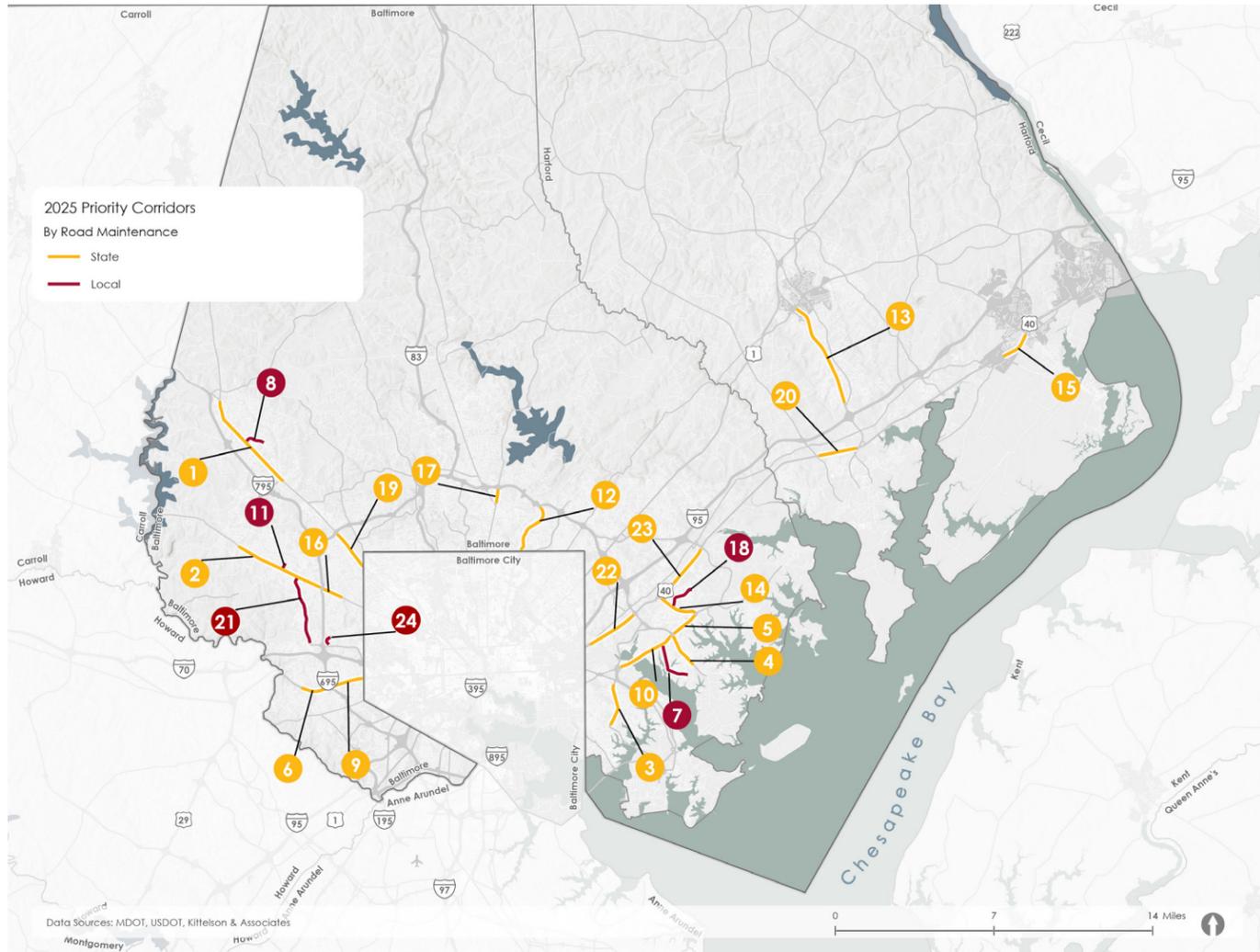
**Figure 30. High-Risk Areas in District 3**



A total of twenty high-risk areas were identified within the areas of need for District 3. These high-risk areas, were identified in Montgomery and Prince George's counties in areas adjacent to Washington D.C. All of the high-risk areas identified in District 3 are on state-maintained roads.

Map ID	District 3
1	MD 212 (Riggs Rd) from MD 410 (East-West Hwy) to MD 193 (University Blvd)
2	MD 193 (University Blvd) from MD 212 (Riggs Rd) to MD 193B (Campus Dr)
3	MD 586 (Veirs Mill Rd) from MD 28/MD 911 (First St) to MD 185 (Connecticut Ave)
4	MD 650 (New Hampshire Ave) from MD 193 (University Blvd) to IS 495 (Capital Beltway)
5	MD 355 (S Frederick Rd) from Central Ave to MD 124 (Montgomery Village Ave/Quince Orchard Rd)
6	MD 450 (Annapolis Rd) from MD 410 (Veterans Pkwy) to IS 95 (Capital Beltway)
7	MD 212 (Riggs Rd) from MD 193 (University Blvd) to Adelphi Rd
8	MD 212 (Riggs Rd) from MD 501 (Chillum Rd) to MD 410 (East-West Hwy)
9	MD 410 (East-West Hwy) from MD 212 (Riggs Rd) to MD 500 (Queens Chapel Rd/Adelphi Rd)
10	MD 214 (E Capital St/Central Ave) from Southern Ave to Brightseat Rd/Hampton Park Blvd)
11	MD 414 (St Barnabas Rd) from Alice Ave to Pohanka Pl
12	MD 210 (Indian Head Hwy) from IS 95 (Capital Beltway) to Southern Ave
13	MD 4 (Pennsylvania Ave) from IS 95 (Capital Beltway) to MD 458 (Silver Hill Rd)
14	MD 124 ( Montgomery Village Ave/Midcounty Hwy) from MD 355 (N Frederick Rd) to MD 124 (Woodfield Rd)/Saybrooke Oaks Blvd
15	MD 704 (MLK Jr Hwy) from Eastern Ave to MD 202 (Landover Rd)
16	MD 704 (MLK Jr Hwy) from MD 202 (Landover Rd) to US 50 / IS 595 (John Hanson Hwy)
17	MD 193 (University Blvd) from MD 650 (New Hampshire Ave) to MD 212 (Riggs Rd)
18	MD 193 (University Blvd E) from IS 495 (Capital Beltway) to MD 320 (Piney Branch Rd)
19	MD 193 (University Blvd E) from IS 320 (Piney Branch Rd) to MD 650 (New Hampshire Ave)
20	MD 193 (Greenbelt Rd) from MD 430 (Greenbelt Rd) to MD 201 (Kenilworth Ave)

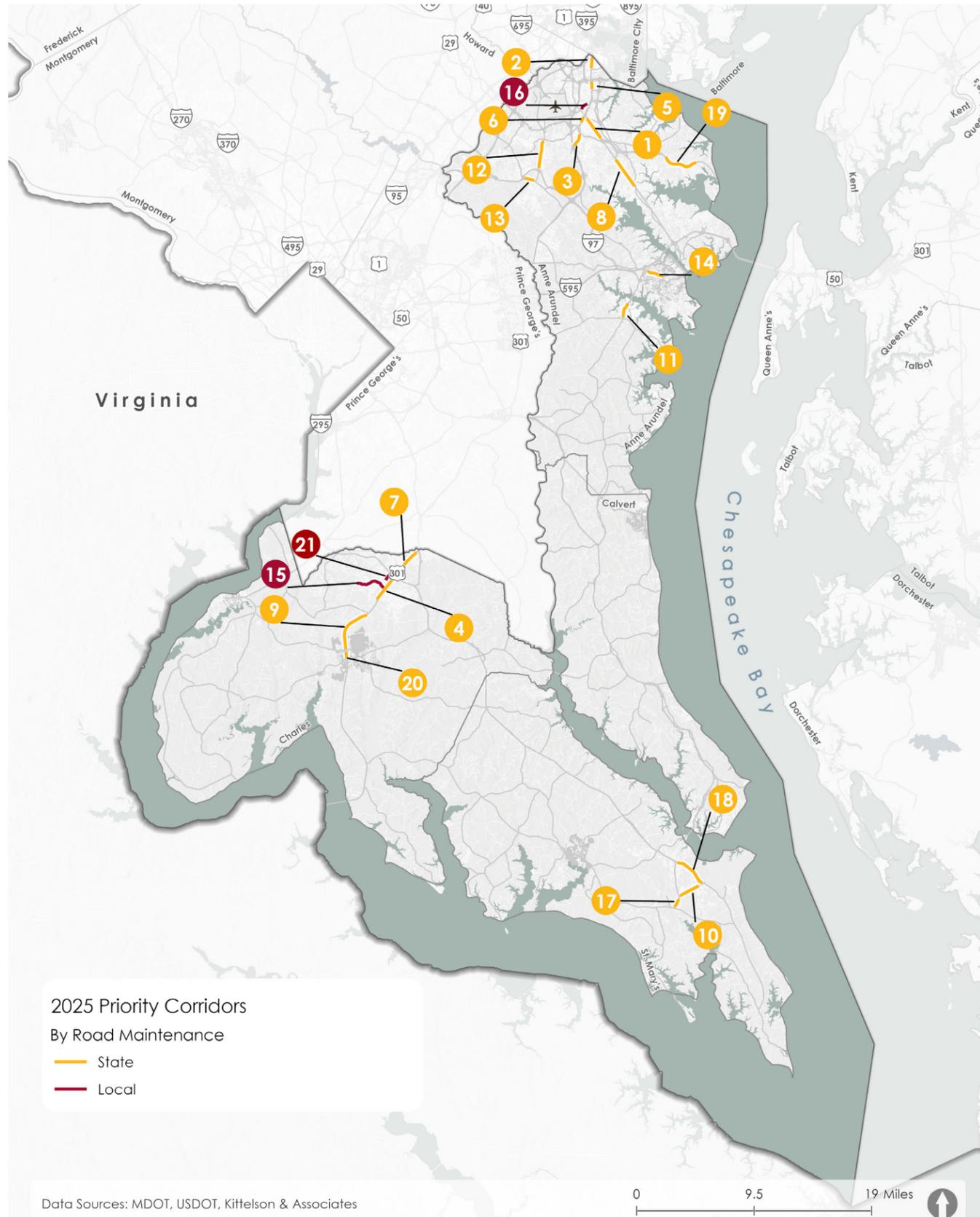
**Figure 31. High-Risk Areas in District 4**



Twenty-four high-risk areas in District 4 were identified in the Baltimore County communities of Catonsville, Owings Mills, Towson, and Middle River, as well as three in Harford County. Most of these high-risk areas are concentrated near the city limits for Baltimore City. Approximately a third of the high-risk areas identified are local roads.

Map ID	District 4
1	MD 140 (Main St/Reisterstown Rd) from Rosewood La to MD 140 (Westminster Pike)
2	MD 26 (Liberty Rd) from Owings Mills Blvd to IS 695 (Baltimore Beltway)
3	MD 157 (Merritt Blvd) from MD 157 (Peninsula Expwy)/Merritt Ave to North Point Rd
4	MD 702 (Southeast Blvd) from MD 150 (Eastern Blvd) to Hyde Park Rd
5	MD 150 (Eastern Blvd) from MD 702 (Southeast Blvd) to MD 700 (Martin Blvd)
6	US 40 (Baltimore National Pike) from Nuwood Dr to IS 695 (Baltimore Beltway)
7	Marlyn Ave from MD 150 (Eastern Blvd) to Sun Circle Way
8	Hammershire Rd from MD 140 (Reisterstown Rd) to Brushwood Dr
9	US 40 (Baltimore National Pike) from IS 695 (Baltimore Beltway) to Southwest Baltimore City Line
10	MD 150 (Eastern Ave/Eastern Blvd) from MD 695 (Baltimore Beltway) to MD 702 (Southeast Blvd)
11	Old Court Rd from MD 26 (Liberty Rd) to Church La
12	MD 542 (Loch Raven Blvd) from Loch Hill Rd to IS 695 (Baltimore Beltway)
13	MD 24 (Vietnam Veterans Memorial Hwy) from MD 924 (Emmorton Rd)/Tollgate Rd to US 1 Business (Belair Rd)
14	MD 700 (Martin Blvd) from MD 150 (Eastern Blvd) to US 40 (Pulaski Hwy)
15	US 40 (S Philadelphia Blvd) from MD 715 (Short La) to MD 132 (W Belair Ave)
16	MD 26 (Liberty Rd) from IS 695 (Baltimore Beltway) to Saint Lukes La
17	MD 146 (Dulaney Valley Rd) from MD 45 (York Road) to IS 695 (Baltimore Beltway)
18	Compass Rd from MD 700 (Martin Blvd) to Maple Crest Dr
19	MD 140 (Reisterstown Rd) from Glengyle Ave to IS 695 (Baltimore Beltway)
20	US 40 (Pulaski Hwy) from MD 152 (Mountain Rd/Magnolia Rd) to MD 24 (Emmorton Rd)
21	Rolling Rd from Security Blvd to MD 26 (Liberty Rd)
22	US 40 (Pulaski Hwy) from 66th St to MD 695 (Baltimore Beltway)
23	US 40 (Pulaski Hwy) from MD 700 (Martin Blvd) to MD 43 (White Marsh Blvd)
24	Whitehead Rd from MD 122 (Security Blvd) to Woodlawn Dr

**Figure 32. High-Risk Areas In District 5**



Map ID	District 5
1	MD 2 (Gov Ritchie Hwy) from MD 177 (Mountain Rd) to MD 648 E (Baltimore Annapolis Blvd)
2	MD 2 (Gov Ritchie Hwy) from MD 171 (Church St) to MD 170 (Belle Grove Rd)
3	MD 3 Business (Crain Hwy) from IS 97 to MD 100
4	US 301 (Crain Hwy) from Billingsley Rd to MD 228 (Berry Rd)/MD 5 Business (Leonardtown Rd)
5	MD 2 (Gov Ritchie Hwy) from MD 710 (East Ordnance Rd) to MD 695 (Baltimore Beltway)
6	MD 3 Business (Crain Hwy) from MD 174 (Quarterfield Rd) to MD 648 E (Baltimore Annapolis Blvd)
7	US 301 (Crain Hwy) from MD 228 (Berry Rd)/MD 5 Business (Leonardtown Rd) to MD 5 K (Mattawoman Dr)
8	MD 2 (Gov Ritchie Hwy) from MD 648 D (Baltimore Annapolis Blvd) to MD 10 (Arundel Expwy)
9	US 301 (Crain Hwy) from MD 225 (Hawthorne Rd)/Hawthorne Dr to MD 227 (Marshall Corner Rd)/Willets Crossing Rd
10	MD 246 (Great Mills Rd) from MD 237 (Chancellors Run Rd) to FDR Blvd
11	MD 2 (Solomons Island Rd) from MD 214 (Central Ave) to Virginia Ave/ MD 553 A (South River Rd)
12	MD 170 (Telegraph Rd) from MD 32 to MD 174 (Reece Rd)
13	MD 175 (Annapolis Rd) from MD 170 (Telegraph Rd)/ Piney Orchard Pkwy to MD 32
14	MD 450 (West St) from MD 393 (Old Solomons Island Rd) to MD 435 (Taylor Ave)
15	Smallwood Dr W from Middletown Rd to US 301 (Crain Hwy)
16	8th Ave NW from MD 648 (Baltimore Annapolis Blvd) to MD 3 Business (Crain Hwy)
17	MD 246 (Great Mills Rd) from MD 5 (Point Lookout Rd) to MD 237 (Chancellors Run Rd)
18	MD 235 (Three Notch Rd) from MD 246 (Cedar Point Rd) to MD 237 (Chancellors Run Rd)
19	MD 177 (Mountain Rd) from Loblolly La to Ventnor Rd
20	US 301 (Crain Hwy) from MD 6 (Port Tobacco Rd/ Charles St) to MD 225 (Hawthorne Rd)
21	Western Pkwy from Saint Patricks Dr to MD 228 (Berry Rd)

Twenty-one high-risk areas were identified in District 5, most of which were in northern Anne Arundel County, Waldorf, and Leonardtown. Three of the high-risk areas are on local roads.

Figure 33. La Plata and Waldorf High-Risk Areas

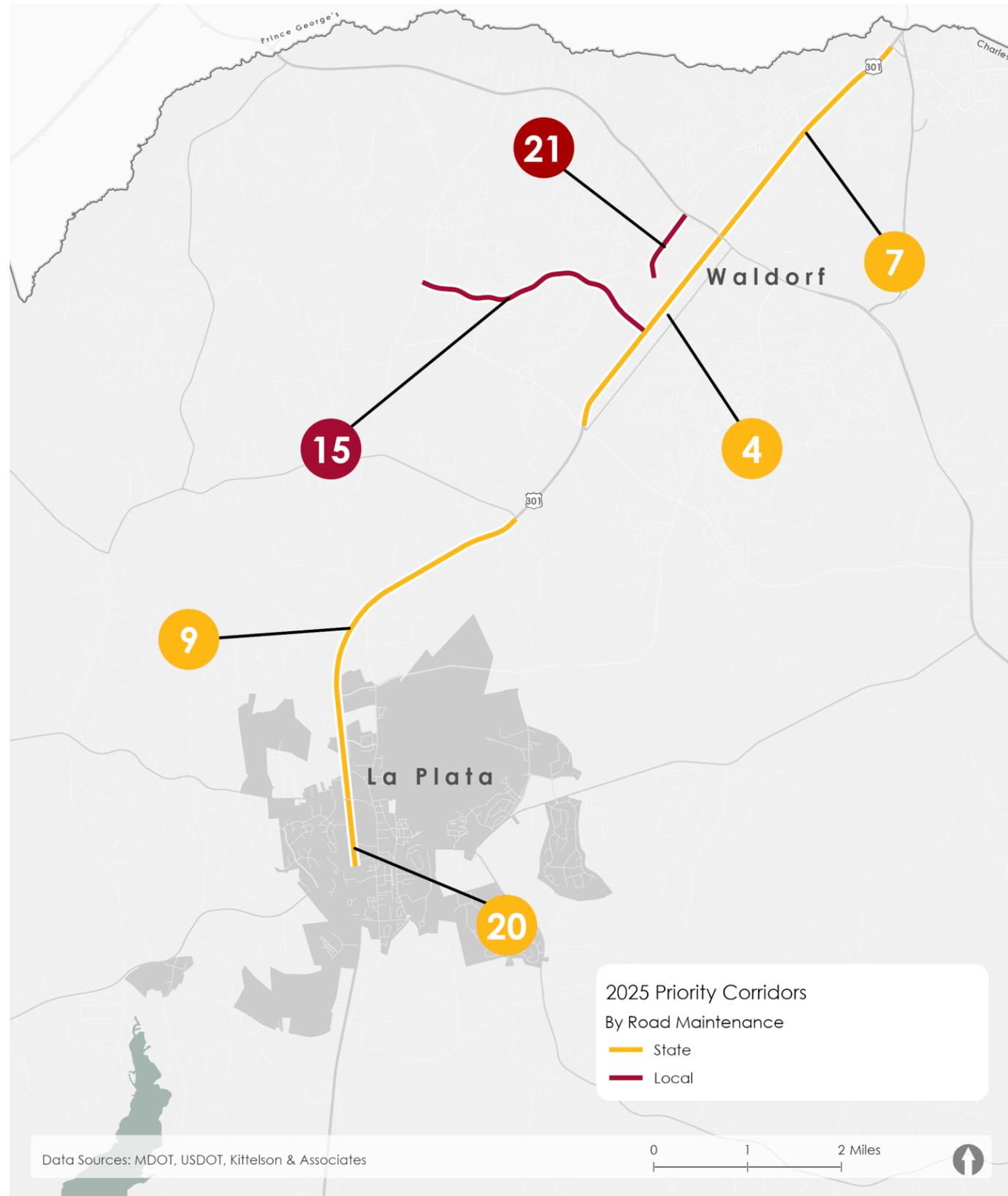
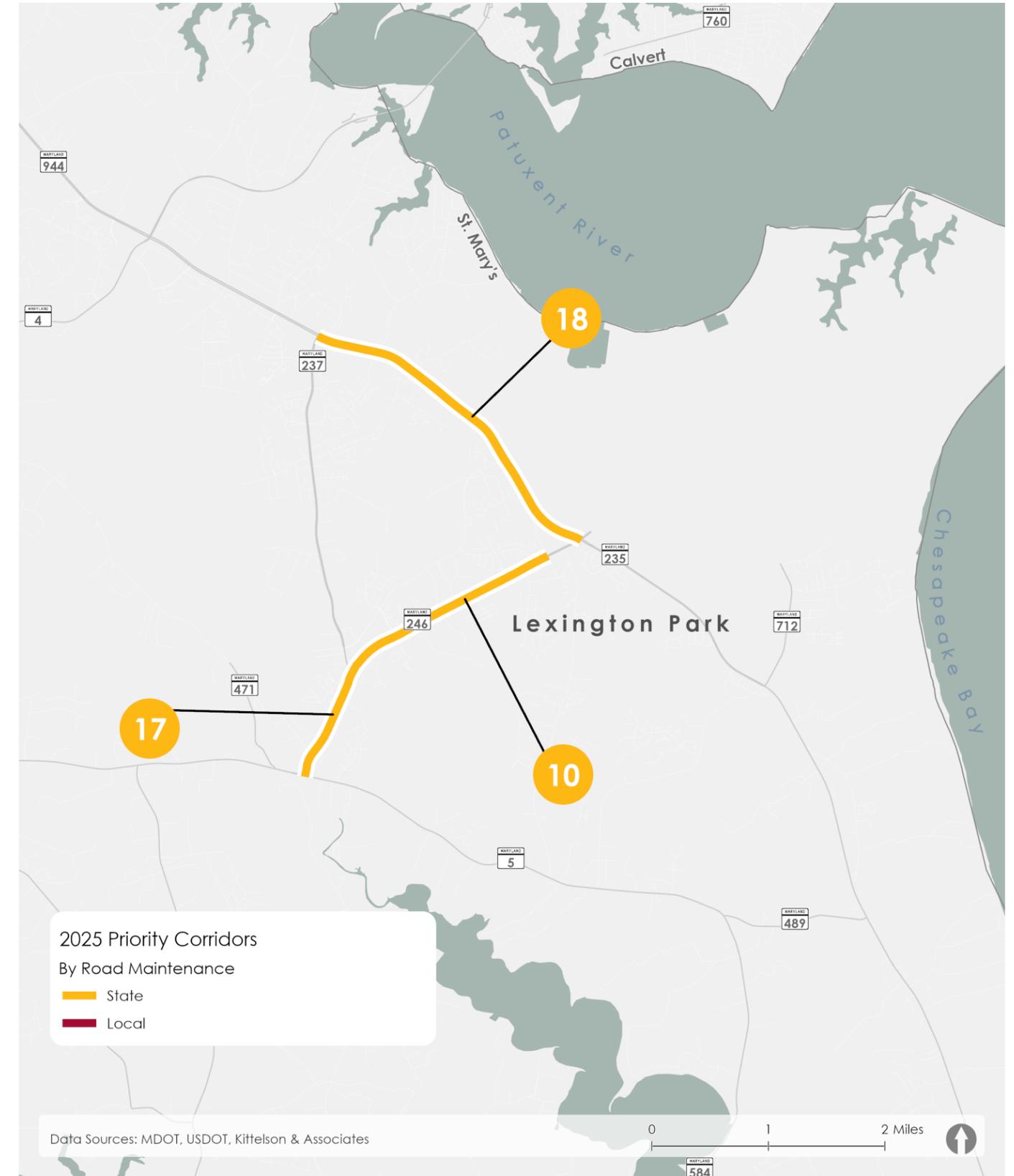


Figure 34. Lexington Park High Risk Areas



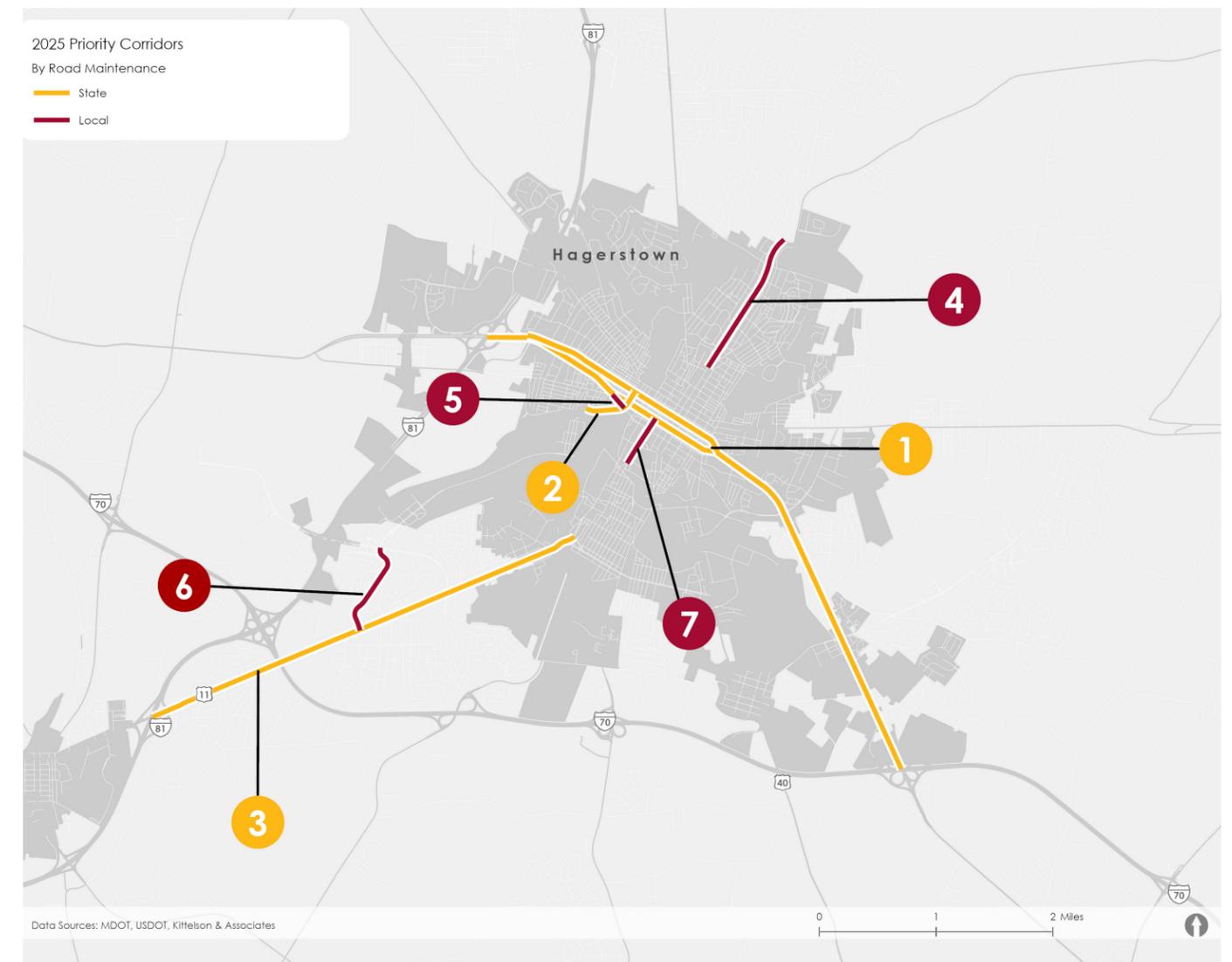
**Figure 35. High Risk Areas in District 6**



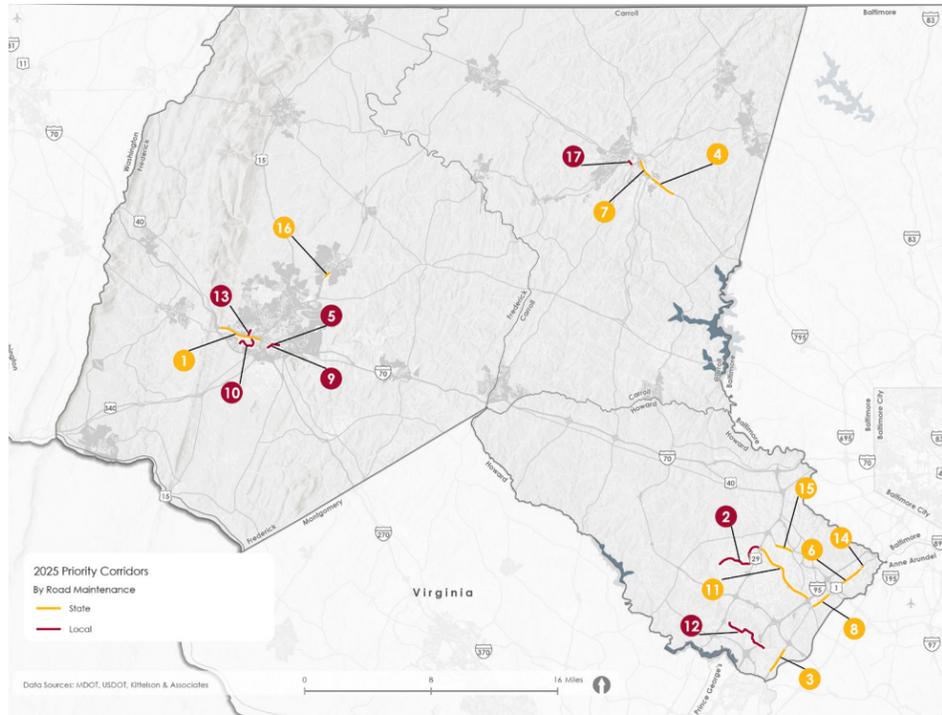
Eight high-risk areas were identified in District 6, all of which were in the Hagerstown area. Unlike most other Districts, where the majority of the high-risk areas are on state-maintained roads, only half of the high-risk areas in District 6 are state-maintained.

Map ID	District 6
1	US 40 from IS 81 (Maryland Veterans Memorial Hwy) to IS 70 (Eisenhower Memorial Hwy)
2	US 11 (Burhans Blvd) from Cushwas Alley to US 40 (Franklin St)
3	US 11 (Virginia Ave) from IS 81 (Maryland Veterans Memorial Hwy) to US 11 (Burhans Blvd)/W Wilson Blvd)
4	Oak Hill Ave from Potomac Ave/Potomac St to Cathedral Ave
5	Antietam St from US 11 (Burhans Blvd) to Cleveland Ave
6	Massey Blvd from US 11 (Virginia Ave) to Halfway Blvd
7	Summit Ave from Virginia Ave to US 40 (Washington St)
8	US 40 Alternative (N Main St) from MD 68 (Lappans Rd/Chase Six Blvd) to MD 66 (Maple Ave)

**Figure 36. Hagerstown High Risk Areas**



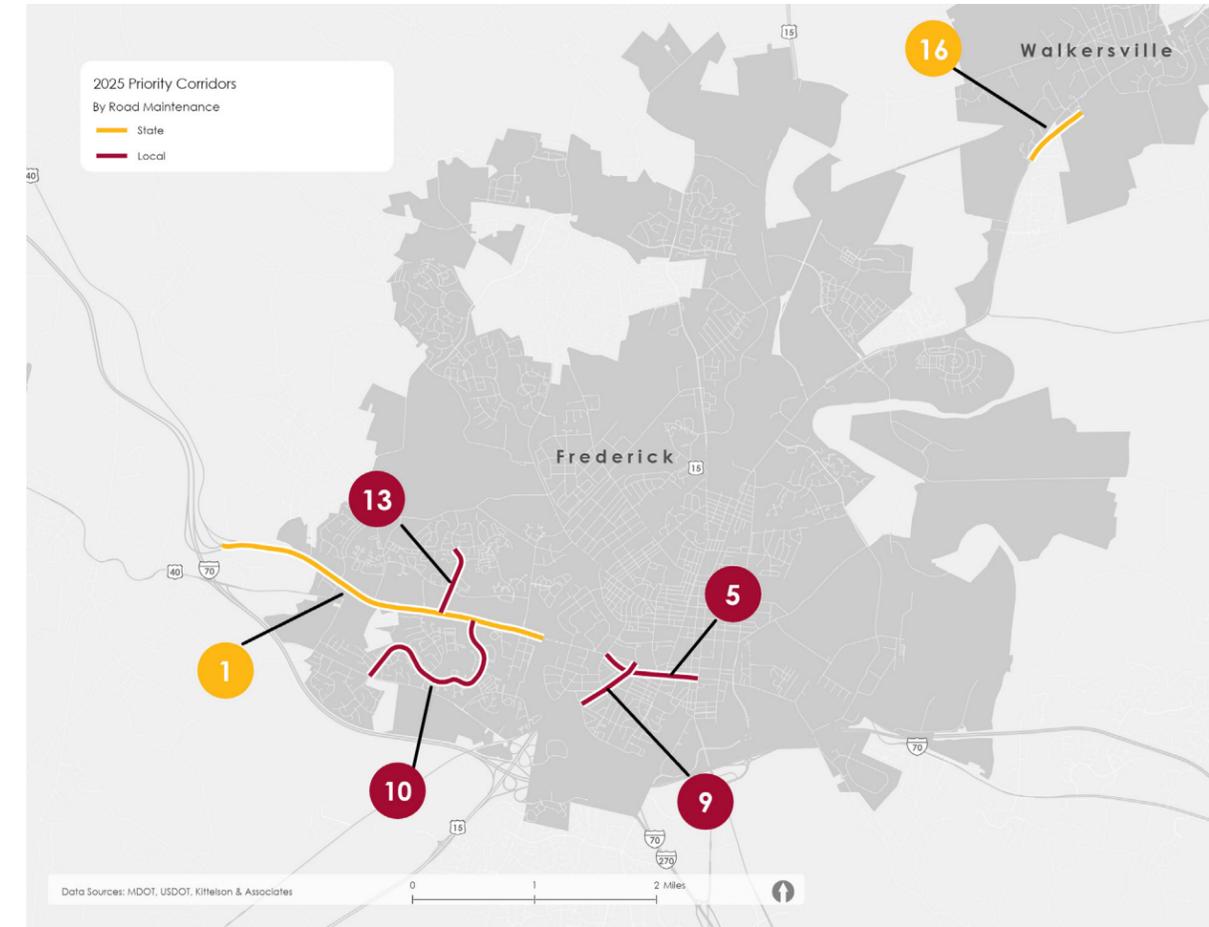
**Figure 37. High Risk Areas in District 7**



Seventeen high-risk areas in the Columbia, Frederick, and Westminster areas were identified for District 7. Like District 6, these consist of a mix of state and local roads, with seven local roads and ten state maintained roads.

Map ID	District 7
1	US 40 (Baltimore National Pike/W Patrick St) from Kehne Rd to US 15 (Frederick Freeway)
2	Little Patuxent Pkwy from Hickory Ridge Rd to US 29 (Columbia Pike)
3	US 1 (Washington Blvd) from Wilbert Way to Little Patuxent River Bridge
4	MD 140 (Baltimore Blvd) from Arnold Road (Carroll County Northern Landfill) to MD 97 (Malcolm Dr)
5	W South St from W Patrick St to Market St
6	US 1 (Washington Blvd) from MD 100 to Montgomery Rd
7	MD 140 (Baltimore Blvd) from MD 97 (Malcolm Dr) to MD 27 (Manchester Rd)
8	US 1 (Washington Blvd) from MD 175 (Waterloo Rd) to MD 103 (Meadowridge Rd/Dorsey Rd)
9	S Jefferson St from Prospect Blvd to MD 144 (W Patrick St)
10	Hillcrest Dr from Butterfly La to US 40 (W Patrick St)
11	MD 175 (Waterloo Rd/Rouse Pkwy) from IS 95 to US 29 (Columbia Pike)
12	Gorman Rd from Johns Hopkins Rd to Falling Waters Ct
13	Willowdale Dr from US 40 (W Patrick St) to Schaffer Dr
14	US 1 (Washington Blvd) from Montgomery Rd to Bonnie View La
15	MD 108 (Old Annapolis Rd) from Red Branch Rd to MD 104 (Waterloo Rd)
16	MD 194 (Woodsboro Pike) from Antietam Dr to Nicodemus Rd
17	W Main St from MD 31 (New Windsor Rd) to MD 27 (Railroad Ave/Liberty St)

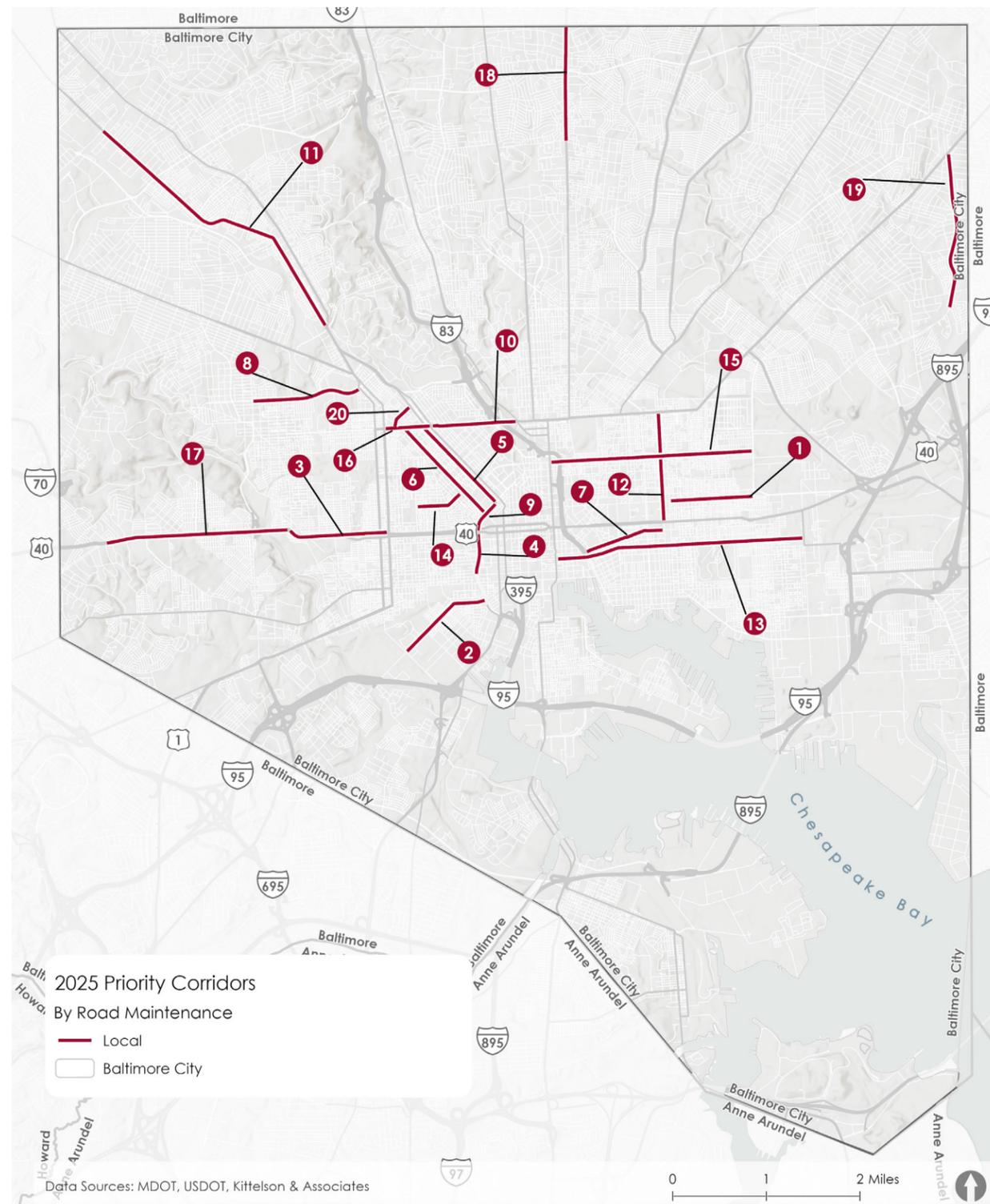
**Figure 38. Frederick High Risk Areas**



**Figure 39. Westminster High Risk Areas**



**Figure 40. High Risk Areas in Baltimore City**



Map ID	Baltimore City
1	E Monument St from N Washington St to Edison Hwy
2	Washington Blvd from S Monroe St to Martin Luther King Jr Blvd
3	US 40 (Franklin St) from Edmondson Ave to US 1 (Fulton Ave)
4	Martin Luther King Jr Blvd from W Lombard St to N Mulberry St
5	MD 129 (Druid Hill Ave) from Martin Luther King Jr Blvd to W North Ave
6	Pennsylvania Ave from Martin Luther King Jr Blvd to US 1 (North Ave)
7	E Fayette St from IS 83 (Jones Falls Expwy/N President St) to N Wolfe St
8	Gwynns Falls Pkwy from N Hilton St to N Monroe St
9	Martin Luther King Jr Blvd from W Mulberry St to MD 129 (Druid Hill Ave)
10	US 1 (North Ave) from MD 129 (McCulloh St) to MD 25 (Falls Rd)
11	MD 140 (Reisterstown Rd) from Druid Park Dr to Patterson Ave
12	N Wolfe St from US 40 (Orleans St) to US 1 (North Ave)
13	E Baltimore St from MD 2 (Calvert St) to MD 150 (N Haven St)
14	W Lanvale St from N Calhoun St to Wilmer Ct
15	E Preston St from MD 2 (Calvert St) to Edison Hwy
16	US 1 (North Ave) from MD 140 (N Fulton Ave) to MD 129 (McCulloh St)
17	US 40 (Edmondson Ave) from Old Orchard Rd to US 40 (Franklin St)
18	MD 45 (York Rd) from Glenwood Ave to County Line
19	Cedonia Ave from Cedgate Rd to US 1 (Belair Rd)
20	Retreat St from US 1 (North Ave) to MD 129 (Druid Hill Ave)

While Baltimore City has numbered state routes with its city limits, these roads are not maintained by SHA. Consequently, all the high-risk areas identified within the areas of need in Baltimore City through the VRU Safety Assessment were identified as local roads. Baltimore City's high-risk areas are located both east and west of the downtown area, with a few high-risk areas identified in the more northern portions of the city on major routes.

# 4 Consultation

## Inclusive Consultation Process

SHA undertook a comprehensive, inclusive consultation process for the high-risk areas identified in Chapter 3. This process was informed by the October 21, 2022 Federal guidance memorandum. Specifically, the memorandum states:

1. States are required to consult with local governments, MPOs, and regional transportation planning organizations that represent a high-risk area.
2. FHWA also encourages states to consult institutional, advocacy, and community groups, particularly those that represent populations that may be underrepresented based on the demographics of the locations of fatalities and serious injuries.

More than 100 interested parties listed below were invited to participate in the consultation process, including FHWA representatives, all Maryland metropolitan planning organizations, and county/local governments that contained high-risk areas. Statewide and local transit providers, organizations with a community factors focus, bicycle/pedestrian advisory committees and a wide variety of advocacy groups were all invited. A full list of invitees is provided below. This list does not include MDOT officials from the Secretary’s Office, the Maryland Highway Safety Office, SHA officials from the Office of Traffic and Safety, Office of Planning and Preliminary Engineering, and Districts, who also participated.

SHA was unable to find contact information for the City of Seat Pleasant and the Town of Elkton, both of which contain high-risk areas. County representatives (Prince George’s County and Cecil County, respectively) provided comments for those high-risk areas.

In addition to direct invitations to the groups and individuals noted above, SHA also undertook outreach to reach as many interested parties as possible by posting the meeting information via press release, which was carried by several local news outlets, and posting in SHA’s social media channels and on the state website.

List of Metropolitan Planning Organizations and Related Agencies
Baltimore Regional Transportation Board
Calvert-St. Mary’s MPO
Hagerstown-Eastern Panhandle MPO
National Capital Region Transportation Planning Board
Salisbury/Wicomico MPO
Tri-County Council for Southern Maryland
Wilmington Area Planning Council

List of Local Jurisdictions and Transit Agencies
Annapolis Department of Transportation
Anne Arundel County Department of Public Works
Anne Arundel County Transit
Baltimore City Department of Transportation
Baltimore County Bureau of Traffic Engineering and Transportation Planning
Carroll County Department of Public Works
Carroll Transit System
Cecil County Department of Public Works
Cecil County Transit
Charles County Roads Division
Charles County VanGO
City of Aberdeen
City of Annapolis
City of Fruitland
City of Gaithersburg
City of Hagerstown
City of Hyattsville
City of Mount Rainier
City of Rockville
City of Salisbury
City of Takoma Park
City of Westminster
Delmarva Community Services
Frederick County Division of Public Works
Frederick County Transit
Garrett County Department of Public Works
Garrett Transit Service
Harford County Department of Public Works
Harford County Transit LINK
Howard County Department of Public Works
Howard County Office of Transportation/RTA
Kent County Department of Public Works

**List of Local Jurisdictions and Transit Agencies continued**

Montgomery County Department of Transportation
Montgomery County RideOn
Ocean City Transportation
Prince George's County Department of Public Works and Transportation
Shore Transit
St. Mary's County Department of Public Works and Transportation
St. Mary's Transportation Service
Talbot County Department of Public Works
Town of Bladensburg
Town of Capitol Heights
Town of Chestertown
Town of Easton
Town of Edmonston
Town of Forest Heights
Town of La Plata
Town of North East
Town of Riverdale Park
Washington County Division of Engineering
Washington County Transit
Wicomico County Department of Public Works
Worcester County Department of Public Works

**List of Statewide/Regional Transit Agencies**

Maryland Transit Administration
Washington Metropolitan Area Transit Authority

**List of Bicycle and Pedestrian Advisory Groups**

Anne Arundel County Bicycle Advisory Commission
Baltimore City Mayor's Bicycle Advisory Commission
BMC Bicycle Pedestrian Advisory Group
Frederick Bicycle Pedestrian Advisory Committee
Hagerstown Bicycle Advisory Committee
Maryland Bicycle and Pedestrian Advisory Committee
Maryland-National Capital Park and Planning Commission

**List of Bicycle and Pedestrian Advisory Groups continued**

Montgomery County Bicycle Action Group
Ocean City Bicycle and Pedestrian Advisory Committee
Washington Metropolitan Council of Governments Bicycle and Pedestrian Subcommittee
Wilmington Area Planning Council Nonmotorized Transportation Working Group

**List of Advocacy and Other Groups**

American Discovery Trail
B360
Baltimore Transit Choices
Bike Maryland
BikeAAA
BikeMore
BYKE Collective
Canal Towns Partnership
Capital Trails Coalition
CASA de Maryland
Central Maryland Transportation Alliance
Disability Rights Maryland
East Coast Greenway
Frederick Bicycle Coalition
Maryland Department of Aging
Maryland Department of Disabilities
Montgomery Bicycle Advocates
National Federation of the Blind
North Bethesda Transportation Center
Rails to Trails Conservancy
Rockville Pedestrian Advocacy Committee
Salvation Army
Washington Area Bicyclist Association
Workforce Training

## Consultation Meetings

### SHA undertook five virtual consultation meetings as follows:

- Eastern Shore (SHA Districts 1 and 2): July 8, 2025
- Montgomery and Prince George’s Counties (SHA District 3): July 15, 2025
- Baltimore and northern suburbs (SHA District 4 and Baltimore City): July 16, 2025
- Southern Maryland and Anne Arundel County (SHA District 5): July 22, 2025
- Western Maryland and Howard County (SHA Districts 6 and 7): July 23, 2025

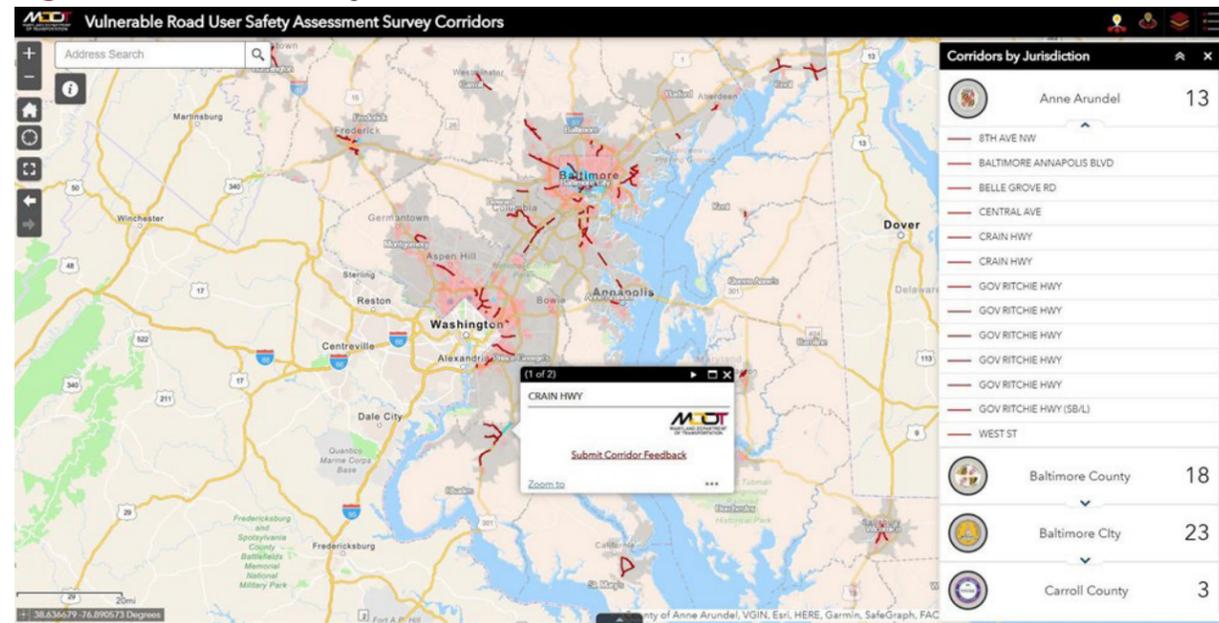
### More than 130 people, excluding the project team, attended these meetings.

Each meeting consisted of a presentation of about 30 minutes followed by dedicating the majority of the meeting to input by interested parties. The presentation described the purpose of the VRU Safety Assessment, provided a thorough discussion of the process used to select high-risk areas, and described the high-risk areas in the region covered by the meeting. Following the presentation, the project team described how the participants could provide input. The attendees then went through each high-risk area individually, providing comments on pedestrian and cyclist issues in the area, suggestions for improvements, and land use and other context associated with the area. Specific comments offered by participants are listed in a separate document, the Consultation Supplement. Several attendees noted their satisfaction with the presentation and with the process used to obtain input.

## Online Survey

To supplement the consultation meetings, SHA developed an online survey. This survey consisted of an interactive map illustrating all high-risk areas in the state, as shown in Figure 41.

Figure 41. Online Survey

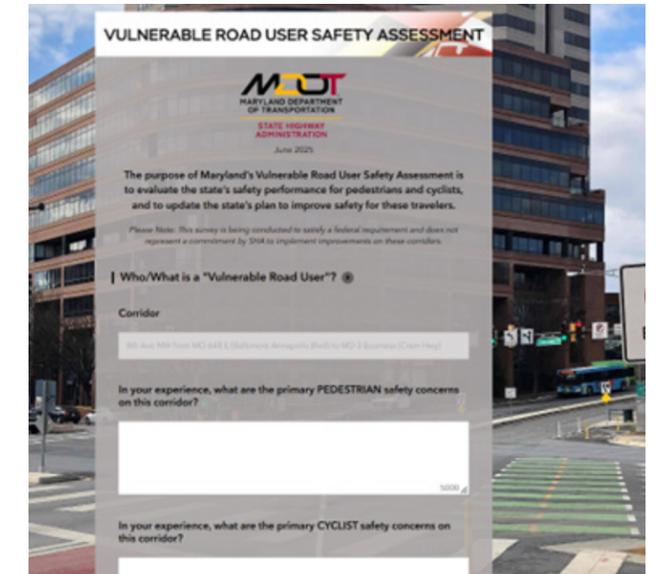


Participants could click on each high-risk area to access a survey asking four questions about that area as shown in Figure 42:

- In your experience, what are the primary PEDESTRIAN safety concerns in this area?
- In your experience, what are the primary CYCLIST safety concerns in this area?
- What types of improvements would you like to see in the area to enhance the safety of pedestrians and cyclists?
- Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety.

An option was also given to provide contact information if the participant chose to do so.

Figure 42. Questionnaire



**More than 450 individual survey responses were received.** Because many responses contained more than one comment, this resulted in several hundred comments for the project team’s consideration.

## Summary of Consultation Outcomes

As noted above, all input received during the consultation process, both in meetings and through the survey, is provided in the Consultation Supplement document, included in Appendix A. In addition, the high-risk area summaries in Chapter 5 describe key takeaways for each high-risk area on a state road.

In summary, respondents:

- Expressed the need for additional focus on VRU safety
- Offered their observations on safety concerns and/or potential safety improvements for most high-risk areas that were identified
- Provided valuable information on recent or ongoing projects or studies in some high-risk areas

The recommendations in the following chapter are, in many cases, derived directly from the results of the consultation process.

# 5 Recommendations

The recommendations in this chapter are divided into two parts. The first part includes general recommendations to advance VRU safety in Maryland. Recommendations for local roads are provided in that section. The second part includes a toolbox of recommendations for specific high-risk areas on state roads –91 in all.

## General Recommendations

### Continue PSAP implementation, informed by the VRU Safety Assessment

SHA has placed great emphasis on implementation of the PSAP, beginning even before formal publication of the document in May 2023. Since 2019, more than 350 context-driven cycling and pedestrian safety projects have been completed throughout Maryland. In addition, SHA has programmed \$97.5 million for pedestrian safety improvements and is actively developing projects to begin design activities for the top-scoring corridors referenced in the PSAP.

The VRU Safety Assessment provides an additional pool of potential safety improvement locations to supplement the PSAP. Most notably, it includes high-risk area locations in every SHA District. This equips District staff with information on the areas of greatest need for pedestrian and cyclist safety improvements, allowing them to determine where to program funding to prioritize those improvements.

### Continue systemic safety investments

As described by FHWA, “a systemic approach to safety involves widely implemented improvements based on high-risk roadway features correlated with specific severe crash types. The approach helps agencies broaden their traffic safety efforts at little extra cost.” More than one-quarter of the Highway Safety Improvement Program (HSIP) funds that Maryland receives from the Federal government are used for systemic improvements. These include but are not limited to lighting, pavement markings, signing, sidewalk upgrades, and traffic barrier upgrades.

This report recommends that SHA continue to evaluate high-risk roadway features and implement improvements that are focused on VRU safety, such as lighting, high-visibility crosswalk markings, and signing. National Cooperative Highway Safety Program Report 893, *Systemic Pedestrian Safety Analysis*, should be used as guidance for selection of proven VRU safety countermeasures.

### Provide information on local road high-risk areas to county and municipal governments

This VRU Safety Assessment included evaluation of local roads as noted in federal guidance. Because SHA does not have jurisdiction over municipal and county roads, this report recommends that SHA coordinate with the appropriate local jurisdictions to improve safety in locally owned and maintained high-risk areas. This includes sharing comments received through the consultation process. This information may be used by counties and municipalities as they develop their capital programs and seek funding for safety improvements, since local jurisdictions are often requested to provide this information to qualify for various state and federal funding opportunities. The local jurisdictions already have access to crash data directly from Maryland State Police; therefore, they are able to perform analysis specific to their high-risk areas.

## High-Risk Area Recommendations

### Summary

Sixty-three high-risk areas were identified on state roads. While several of these overlap with PSAP priority corridors, there are additional high-risk areas in all seven SHA Districts. However, it is important to note that the PSAP corridors reflect the risk category from a statewide perspective, where some district high risk projects may be lower risk relative to other district’s high risk areas. These roadways could be included in many of the safety focused programs moving forward, such as Quick Builds or the VRU program, or could incorporate VRU safety countermeasures into ongoing System Preservation projects

**Table 6. District 1**

• MD 528 (Philadelphia Ave/Coastal Hwy) from MD 378 (15th St) to MD 90 (Ocean City Expy/62nd St), Worcester County
• US 13 Business (S Salisbury Blvd) from W College Ave to US 50 Business (E Salisbury Pkwy), Wicomico County
• MD 528 (Coastal Hwy) from MD 90 (Ocean City Expy/62nd St) to 146th St, Worcester County
• MD 12 (Snow Hill Rd) from W Sandy Acres Dr to E Main St, Wicomico County
• US 50 Business (E Salisbury Pkwy) from US 13 Business (N Salisbury Blvd) to Tilghman Rd, Wicomico County
• US 50 Business (W Salisbury Pkwy) from MD 349 (Nanticoke Rd)/W Isabella St to US 13 Business (N Salisbury Blvd), Wicomico County
• US 13 Business (N Salisbury Blvd) from US 50 Business (E Salisbury Pkwy) to Bridgeview St, Wicomico County
• US 13 (N Salisbury Blvd) from US 13 Business (N Salisbury Blvd)/US 50 (Salisbury Byp) to Dagsboro Rd, Wicomico County
• US 13 Business (N Salisbury Blvd) from Bridgeview St to US 50 (Salisbury Byp)/US 13, Wicomico County
• MD 350 (Mt Hermon Rd) from Main St to US 13 (Salisbury Byp), Wicomico County

**Table 7. District 2**

• US 40 (Pulaski Hwy) from MD 272 (Mauldin Ave/Northeast Rd) to Marley Rd, Cecil County
• MD 322 (Easton Pkwy) from MD 33 (Bay St) to US 50 (Ocean Gateway) Northern Junction, Talbot County
• MD 272 (North East Rd) from US 40 (Pulaski Hwy) to IS 95 (JFK Memorial Hwy), Cecil County
• US 40 (Pulaski Hwy) from MD 7 (E Old Philadelphia Rd)/MD 279 (Elkton Rd) to MD 213 (S Bridge St), Cecil County
• US 40 (Pulaski Hwy) from MD 213 (Augustine Herman Hwy/S Bridge St) to MD 7 (Delaware Ave), Cecil County
• MD 213 (Augustine Herman Hwy) from Lewis Shore Rd E/Lewis Shore Rd W to US 40 (Pulaski Hwy), Cecil County
• US 40 (Pulaski Hwy) from MD 7 (Delaware Ave) to Delaware State Line, Cecil County
• US 40 (Pulaski Hwy) from Charlestown Crossing Blvd to MD 272 (Mauldin Ave/Northeast Rd), Cecil County
• MD 213 (Bridge St) from US 40 (Pulaski Hwy) to MD 545 (Elkton Blvd), Cecil County
• US 50 (Ocean Gateway) from MD 322 (Easton Pkwy) Southern Junction to MD 322 (Easton Pkwy) Northern Junction, Talbot County
• US 50 (Ocean Gateway) from MD 322 (Easton Pkwy) Northern Junction to MD 309 (Black Dog Aly)/ Airport Rd, Talbot County

**Table 8. District 3**

• MD 193 (University Blvd) from MD 650 (New Hampshire Ave) to MD 212 (Riggs Rd), Prince George's/Montgomery County
• MD 212 (Riggs Rd) from MD 501 (Chillum Rd) to MD 410 (East-West Hwy), Prince George's County
• MD 410 (East-West Hwy) from MD 212 (Riggs Rd) to MD 500 (Queens Chapel Rd)/Adelphi Rd, Prince George's County
• MD 212 (Riggs Rd) from MD 410 (East-West Hwy) to MD 193 (University Blvd), Prince George's County
• MD 193 (University Blvd) from MD 212 (Riggs Rd) to MD 193B (Campus Dr), Prince George's County
• MD 586 (Veirs Mill Rd) from MD 28/MD 911 (First St) to MD 185 (Connecticut Ave), Montgomery County
• MD 214 (E Capitol St/Central Ave) from Southern Ave to Brightseat Rd/Hampton Park Blvd, Prince George's County
• MD 650 (New Hampshire Ave) from MD 193 (University Blvd) to IS 495 (Capital Beltway), Prince George's/Montgomery County
• MD 414 (St Barnabas Rd) from Alice Ave to Pohanka Pl, Prince George's County
• MD 210 (Indian Head Hwy) from IS 95 (Capital Beltway) to Southern Ave, Prince George's County
• MD 4 (Pennsylvania Ave) from IS 95 (Capital Beltway) to MD 458 (Silver Hill Rd), Prince George's County
• MD 193 (University Blvd E) from IS 495 (Capital Beltway) to MD 320 (Piney Branch Rd), Montgomery County
• MD 124 (Montgomery Village Ave/Midcounty Hwy) from MD 355 (N Frederick Rd) to MD 124 (Woodfield Rd)/Saybrooke Oaks Blvd, Montgomery County
• MD 355 (S Frederick Ave) from MD 124 (Montgomery Village Ave/Quince Orchard Rd) to Central Ave, Montgomery County
• MD 704 (MLK Jr Hwy) from Eastern Ave to MD 202 (Landover Rd), Prince George's County
• MD 193 (University Blvd E) from MD 320 (Piney Branch Rd) to MD 650 (New Hampshire Ave), Montgomery/Prince George's County
• MD 193 (Greenbelt Rd) from MD 430 (Greenbelt Rd) to MD 201 (Kenilworth Ave), Prince George's County
• MD 450 (Annapolis Rd) from MD 410 (Veterans Pkwy) to IS 95 (Capital Beltway), Prince George's County
• MD 704 (MLK Jr Hwy) from MD 202 (Landover Rd) to US 50 / IS 595 (John Hanson Hwy), Prince George's County
• MD 212 (Riggs Rd) from MD 193 (University Blvd) to Adelphi Rd, Prince George's County

**Table 9. District 4**

• MD 700 (Martin Blvd) from MD 150 (Eastern Blvd) to US 40 (Pulaski Hwy), Baltimore County
• MD 140 (Main St/Reisterstown Rd) from Rosewood La to MD 140 (Westminster Pike), Baltimore County
• MD 26 (Liberty Rd) from Owings Mills Blvd to IS 695 (Baltimore Beltway), Baltimore County
• US 40 (Baltimore National Pike) from IS 695 (Baltimore Beltway) to Southwest Baltimore City Line, Baltimore County
• MD 150 (Eastern Blvd) from MD 702 (Southeast Blvd) to MD 700 (Martin Blvd), Baltimore County
• US 40 (Baltimore National Pike) from Nuwood Dr to IS 695 (Baltimore Beltway), Baltimore County
• MD 157 (Merritt Blvd) from MD 157 (Peninsula Expwy)/Merritt Ave to North Point Rd, Baltimore County
• MD 150 (Eastern Ave/Eastern Blvd) from MD 695 (Baltimore Beltway) to MD 702 (Southeast Blvd), Baltimore County
• US 40 (S Philadelphia Blvd) from MD 715 (Short La) to MD 132 (W Belair Ave), Harford County
• MD 26 (Liberty Rd) from IS 695 (Baltimore Beltway) to Saint Lukes La, Baltimore County
• MD 146 (Dulaney Valley Rd) from MD 45 (York Road) to IS 695 (Baltimore Beltway), Baltimore County
• MD 542 (Loch Raven Blvd) from Loch Hill Rd to IS 695 (Baltimore Beltway), Baltimore County
• MD 702 (Southeast Blvd) from MD 150 (Eastern Blvd) to Hyde Park Rd, Baltimore County
• MD 140 (Reisterstown Rd) from Glengyle Ave to IS 695 (Baltimore Beltway), Baltimore County
• US 40 (Pulaski Hwy) from 66th St to MD 695 (Baltimore Beltway), Baltimore County
• US 40 (Pulaski Hwy) from MD 152 (Mountain Rd/Magnolia Rd) to MD 24 (Emmorton Rd), Harford County
• US 40 (Pulaski Hwy) from MD 700 (Martin Blvd) to MD 43 (White Marsh Blvd), Baltimore County
• MD 24 (Vietnam Veterans Memorial Hwy) from MD 924 (Emmorton Rd)/Tollgate Rd to US 1 Business (Belair Rd), Harford County

**Table 10. District 5**

• MD 2 (Gov Ritchie Hwy) from MD 177 (Mountain Rd) to MD 648 E (Baltimore Annapolis Blvd), Anne Arundel County
• MD 2 (Gov Ritchie Hwy) from MD 171 (Church St) to MD 170 (Belle Grove Rd), Anne Arundel County
• MD 3 Business (Crain Hwy) from IS 97 to MD 100, Anne Arundel County
• MD 235 (Three Notch Rd) from MD 246 (Cedar Point Road) to MD 237 (Chancellors Run Rd), St. Mary's County
• MD 450 (West St) from MD 393 (Old Solomons Island Rd) to MD 435 (Taylor Ave), Anne Arundel County
• US 301 (Crain Hwy) from Billingsley Rd to MD 228 (Berry Rd)/MD 5 Business (Leonardtwn Rd), Charles County
• US 301 (Crain Hwy) from MD 228 (Berry Rd)/MD 5 Business (Leonardtwn Rd) to MD 5 K (Mattawoman Dr), Charles County
• MD 2 (Gov Ritchie Hwy) from MD 710 (East Ordnance Rd) to MD 695 (Baltimore Beltway), Anne Arundel County
• MD 3 Business (Crain Hwy) from MD 174 (Quarterfield Rd) to MD 648 E (Baltimore Annapolis Blvd), Anne Arundel County

### District 5 continued

• MD 2 (Gov Ritchie Hwy) from MD 648 D (Baltimore Annapolis Blvd) to MD 10 (Arundel Expwy), Anne Arundel County
• US 301 (Crain Hwy) from MD 225 (Hawthorne Rd)/Hawthorne Dr to MD 227 (Marshall Corner Rd)/Willets Crossing Rd, Charles County
• MD 246 (Great Mills Rd) from MD 237 (Chancellors Run Rd) to FDR Blvd, St. Mary's County
• MD 246 (Great Mills Rd) from MD 5 (Point Lookout Rd) to MD 237 (Chancellors Run Rd), St. Mary's County
• MD 2 (Solomons Island Rd) from MD 214 (Central Ave) to Virginia Ave/MD 553 A (South River Rd S), Anne Arundel County
• MD 170 (Telegraph Rd) from MD 32 to MD 174 (Reece Rd), Anne Arundel County
• MD 177 (Mountain Rd) from Loblolly La to Ventnor Rd, Anne Arundel County
• US 301 (Crain Hwy) from MD 6 (Port Tobacco Rd/Charles St) to MD 225 (Hawthorne Rd)/Hawthorne Dr, Charles County
• MD 175 (Annapolis Rd) from MD 170 (Telegraph Rd)/Piney Orchard Pkwy to MD 32, Anne Arundel County

**Table 11. District 6**

• US 40 from IS 81 (Maryland Veterans Memorial Hwy) to IS 70 (Eisenhower Memorial Hwy), Washington County
• US 11 (Burhans Blvd) from Cushwas Alley to US 40 (Franklin St), Washington County
• US 11 (Virginia Ave) from IS 81 (Maryland Veterans Memorial Hwy) to US 11 (Burhans Blvd)/W Wilson Blvd, Washington County
• US 40 Alternative (N Main St) from MD 68 (Lappans Rd/Chase Six Blvd) to MD 66 (Maple Ave), Washington County

**Table 12. District 7**

• US 40 (Baltimore National Pike//W Patrick St) from Kehne Rd to US 15 (Frederick Freeway), Frederick County
• US 1 (Washington Blvd) from Wilbert La to Little Patuxent River Bridge, Howard County
• MD 175 (Waterloo Rd/Rouse Pkwy) from IS 95 to US 29 (Columbia Pike), Howard County
• MD 140 (Baltimore Blvd) from Arnold Road (Carroll County Northern Landfill) to MD 97 (Malcolm Dr), Carroll County
• US 1 (Washington Blvd) from MD 100 to Montgomery Rd, Howard County
• MD 140 (Baltimore Blvd) from MD 97 (Malcolm Dr) to MD 27 (Manchester Rd), Carroll County
• US 1 (Washington Blvd) from MD 175 (Waterloo Rd) to MD 103 (Meadowridge Rd/Dorsey Rd), Howard County
• US 1 (Washington Blvd) from Montgomery Rd to Bonnie View La, Howard County
• MD 108 (Old Annapolis Rd) from Red Branch Rd to MD 104 (Waterloo Rd), Howard County
• MD 194 (Woodsboro Pike) from Antietam Dr to Nicodemus Rd, Frederick County

### Countermeasures

SHA's Context Driven Toolkit links safety countermeasures with context zones and, in some cases, additional criteria such as posted speed. This toolkit allows for the selection of appropriate safety tools for each of the state-maintained high-risk areas in this report. Summaries of these countermeasures are provided below, with more information available for each in the Toolkit. This is simply a list of potential countermeasures. In each case, specific site conditions and criteria for each high-risk area must be considered by the planner or designer when determining the right countermeasures at each location. Not all countermeasures are appropriate at all locations.



Source: Jacob Baumgart/Patch.com

#### Speed Safety Cameras

Speed Safety Cameras (SSC) are an effective tool to manage speeding, a core principle of the Safe System Approach. Chapter 500, Acts of the 2009 Maryland General Assembly, authorized the use of automated speed enforcement in both highway work zones (§ 21-810, Transportation Art., Md. Code Ann.) and school zones (§ 21-809, Transportation Art., Md. Code Ann.) These speed cameras use radar technology to detect speeding and capture photo or video evidence of violations. They serve as a reliable supplement to traditional enforcement by helping shift social norms around speeding. Speed safety cameras can be deployed in three main ways: fixed cameras at specific locations, point-to-point systems that measure average speeds along a corridor, and mobile units that rotate across sites. Agencies typically use network-level crash analysis to determine where cameras are most needed based on context, roadway type, and vulnerable road users.



#### Bike Lanes

A bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and may be separated from motor vehicle traffic by a vertical element. They are differentiated from shared use paths because they are bike-only facilities. Vertical elements in the barrier area provide an increased sense of comfort and safety for users. The design should respond to roadway conditions, user needs, and land-use context, with separated lanes preferred on higher-speed or higher-volume corridors. Bike lanes can be added to new streets or created on existing roads by reallocating space, including through road diets. Agencies often set minimum bike lane widths, and separation can be provided using elements like posts, bollards, concrete barriers, raised medians, or by elevating the bikeway.



### **Continental Crosswalks**

Continental (longitudinal bar) crosswalks are a type of high-visibility crosswalk markings. Continental crosswalk markings use thick striping oriented parallel to the approach travel lanes to increase the visibility of pedestrian crossings for both pedestrians and motorists. Motorists are warned to expect pedestrian crossings while approaching the intersection and to stop for crossing pedestrians because these pavement markings can be detected sooner than traditional parallel line crosswalk markings. At uncontrolled locations, continental crosswalks identify a preferred crossing location for pedestrians. At midblock locations, crosswalk markings legally establish the crosswalk.



### **Green Pavement for Bike Lanes**

Colored pavement within a bike lane increases visibility of the facility, highlights potential areas of conflict, and reinforces that drivers must yield to bicyclists when entering a conflict area. Green-colored pavement is used to designate locations where bicyclists are expected to operate and areas where bicyclists and other roadway traffic might have potentially conflicting weaving or crossing movements. This may include a bike box, extension lines through an intersection or across driveways, turning queue boxes or protected intersections. Consistent application of color within a roadway corridor is important to promote clear understanding by all users.



### **Hardened Centerlines**

Hardened centerlines are roadway treatments that slow left-turning vehicle traffic by “hardening” (creating a physical barrier) between opposing travel directions. The hardened centerline may also extend past the crosswalk to provide an even greater safety benefit. Hardened centerlines can slow down left-turning vehicles by discouraging motorists from oversteering through a turning movement. This is achieved by forcing the left-turning vehicle to navigate around the hardened centerline, and by making it more difficult for the left-turning vehicle to use parts of the crosswalk and opposing vehicle lanes

to execute a wider, higher-speed left turn. The smaller turn radius not only slows the left-turning vehicle down, but also increases the visibility of pedestrians in the crosswalk, improves motorist reaction time to pedestrians in the crosswalk, and reduces serious injury risk in the event of a collision.



### **In-Lane Floating Bus Stops**

An in-lane floating bus stop consists of a raised platform that allows buses to pick up passengers without pulling out of traffic lanes. Bike facilities such as bike lanes are diverted behind the bus stop amenities. This configuration allows transit vehicles to stay in their own lane without crossing the bike paths, and gives cyclists added protection from vehicular traffic at the bus stop. Benefits to an in-lane floating bus stop include reduced bus dwell times, elimination of bus-bike conflicts, and more space for transit passengers and amenities.



### **Lane Width Reductions**

Where safety and speeding concerns are identified, or where travel lanes are wide or not defined with markings, a lane width reduction or “lane diet” may be used to reallocate road space. Lane width reductions often occur during a resurfacing or roadway improvement project, and may include repurposing of additional paved space with markings, or by physically removing unused paved areas. Lane diets provide multiple benefits, including encouraging reduced vehicle operating speeds in denser context environments, reducing crossing distances for pedestrians to decrease exposure to motor vehicle traffic, allowing for compact intersection geometry that facilitates shorter signal cycles, reducing paved surfaces to decrease stormwater impacts, and reallocating roadway space for other uses.



### Leading Pedestrian Intervals

A leading pedestrian interval (LPI) is the presence of a pedestrian phase prior to any vehicular phase when crossing at a signalized intersection. The interval allows the pedestrian the opportunity to enter an intersection 4 to 7 seconds (7 seconds preferred) before any vehicles are given a green signal indication. This extra time provides pedestrians with an opportunity to establish their presence in the crosswalk before motorists start turning and provides additional crossing time for those who need it. This head start increases the percentage of motorists who yield the right-of-way to pedestrians and can reduce conflicts between pedestrians crossing a roadway and turning vehicles. Consideration will be given to balancing vehicle capacity at each location where the treatments are being considered.



### Midblock Crosswalks

Midblock crosswalks designate appropriate locations for pedestrians to cross a road at non-intersection locations, and include appropriate traffic control devices to manage conflicts and improve safety. These facilities may be provided where significant pedestrian generators are located on opposite sides of a road, or where a pedestrian or bike path is located away from intersections, like a regional trail. Frequent applications include midblock bus stops, metro stations, parks, plazas, or entrances to key destinations.

The location and placement of midblock crosswalks are subject to a variety of factors, including context, intersection spacing, roadway width, traffic volume and speed, stopping sight distance, presence of pedestrian generators, and reported safety concerns. Because midblock crosswalks are located away from intersections, where motorists traditionally expect to encounter pedestrians crossing the road, design of the crosswalk must include appropriate traffic control features. Where conflicts are uncontrolled, the design must allow drivers to recognize potential conflicts, and stop for pedestrians in or entering the crosswalk.



### No Turn On Red

A No Turn On Red (NTOR) restriction is designated by a posted NO TURN ON RED (R10-11b) sign at the signalized intersection for any approach where the restriction may improve safety. The purpose of this treatment is to eliminate conflicts between turning vehicles and pedestrians or bicyclists during a concurrent walk (or bike signal) phase, and to mitigate sight line restrictions.



### Pedestrian Hybrid Beacons

Pedestrian hybrid beacons (PHBs) are traffic control devices that are installed at crossings of major streets that provide a controlled opportunity for pedestrians to cross the street. The beacon is different from a conventional traffic signal because it includes a three-section triangular signal display, with two red signal faces side-by-side, above a yellow signal face below and centered between the red signals. It also remains “dark” until a pedestrian that desires to cross the street is detected. The signal activates with an initial yellow to red lighting sequence that directs motorists to slow and come to a stop. The pedestrian signal then displays WALK to allow the pedestrian to begin their crossing. At conclusion of the WALK interval, the red signals begin flashing in an alternating wig-wag pattern, and the pedestrian signal displays “Flashing Don’t Walk”, and upraised hand symbols for the pedestrian clearance interval. During this time, drivers are permitted to treat the beacon under a stop-and-go operation, yielding to any pedestrians in the crosswalk, or proceeding if the crosswalk is clear. After the pedestrian clearance is complete, the hybrid beacon reverts to a dark display.



### Posted Speed Limit Reductions

Posted speed limits notify drivers of the maximum safe speed, established either by statute or through an engineering study to establish a speed zone, based on a variety of operational, safety and roadside factors. On roadways with observed safety challenges, where reducing operating speeds would reduce the frequency of collisions, and reduce the severity of collisions that do occur, a posted speed limit reduction may be utilized to improve safety. In denser context areas, a reduction in the posted speed limit may have a significant impact on safety for more vulnerable users, including pedestrians and bicyclists. Higher operating speeds reduce a driver's ability to react when they encounter these users in the road, and result in higher severity outcomes when collisions occur.



### Protected Intersections

A protected intersection maintains physical separation between vehicular and bicyclist movements through an intersection. A corner protection island, forward queuing area, and recessed bike and pedestrian crossings reduces vehicular turning speeds, increases visibility of bicyclists or pedestrians crossing the street, and provides space to yield while vulnerable users clear the intersection. This treatment is most effective at locations with high volumes of bicyclists and motorists, or medium to high volumes of bicyclists, motorists, and pedestrians. Protected intersections are a preferred treatment for separated bike lanes in an urban context. At signalized intersections, signal timing may provide leading or protected phasing to further reduce potential conflicts.



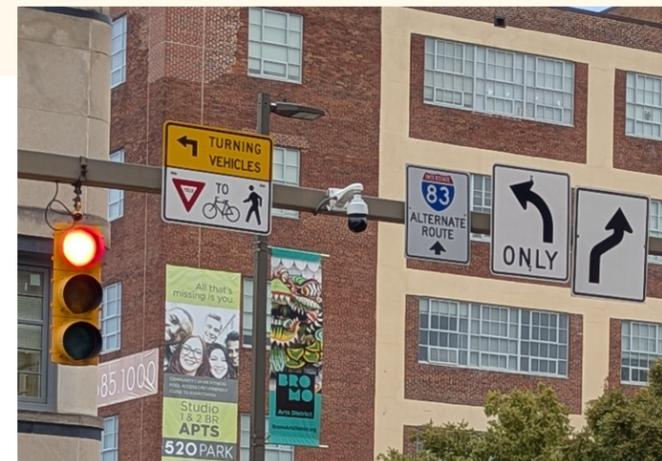
### Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-actuated visual enhancement devices, used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled marked crosswalks. The RRFBs are placed on both sides of an uncontrolled crosswalk supplementing an applicable warning sign. The beacons differ from standard flashing beacons because the device utilizes a rapid flash frequency (approximately 75 flashing sequences per minute), and brighter light intensity display. RRFBs can be activated by passive or pedestrian-actuated detection.



### Crossing Islands

A crossing island is a median cut-through that is intended to help protect persons who are crossing a road. At uncontrolled intersections, the presence of a crossing island at a midblock location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross. At signalized intersections, a crossing island provides a place to wait if a pedestrian is unable to cross the entire roadway after beginning their crossing.



### Turning Vehicles Yield to Pedestrians Signs

A turning vehicles yield to pedestrians (R10-15) sign is provided in order to remind drivers making turns to yield to pedestrians. The sign may be beneficial where a permissive turning movement runs concurrent with a pedestrian phase. The sign may also improve safety where motorists have limited line of sight near the conflicting crossing. The sign should be mounted close to any signal head that regulates vehicles turning in conflict with the applicable crosswalk.



### **Exclusive Pedestrian Phases (All-Walk Phases)**

The exclusive pedestrian phase is a phase at a signalized intersection that allows pedestrians to cross all legs of the intersection in a single phase separated from vehicular phases. Vehicles at all approaches to the intersection are stopped while pedestrians are given the WALK signal followed by a Flashing DON'T WALK signal.



### **Reduced Curb Radii**

Street corner geometric design focuses on two main components: the actual curb radius (the curvature along the face of curb), and the effective curb radius (the curvature of the path vehicles follow when turning). These components may include standard physical curbs, striping with flex posts, roadside elements or mountable aprons. It is desirable to minimize curb radii to the appropriate design vehicle for the surrounding context and the function of the roadway. Curb radius reductions are a strategy to reduce turning speeds for vehicles by forcing sharper turns. They also increase the available space for pedestrians to wait to cross, reduce crossing distance, improve sightlines, and allow for greater flexibility in placement of curb ramp and traffic signal equipment.



### **Curb Extensions (Bulb Outs)**

Curb extensions (also known as “bulb outs” or “neck downs”) decrease the width of a roadway at a crossing location through the physical extension of a curb line or sidewalk. Curb extensions enhance pedestrian safety in several ways, such as by making pedestrians, bicyclists, and motorists more visible to each other; by keeping motor vehicles from parking too close to crossings and blocking sight lines; by reducing pedestrian crossing distances; and by narrowing radii at intersections, which may reduce turning speeds. Curb extensions also may provide flexibility to provide better placement of curb ramps and prevent ramps from being blocked by vehicles that park at the corner. At signalized locations, it is possible that curb extensions may reduce motorist delay by reducing the pedestrian clearance time due to the shorter crossing distance.



### **Bicycle Lane Extensions**

Bicycle lane extension pavement markings through intersections and conflict points are intended to provide bicyclists with a clear, highly visible pathway through an intersection and create a safer bicycling environment. They also help to alert motorists to the presence of bicycle through-traffic and encourage turning motorists to yield to through moving bicyclists. The pavement within the bicycle lane extension can include green colored pavement.



### **Bicycle Signals**

A bicycle signal is a traffic signal with a green, yellow, and red display intended to control bicycle movements. The display may include arrows or a bicycle-shaped symbol. Bicycle signals are optional treatments that may be necessary to indicate right-of-way for the cyclist. Bicycle signals require an additional phase be added to the traffic signal sequence, as green bicycle indications must be separated in time and space from conflicting vehicular movements. Initial studies of bicycle signals indicate that their presence may increase signal compliance and improve safety.



### **Bicycle Boxes**

A bicycle box is a designated area at an approach to a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. They are intended to reduce the likelihood of a collision at the onset of a green light. Bicycle boxes allow bicyclists to position themselves in appropriate locations more visible to surrounding traffic, which may reduce conflicts and help groups of bicyclists clear intersections more quickly.



### ***Non-Traversable Barriers***

It is not always practical or feasible to provide safe bicycle and pedestrian crossings in all locations. Crossing a street or roadway with medians not designed for safe passage can expose bicyclists and pedestrians to an elevated risk of being struck by a motor vehicle. While the preference is to create safe crossings, there are many factors that may limit opportunities to do so. It may be necessary to consider the installation of continuous non-traversable barriers or fencing to channelize pedestrians to a safer crossing. While signage can aid in directing pedestrians and bicyclists, they are often ineffective as a measure on their own.



### ***Continuous Lighting***

Illumination at crosswalks and along the roadway can help increase visibility for pedestrians and bicyclists, particularly at approaches to crossings. Increasing or adding lighting to crosswalks, road segments, and intersections improves pedestrian and bicyclist safety by reducing crashes, increasing yielding and compliance with traffic control devices, and improving visibility. A single luminaire placed directly over the crosswalk does not adequately illuminate the pedestrian for the approaching motorist. It is best to provide a consistent level of lighting along a roadway. This includes lighting pedestrian crosswalks and approaches to the crosswalks.

## **Individual High-Risk Areas on State Roads**

The Consultation Supplement includes relevant information for all 91 high-risk areas on state roads, including:

- Context zone(s) in which the high-risk area is located
- Traffic volumes
- Posted speed limits
- Multimodal facilities present
- Key points from the consultation process

The Consultation Supplement also includes all comments received from the consultation meetings and survey as described in Chapter 4.

### **Next Steps**

The VRU Safety Assessment is an ongoing process which helps identify and prioritize high priority roadways throughout Maryland to advance safety on our roadways. Projects as outlined above will continue to advance, leveraging this data to focus efforts where they can create the most impact. This assessment will be updated in conjunction with the SHSP in 2030, incorporating new data and providing a comparison to the prior assessments to ensure that progress is being made. SHA will also advance safety projects to support crash prevention and spot safety improvements, based on data driven analysis of statewide corridors.

## 6 Appendix: Consultation Supplement

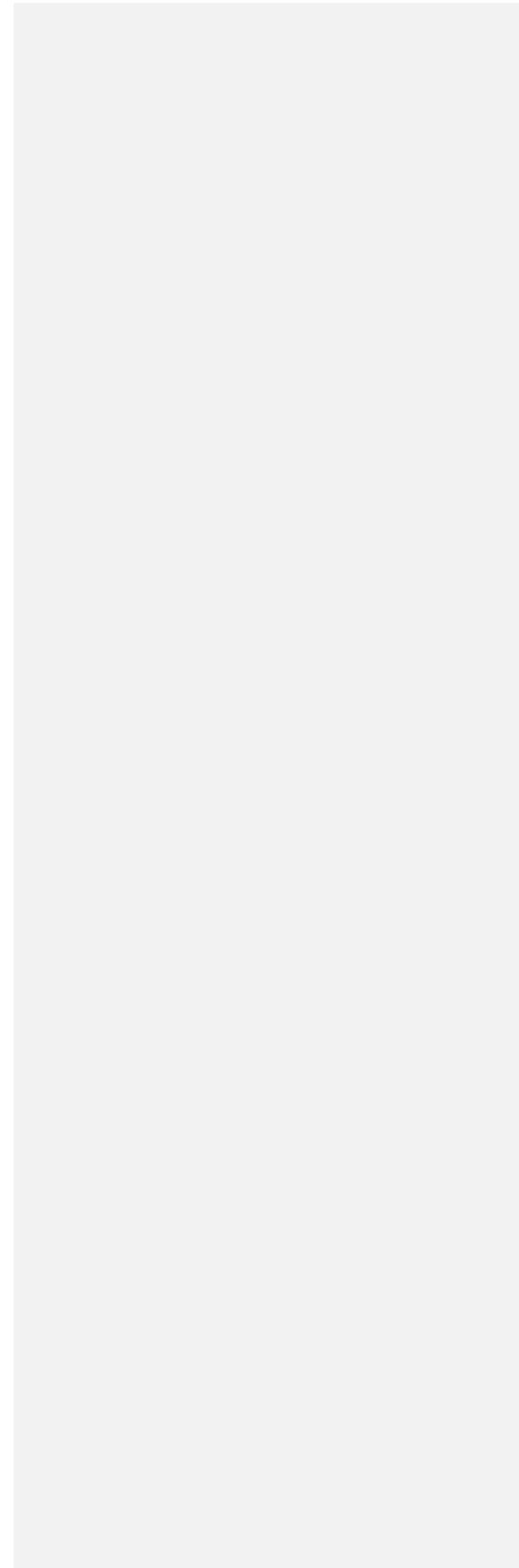
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Maryland State Highway Administration

**Vulnerable Road User Safety Assessment  
Consultation Supplement**

December 2025



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**Supplemental Information for High-Risk Areas on State Roads**

This document is a supplement to the 2025 Maryland State Highway Administration (SHA) Vulnerable Road User (VRU) Safety Assessment. It focuses on information received during the VRU Safety Assessment consultation process. The following pages contain detailed information on high-risk areas identified in the assessment. The supplement concludes with a listing of all comments received during consultation meetings and from the project’s online survey. More information about the consultation process is found in Chapter 4 of the assessment document.

The following pages provide relevant information for all high-risk areas on state-maintained roads, including:

- Context zone(s) in which the high-risk area is located
- Traffic volumes
- Posted speed limits
- Multimodal facilities present
- Key points from the consultation process

High-risk areas are listed by SHA District, from 1 to 7. Baltimore City is not listed because all roads within its limits are maintained by the City.

**District 1**

District 1, Wicomico County (Salisbury area)

**MD 12 (Snow Hill Road)  
from West Sandy Acres Drive to East Main Street**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 10,000 vehicles per day

**Posted speed limits:** 30-40 mph

**Multimodal facilities present:**

- Intermittent Sidewalks
- Bus stops

**Key points from the consultation process:**

- VRU project currently in planning phase.

District 1, Wicomico County (Salisbury area)

### **US 13 (North Salisbury Boulevard)**

**from US 13 Business (North Salisbury Boulevard)/US 50 (Salisbury Bypass) to Dagsboro Road**

**Context zones:** Suburban

**Traffic volumes:** About 35,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- No pedestrian facilities north of Dove Street
- Limited sidewalks south of Dove Street

**Key points from the consultation process:**

- Sidewalk improvement project is ongoing in the area.
- Bike lanes and crosswalks would enhance safety.
- Safer crossings would be useful.

District 1, Wicomico County (Salisbury area)

### **US 13 Business (North Salisbury Boulevard)**

**from Bridgeview Street to US 50 (Salisbury Bypass)/US 13**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 28,000 vehicles per day

**Posted speed limits:** 35-45 mph

**Multimodal facilities present:**

- Continuous Sidewalks south of Zion Road
- Bus stops

**Key points from the consultation process:**

- No comments

District 1, Wicomico County (Salisbury area)

### **US 13 Business (North Salisbury Boulevard)**

**from US 50 Business (East Salisbury Parkway) to Bridgeview Street**

**Context zones:** Urban Center, Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 28,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous Sidewalks
- Bus stops

**Key points from the consultation process:**

- No comments

District 1, Wicomico County (Salisbury area)

### **US 13 Business (South Salisbury Boulevard)**

**from West College Avenue to US 50 Business (East Salisbury Parkway)**

**Context zones:** Urban Center, Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 22,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- There are several ped crossings/ped signals that are proposed along that corridor.
- Speeding vehicles.

District 1, Wicomico County (Salisbury area)

### **US 50 Business (East Salisbury Parkway)/Ocean Gateway from US 13 Business (North Salisbury Boulevard) to Tilghman Road**

**Context zones:** Urban Center, Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 17,000-20,000 vehicles per day

**Posted speed limits:** 35-55 mph

**Multimodal facilities present:**

- Continuous sidewalks west of Main Street
- Bike lanes
- Bus stops

**Key points from the consultation process:**

- VRU project underway.
- Lowering speed in this corridor from Civic Ave to Hobbs Road due to a number of different crashes.
- Tons of pedestrians trying to cross the road.
- Crossing needed at US 50 and Beeland Park Drive.
- There is an existing shared use path on the north side of the road with a small piece missing between MD 350 and US 50.

District 1, Wicomico County (Salisbury area)

### **US 50 Business (West Salisbury Parkway)/Ocean Gateway from MD 349 (Nanticoke Road)/W Isabella Street to US 13 Business (North Salisbury Boulevard)**

**Context zones:** Urban Center, Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 20,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Sidewalks
- Bike lanes

**Key points from the consultation process:**

- There was a study done at MD 349 and US 50.

District 1, Wicomico County (Salisbury area)

### **MD 350 (Mount Hermon Road) from East Main Street to US 13 (Salisbury Bypass)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 5,500 vehicles per day

**Posted speed limits:** 35-40 mph

**Multimodal facilities present:**

- Sidewalks
- Bike lanes (west of Beaglin Park Drive)
- Bus stops

**Key points from the consultation process:**

- No comments

District 1, Worcester County (Ocean City area)

### **MD 528 (Coastal Highway) from MD 90 (Ocean City Expressway/62<sup>nd</sup> Street) to 146<sup>th</sup> Street**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 27,000-47,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus/bike lanes
- Bus stops

**Key points from the consultation process:**

- Very busy corridor for pedestrians and cyclists.
- One of the main concerns is the new traffic signal.
- Ped/bike improvements should be coordinated with Delaware to provide connectivity across state lines.
- Several projects are happening along the corridor.
- Midblock crossings on Coastal Highway are an ongoing challenge.

District 1, Worcester County (Ocean City area)

**MD 528 (Philadelphia Avenue/Coastal Highway)**  
**from MD 378 (15<sup>th</sup> Street) to MD 90 (Ocean City Expressway/62<sup>nd</sup> Street)**

**Context zones:** Urban Center, Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 32,000-47,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus/bike lanes
- Bus stops

**Key points from the consultation process:**

- PSAP public outreach occurred last Fall in Ocean City.
- Midblock crossing is a major safety issue.
- Crosswalks are long and very dangerous.
- Bus/bike lane should have more clear markings or a separated bike lane.

**District 2**

District 2, Cecil County (North East area)

**US 40 (Pulaski Highway)**  
**from Charlestown Crossing Boulevard to MD 272 (Mauldin Avenue/North East Road)**

**Context zones:** Suburban

**Traffic volumes:** About 26,000 vehicles per day

**Posted speed limits:** 55 mph

**Multimodal facilities present:**

- Bike lanes
- Bus stops

**Key points from the consultation process:**

- In need of sidewalks or shared use path.
- There are no crossings at all or pedestrian facilities.

District 2, Cecil County (North East area)

**US 40 (Pulaski Highway)**  
**from MD 272 (Mauldin Avenue/North East Road) to Marley Road**

**Context zones:** Suburban

**Traffic volumes:** About 28,000 vehicles per day

**Posted speed limits:** 55 mph

**Multimodal facilities present:**

- Bike lanes
- Bus stops

**Key points from the consultation process:**

- There are a lot of pedestrians from ped generators and low-income housing with almost no pedestrian facilities or crossings.
- Bus stops are not safe along US 40 due to the lack of sidewalks.
- There are shoulders, but they are extremely high stress for bicyclists.

District 2, Cecil County (North East area)

**US 40 (Pulaski Highway)**  
**from MD 7 (East Old Philadelphia Road)/MD 279 (Elkton Rd) to MD 213 (South Bridge Street)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 33,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Bike lanes
- Bus stops

**Key points from the consultation process:**

- High pedestrian use with almost no facilities.
- All the intersections are also incredibly wide and challenging for pedestrians to cross.
- High speed vehicles are a safety concern.
- Shoulders are extremely high stress for bicyclists.

District 2, Cecil County (North East area)

## US 40 (Pulaski Highway)

from MD 213 (Augustine Herman Highway/South Bridge Street) to MD 7 (Delaware Avenue)

**Context zones:** Suburban

**Traffic volumes:** About 33,000 vehicles per day

**Posted speed limits:** 45-55 mph

**Multimodal facilities present:**

- Segments of sidewalk
- Bike lanes (intermittent)

**Key points from the consultation process:**

- Delaware has bike path funded to the Maryland line.
- Safety concerns at intersection with MD 213.
- There is a need for safe walking and biking connections between Elkton and Elk Neck State Forest.

District 2, Cecil County (Elkton area)

## US 40 (Pulaski Highway)

from MD 7 (Delaware Avenue) to Delaware State Line

**Context zones:** Suburban

**Traffic volumes:** About 33,000 vehicles per day

**Posted speed limits:** 55 mph

**Multimodal facilities present:**

- Bike lanes (intermittent)
- Segments of sidewalk
- Bus stops

**Key points from the consultation process:**

- Sidewalk connectivity is needed.
- East Elkton Traffic Circulation and Safety Plan noted safety concerns at the intersection of MD 781 and US 40.
- Elkton Pedestrian Plan calls for a shared-use path on US 40.
- The Mason Dixon Trail crosses US 40 at Landing Lane with limited pedestrian and bicycle facilities.

District 2, Cecil County (Elkton area)

## MD 213 (Bridge Street)

from US 40 (Pulaski Highway) to MD 545 (Elkton Boulevard)

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 15,000-18,000 vehicles per day

**Posted speed limits:** 25-35 mph

**Multimodal facilities present:**

- Sidewalks
- Bus stops

**Key points from the consultation process:**

- This overlaps with the East Coast Greenway. Shared use paths should be created along US 40 and S Bridge St.
- There are a lot more scooters including class 3 along this corridor.
- Retail traffic nearby on High St and the Christiana Care Hospital System right off on High Street brings a lot of traffic.

District 2, Cecil County (Elkton area)

## MD 213 (Augustine Herman Highway)

from East Lewis Shore Road/West Lewis Shore Road to US 40 (Pulaski Highway)

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban, Rural

**Traffic volumes:** 14,000-15,000 vehicles per day

**Posted speed limits:** 35-50 mph

**Multimodal facilities present:**

- One segment of sidewalk near White Hall Road
- Bus stops

**Key points from the consultation process:**

- VRU project underway.
- This is an important bike spine connector on MDOT's bike spine.
- Development is coming in on both sides of MD 213, that will add bike lanes between Frenchtown Rd and White Hall Rd.
- The C&D Trail is nearby that would provide an important connection.

District 2, Cecil County (North East area)

### **MD 272 (North East Road)**

**from US 40 (Pulaski Highway) to IS 95 (JFK Memorial Highway)**

**Context zones:** Suburban

**Traffic volumes:** About 23,000 vehicles per day

**Posted speed limits:** 45-50 mph

**Multimodal facilities present:**

- Southbound bike lane south of Gateway Drive
- Bus stops

**Key points from the consultation process:**

- No crosswalk at intersection with Rogers Rd.
- Inadequate sidewalks that do not fully connect along the corridor as well as unsafe intersections with high-speed traffic that does not yield to pedestrians.
- Traffic calming measures are needed.

District 2, Talbot County (Easton area)

### **US 50 (Ocean Gateway)**

**from MD 322 (Easton Parkway) Southern Junction to MD 322 (Easton Parkway) Northern Junction**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 32,000 vehicles per day

**Posted speed limits:** 35-55 mph

**Multimodal facilities present:**

- No pedestrian facilities
- Bus stops

**Key points from the consultation process:**

- This part of US 50 will not have significant pedestrian and bike facilities along the corridor, but the crossings are important.
- MD 328 intersection needs a crossing.
- Other projects are underway in the area.

District 2, Talbot County (Easton area)

### **US 50 (Ocean Gateway)**

**from MD 322 (Easton Parkway) Northern Junction to MD 309 (Black Dog Alley)/Airport Road**

**Context zones:** Suburban

**Traffic volumes:** About 32,000 vehicles per day

**Posted speed limits:** 55 mph

**Multimodal facilities present:**

- No pedestrian facilities

**Key points from the consultation process:**

- US 50 intersection with MD 322 is very problematic.
- Dangerous travel speeds of vehicles, lack of crossings, and lack of sidewalks.
- Add pedestrian crossings at Dover Rd and Goldsborough St.

District 2, Talbot County (Easton area)

### **MD 322 (Easton Parkway)**

**from MD 33 (Bay Street) to US 50 (Ocean Gateway) Northern Junction**

**Context zones:** Suburban

**Traffic volumes:** About 16,000 vehicles per day

**Posted speed limits:** 45-50 mph

**Multimodal facilities present:**

- No pedestrian facilities
- Bus stops

**Key points from the consultation process:**

- Dangerous crossing at Marlboro Ave where there was a fatality.
- No pedestrian crossing at Glebe Rd.
- This section of bypass has no bike or ped facilities but has a wide enough ROW to add them.
- This corridor is high priority for the Town of Easton.

### District 3

District 3, Montgomery County (Gaithersburg area)

#### **MD 124 (Montgomery Village Avenue/Midcounty Highway) from MD 355 (North Frederick Road) to MD 124 (Woodfield Rd/Saybrooke Oaks Boulevard)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 21,000-40,000 vehicles per day

**Posted speed limits:** 35-50 mph

**Multimodal facilities present:**

- Continuous sidewalks on Montgomery Village Avenue
- No sidewalks on Midcounty Highway
- Bus stops

**Key points from the consultation process:**

- PSAP and other projects are underway in the area.
- Some safety/repaving projects are happening on Montgomery Village Road which will connect in.
- Need pedestrian facilities including sidewalks and crosswalks on MD 124.

District 3, Montgomery County (Silver Spring area)

#### **MD 193 (University Boulevard East) from IS 495 (Capital Beltway) to MD 320 (Piney Branch Road)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 35,000-42,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- The middle school is along here, so the crossing should be improved.
- Sidewalk needs to be widened.
- It is not safe for cyclists to ride on the road or in the bus lane.

District 3, Montgomery County (Silver Spring area)

#### **MD 193 (University Boulevard East) from MD 320 (Piney Branch Road) to MD 650 (New Hampshire Avenue)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 35,000-39,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- The sidewalks should be widened.
- Crossings are too far apart, leading to unsafe midblock crossings.

District 3, Montgomery County (Gaithersburg area)

#### **MD 355 (South Frederick Avenue) from MD 124 (Montgomery Village Avenue/Quince Orchard Road) to Central Avenue**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 27,000 vehicles per day

**Posted speed limits:** 30-40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- A speed study was just done since it is HIN.
- Lakeforest Mall redevelopment is happening.
- Lanes are too wide; the crossing times are too short, especially for older or disabled VRUs, even for marked 'safe' crossings.
- BRT project in the corridor.

District 3, Montgomery County (North Bethesda area)

### **MD 586 (Veirs Mill Road) from MD 28/MD 911 (First Street) to MD 185 (Connecticut Avenue)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 25,000-41,000 vehicles per day

**Posted speed limits:** 35-45 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bike lanes, separated in some locations
- Bus stops

**Key points from the consultation process:**

- Many County projects in the area.
- There is an existing bus lane between Connecticut Ave and University Blvd that is not well marked or enforced.
- Veirs Mill Rd at Dodge St and Atlantic Ave are intersections of concern.

District 3, Prince George's County (District Heights area)

### **MD 4 (Pennsylvania Avenue) from IS 95 (Capital Beltway) to MD 458 (Silver Hill Road)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 37,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bike lanes
- Shared-use path
- Bus stops

**Key points from the consultation process:**

- Existing shared use path on north side.
- Channelized rights and slip lanes are very dangerous for ped and bikes.
- Need traffic calming, like raised crosswalks.
- Need high visibility crosswalks.

District 3, Prince George's County (College Park area)

### **MD 193 (Greenbelt Road) from MD 430 (Greenbelt Road) to MD 201 (Kenilworth Avenue)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 42,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bike lanes (intermittent)
- Bus stops

**Key points from the consultation process:**

- Inconsistent bike lanes along the corridor.
- Trail crossing at 58th Ave is part of the larger Anacostia trail system, that will connect to the Metro.
- MD 193 Corridor Plan recommended a shared use path and road diet for this corridor.
- Need for better marked crossings and potentially raised crossings.

District 3, Prince George's County (College Park area)

### **MD 193 (University Boulevard East) from MD 212 (Riggs Road) to MD 193B (Campus Drive)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 33,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Mostly continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Recommend signals at Langley Drive and Piney Branch Rd.
- The incomplete bike path west of Adelphi Rd needs to be complete and protected.
- Lanes are too wide and sidewalks are not continuous.
- Needs to be a general calming of traffic.
- The purple line narrows lane for ped/bike facilities from Piney Branch Rd to Campus Drive.

District 3, Prince George's County (Langley Park area)

### **MD 193 (University Boulevard East) from MD 650 (New Hampshire Avenue) to MD 212 (Riggs Road)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 39,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Crossings are too far apart leading to unsafe mid-block crossings.
- Longer pedestrian lead times at the signalized intersections would improve safety.

District 3, Prince George's County (Forest Heights area)

### **MD 210 (Indian Head Highway) from IS 95 (Capital Beltway) to Southern Avenue**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 25,000 vehicles per day

**Posted speed limits:** 30-40 mph

**Multimodal facilities present:**

- Intermittent sidewalk
- Sidewalk on service roads
- Bus stops

**Key points from the consultation process:**

- Bike connection from service roads to MD 210 crossings.
- High visibility crosswalks are needed.
- Bus stops could use midblock crossings.
- Improve lighting and signage.
- Many crossings do not provide enough time for peds and those with mobility issues.

District 3, Prince George's County (Langley Park area)

### **MD 212 (Riggs Road) from MD 193 (University Boulevard) to Adelphi Road**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 16,000 vehicles per day

**Posted speed limits:** 30 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- Gaps in sidewalk connectivity.
- Dangerous stretch of road for pedestrians.

District 3, Prince George's County (College Park area)

### **MD 212 (Riggs Road) from MD 410 (East-West Highway) to MD 193 (University Boulevard)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 38,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Sidewalks are too narrow with overgrown vegetation.
- A protected bike lane is needed for safe connectivity.

District 3, Prince George's County (College Park area)

### **MD 212 (Riggs Road) from MD 501 (Chillum Road) to MD 410 (East-West Highway)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 22,000-33,000 vehicles per day

**Posted speed limits:** 30-35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bike lanes
- Bus stops

**Key points from the consultation process:**

- There is high probability of children walking and biking in the area which should be considered.
- Speeding vehicles down the hilly topography.
- Request tactile curb cuts and audible signals at traffic crossings for blind pedestrians.

District 3, Prince George's County (Landover area)

### **MD 214 (East Capitol Street/Central Avenue) from Southern Avenue to Brightseat Road/Hampton Park Boulevard**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 21,000-54,000 vehicles per day

**Posted speed limits:** 30-40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Wide lanes, speeding vehicles, and lack of crossings.
- Midblock crossings are needed for bus stops.
- Blue/silver Metro line nearby.
- Proposed Greenbelt East Trail and other projects in the area.
- Recommend a shared use path due to high bike and pedestrian volumes.

District 3, Prince George's County (Hyattsville area)

### **MD 410 (East-West Highway) from MD 212 (Riggs Road) to MD 500 (Queens Chapel Road/Adelphi Road)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 28,000-41,000 vehicles per day

**Posted speed limits:** 35-40 mph

**Multimodal facilities present:**

- Continuous sidewalks east of Toledo Terrace
- Northwest Branch Trail shared use path
- Bus stops

**Key points from the consultation process:**

- Existing PSAP corridor.
- No pedestrian/bike facilities west of Toledo Terrace.
- Reducing the speed and enforcing it should be done.
- Connectivity into the UTC at America Blvd would be improved with a midblock crossing.
- Connection to NW Branch trail should be added.

District 3, Prince George's County (Oxon Hill area)

### **MD 414 (St Barnabas Road) from Alice Avenue to Pohanka Place**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 36,000-43,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bike facilities
- Bus stops

**Key points from the consultation process:**

- PSAP project underway.
- Add midblock crossings at bus stop locations because crashes overlap with bus stop locations.
- Center lane median could be added.
- Wide slip lanes could use traffic calming.

District 3, Prince George's County (Landover area)

### **MD 450 (Annapolis Road) from MD 410 (Veterans Parkway) to IS 95 (Capital Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 49,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bike facilities
- Bus stops

**Key points from the consultation process:**

- Bike and ped fatal and severe crashes happened at Lanham Dr and MD 450 with no crosswalks or curb cuts. RRFB may help.
- Lighting should be improved.

District 3, Prince George's County (Adelphi area)

### **MD 650 (New Hampshire Avenue) from MD 193 (University Boulevard) to IS 495 (Capital Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 36,000-73,000 vehicles per day

**Posted speed limits:** 35-40 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- PSAP project.
- Recommend safer mid-block crossings.
- Don't put fences to stop midblock crossings.

District 3, Prince George's County (Capitol Heights area)

### **MD 704 (MLK Jr Highway) from Eastern Avenue to MD 202 (Landover Road)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 18,000-32,000 vehicles per day

**Posted speed limits:** 30-40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bike lanes
- Bus stops

**Key points from the consultation process:**

- Any width that is not needed for lanes should be used for ped/bike facilities and traffic calming.
- Upgrade painted bike lanes to protected bike lanes. It is very dangerous cycling along high-speed cars.

District 3, Prince George's County (Landover area)

### **MD 704 (MLK Jr Highway) from MD 202 (Landover Road) to US 50 (IS 595/John Hanson Highway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 34,000 vehicles per day

**Posted speed limits:** 40-50 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bike lanes, separated in some locations
- Bus stops

**Key points from the consultation process:**

- Many lanes with inadequate pedestrian refuge islands.
- The slip lanes are dangerous and do not yield to pedestrians.
- High speed vehicle traffic .

## District 4

District 4, Baltimore County (Randallstown area)

### **MD 26 (Liberty Road) from IS 695 (Baltimore Beltway) to Saint Lukes Lane**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 32,000-46,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- No comments

District 4, Baltimore County (Owings Mill area)

### **MD 26 (Liberty Road) from Owings Mills Boulevard to IS 695 (Baltimore Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 22,000-41,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- PSAP project underway.
- Corridor lacks traffic calming measures.
- Speeding is a safety issue for pedestrians.

District 4, Baltimore County (Catonsville area)

### **US 40 (Baltimore National Pike) from IS 695 (Baltimore Beltway) to Southwest Baltimore City Line**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 23,000-32,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- US 40 is stressful for cyclists and peds. Sidewalk directly next to 3 travel lanes in each direction.
- Many business entrances along the corridor.
- Inconsistent shoulders with high speeds and clover leaf interchanges.
- No accommodation for bicycles. Need road separated bike facilities, such as a shared use path.

District 4, Baltimore County (Catonsville area)

### **US 40 (Baltimore National Pike) from Nuwood Drive to IS 695 (Baltimore Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 36,000-53,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Insufficient crossings of US 40, leading to midblock crossings.
- Dangerous for bikes to ride in roadway.

District 4, Baltimore County (Rosedale area)

**US 40 (Pulaski Highway)**  
**from 66<sup>th</sup> Street to MD 695 (Baltimore Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 33,000 vehicles per day

**Posted speed limits:** 45-50 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- Speeding issues.
- Crashes clustered at Chesaco Ave with many pedestrian crossings.
- Poor sight distance at U-turn locations.

District 4, Baltimore County (Middle River area)

**US 40 (Pulaski Highway)**  
**from MD 700 (Martin Boulevard) to MD 43 (White Marsh Boulevard)**

**Context zones:** Suburban

**Traffic volumes:** About 31,000 vehicles per day

**Posted speed limits:** 55 mph

**Multimodal facilities present:**

- A few spots with sidewalks

**Key points from the consultation process:**

- A lot of speeding.
- No sidewalks.

District 4, Baltimore County (Owings Mills area)

**MD 140 (Main Street/Reisterstown Road)**  
**from Rosewood Lane to MD 140 (Westminster Pike)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 15,000-24,000 vehicles per day

**Posted speed limits:** 30-40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- PSAP project is in design.
- Speeding vehicles are a safety concern.
- Long distance between crossings.

District 4, Baltimore County (Pikesville area)

**MD 140 (Reisterstown Road)**  
**from Glengyle Avenue to IS 695 (Baltimore Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 23,000-36,000 vehicles per day

**Posted speed limits:** 30 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- The road is narrow, and buildings are close to the roadway.
- Speeding vehicles are a safety concern.
- Other roadway projects underway.
- Educational outreach with the community.

District 4, Baltimore County (Towson area)

**MD 146 (Dulaney Valley Road)  
from MD 45 (York Road) to IS 695 (Baltimore Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Urban Core

**Traffic volumes:** About 34,000 vehicles per day

**Posted speed limits:** 30-40 mph

**Multimodal facilities present:**

- Continuous sidewalks south of Locustvale Rd
- Bus stops

**Key points from the consultation process:**

- Overlaps with Road to Freedom Trail.
- A shared use path is proposed to connect Towson to Goucher College.
- Projects in corridor are underway

District 4, Baltimore County (Essex area)

**MD 150 (Eastern Avenue/Eastern Boulevard)  
from MD 695 (Baltimore Beltway) to MD 702 (Southeast Boulevard)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 27,000 vehicles per day

**Posted speed limits:** 30-45 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Speeding traffic is a major concern.
- Part of the Safe Routes for All grant that was received.

District 4, Baltimore County (Essex area)

**MD 150 (Eastern Avenue/Eastern Boulevard)  
from MD 702 (Southeast Boulevard) to MD 700 (Martin Boulevard)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 37,000 vehicles per day

**Posted speed limits:** 35-45 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Speeding traffic with speed limit too high for area.
- Need more safe crosswalks

District 4, Baltimore County (Dundalk area)

**MD 157 (Merritt Boulevard)  
from MD 157 (Peninsula Expressway)/Merritt Avenue to North Point Road**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 21,000-36,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Continuous sidewalks south of German Hill Road
- Intermittent sidewalks north of German Hill Road
- Intermittent bike lanes

**Key points from the consultation process:**

- VRU project in progress.
- Speeding traffic.
- Dangerous to bike on road.

District 4, Baltimore County (Towson area)

### **MD 542 (Loch Raven Boulevard) from Loch Hill Road to IS 695 (Baltimore Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** 25,000-38,000 vehicles per day

**Posted speed limits:** 35-40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- There are a lot of access points, with businesses and residential.
- A lot of midblock crossings even with the many signalized intersections. Many bus stops.

District 4, Baltimore County (Essex area)

### **MD 700 (Martin Boulevard) from MD 150 (Eastern Boulevard) to US 40 (Pulaski Highway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 22,000 vehicles per day

**Posted speed limits:** 35-50 mph

**Multimodal facilities present:**

- Intermittent bike lanes
- Bus stops

**Key points from the consultation process:**

- PSAP project in design.
- There are higher pedestrian volumes because of bus routes along the corridor.
- Vehicles coming from US 40 are at high speeds.
- No sidewalks.

District 4, Baltimore County (Essex area)

### **MD 702 (Southeast Boulevard) from MD 150 (Eastern Boulevard) to Hyde Park Road**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 11,000-29,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Pedestrian bridge

**Key points from the consultation process:**

- Very high speed.
- Pedestrian bridge is in disrepair.
- This is a partially access-controlled road.

District 4, Harford County (Bel Air area)

### **MD 24 (Vietnam Veterans Memorial Highway) from MD 924 (Emmorton Road)/Tollgate Road to US 1 Business (Belair Rd)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 42,000 vehicles per day

**Posted speed limits:** 40-55 mph

**Multimodal facilities present:**

- No pedestrian facilities

**Key points from the consultation process:**

- High speed, controlled access facility.
- No sidewalks, so crossing mainline is the only pedestrian activity.
- 2021 Harford County Bicycle and Pedestrian Master Plan recommendation for the corridor's future included looking into bike/ped facilities for the future of the road.

District 4, Harford County (Aberdeen area)

### **US 40 (South Philadelphia Boulevard) from MD 715 (Short Lane) to MD 132 (West Bel Air Avenue)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 34,000 vehicles per day

**Posted speed limits:** 30-55 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- PSAP project in progress.
- There is a shared use path study that would connect into this and Aberdeen MARC station.
- Scooter share in Aberdeen.

District 4, Harford County (Abingdon area)

### **US 40 (Pulaski Highway) from MD 152 (Mountain Road/Magnolia Road) to MD 24 (Emmorton Road)**

**Context zones:** Suburban

**Traffic volumes:** About 28,000 vehicles per day

**Posted speed limits:** 45-55 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- There are a lot of pedestrian generators, pedestrians, and bus routes.
- US 40 is a critical corridor in the Bikeable Baltimore Region.
- Harford County Plan recommends shared use path.
- Could become part of the East Coast Greenway to connect Harford and Baltimore Counties.

## District 5

District 5, Anne Arundel County (Brooklyn Park area)

### **MD 2 (Governor Ritchie Highway) from MD 171 (Church Street) to MD 170 (Belle Grove Road)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 20,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- PSAP project and a county project are in progress.
- A lot of density, living and working.
- The county did a mobility study for all of Brooklyn Park that includes this corridor.

District 5, Anne Arundel County (Glen Burnie area)

### **MD 2 (Governor Ritchie Highway) from MD 177 (Mountain Road) to MD 648 East (Baltimore Annapolis Boulevard)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 18,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- PSAP project is currently in design.

District 5, Anne Arundel County (Pasadena area)

## **MD 2 (Governor Ritchie Highway)**

**from MD 648 East (Baltimore Annapolis Boulevard) to MD 10 (Arundel Expressway)**

**Context zones:** Suburban

**Traffic volumes:** 45,000-58,000 vehicles per day

**Posted speed limits:** 45-50 mph

**Multimodal facilities present:**

- Sidewalks in the area of the Magothy Bridge Road intersection
- Bike lanes
- Bus stops

**Key points from the consultation process:**

- The B&A trail is parallel.
- MD 2 has a lot of vehicle volume and width making it difficult to cross.

District 5, Anne Arundel County (Glen Burnie area)

## **MD 2 (Governor Ritchie Highway)**

**from MD 710 (East Ordnance Road) to MD 695 (Baltimore Beltway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 38,000 vehicles per day

**Posted speed limits:** 35 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- The MVA is a major destination.
- A project is currently under design in this area that will include sidewalk and shared use path improvements.
- Midblock crossings are common.
- Speed reduction is needed coming off IS 695.

District 5, Anne Arundel County (Annapolis area)

## **MD 2 (Solomons Island Road)**

**from MD 214 (Central Avenue) to Virginia Avenue/MD 553 A (South River Road S)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 42,000-57,000 vehicles per day

**Posted speed limits:** 40-50 mph

**Multimodal facilities present:**

- Continuous sidewalks north of Mitchells Chance Rd
- Bus stops

**Key points from the consultation process:**

- Narrow road with no shoulders or bike lanes.
- Not enough safe crosswalks.

District 5, Anne Arundel County (Glen Burnie area)

## **MD 3 Business (Crain Highway)**

**from IS 97 to MD 100**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 15,000-27,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Continuous sidewalks on east side
- Intermittent sidewalks on west side
- Bus stops

**Key points from the consultation process:**

- PSAP project underway.
- The schools in the area need to be considered.

District 5, Anne Arundel County (Glen Burnie area)

### **MD 3 Business (Crain Highway)**

**from MD 174 (Quarterfield Road) to MD 648 East (Baltimore Annapolis Boulevard)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 20,000 vehicles per day

**Posted speed limits:** 35-30 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Many comments expressed extreme concern about bicyclist safety.
- VRU project in planning stage.
- The Cromwell Light Rail is nearby and intersects with the B&A Trail.
- There are several bus stops that don't align with intersections/crossings.

District 5, Anne Arundel County (Severn area)

### **MD 170 (Telegraph Road)**

**from MD 32 to MD 174 (Reece Road)**

**Context zones:** Suburban

**Traffic volumes:** About 25,000 vehicles per day

**Posted speed limits:** 50 mph

**Multimodal facilities present:**

- Few intermittent sidewalks

**Key points from the consultation process:**

- Crossings on this corridor could be improved and closing network gaps.
- Walk and Roll Anne Arundel shows the network gaps.
- MD 170 has just become more important for cycling with the new bridge.

District 5, Anne Arundel County (Odenton area)

### **MD 175 (Annapolis Road)**

**from MD 170 (Telegraph Road)/Piney Orchard Parkway to MD 32**

**Context zones:** Suburban

**Traffic volumes:** About 28,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- Connect to the MD 32/MD 175 interchange where the shared-use path is. Trailhead on Piney Orchard is nearby and Odenton Rd sidepath.
- This could help with bike commuters to Fort Meade.

District 5, Anne Arundel County (Pasadena area)

### **MD 177 (Mountain Road)**

**from Loblolly Lane to Ventnor Road**

**Context zones:** Suburban

**Traffic volumes:** 18,000-25,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Few intermittent sidewalks, mostly east of Long Point Road

**Key points from the consultation process:**

- No sidewalks, crosswalks, or bike lanes. or shoulders.
- Narrow road.

District 5, Anne Arundel County (Annapolis area)

### **MD 450 (West Street)**

**from MD 393 (Old Solomons Island Road) to MD 435 (Taylor Avenue)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 28,000 vehicles per day

**Posted speed limits:** 25-30 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Annapolis City has plans to extend Poplar Trail west.
- Crossings of West St are a problem.
- Other projects in the area.

District 5, Charles County (Waldorf area)

### **US 301 (Crain Highway)**

**from Billingsley Road to MD 228 (Berry Road)/MD 5 Business (Leonardtwn Road)**

**Context zones:** Suburban

**Traffic volumes:** 32,000-51,000 vehicles per day

**Posted speed limits:** 45-55 mph

**Multimodal facilities present:**

- Few intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- Add pedestrian cycles at Smallwood Drive could help address safety.
- Could use more crossings.

District 5, Charles County (Waldorf area)

### **US 301 (Crain Highway)**

**from MD 225 (Hawthorne Road)/Hawthorne Drive to MD 227 (Marshall Corner Road)/Willetts Corner Road**

**Context zones:** Suburban

**Traffic volumes:** 32,000-37,000 vehicles per day

**Posted speed limits:** 50-55 mph

**Multimodal facilities present:**

- Few intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- Very heavily trafficked coming out of La Plata and a school.
- Adding pedestrian crossings to the light cycles could help address safety.
- People walk along the shoulders.

District 5, Charles County (Waldorf area)

### **US 301 (Crain Highway)**

**from MD 228 (Berry Road)/MD 5 Business (Leonardtwn Road) to MD 5 K (Mattawoman Drive)**

**Context zones:** Suburban

**Traffic volumes:** About 55,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- No pedestrian facilities
- Bus stops

**Key points from the consultation process:**

- No controlled crosswalks across US 301, anywhere, in Charles County.
- Cyclists in roadway.

District 5, Charles County (La Plata area)

### **US 301 (Crain Highway)**

**from MD 6 (Port Tobacco Road/Charles Street) to MD 225 (Hawthorne Road)/Hawthorne Drive**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 41,000 vehicles per day

**Posted speed limits:** 50 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- Cyclists have to use shoulder.
- No pedestrian walkways or crossings, sidewalks are piecemeal.
- Need ped/bike connectivity throughout corridor.

District 5, St. Mary's County (California/Lexington Park area)

### **MD 235 (Three Notch Road)**

**from MD 246 (Cedar Point Road) to MD 237 (Chancellors Run Road)**

**Context zones:** Suburban

**Traffic volumes:** About 31,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bike lanes
- Bus stops

**Key points from the consultation process:**

- PSAP project that is nearing the end of planning process.
- Intersections should be focused on.

District 5, St. Mary's County (Lexington Park area)

### **MD 246 (Great Mills Road)**

**from MD 237 (Chancellors Run Road) to FDR Boulevard**

**Context zones:** Suburban

**Traffic volumes:** About 18,000 vehicles per day

**Posted speed limits:** 35-40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bikes share the road
- Bus stops

**Key points from the consultation process:**

- Sidewalks should be better maintained.
- Improve crossings, including midblock crossings.
- Not safe for pedestrians and bicyclists.

District 5, St. Mary's County (Lexington Park area)

### **MD 246 (Great Mills Road)**

**from MD 5 (Point Lookout Road) to MD 237 (Chancellors Run Road)**

**Context zones:** Suburban

**Traffic volumes:** About 18,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Continuous sidewalks
- Bus stops

**Key points from the consultation process:**

- Great Mills Rd and MD 5 intersection, a lot of bike and pedestrian traffic.
- There are transit dependent individuals in the area.

## District 6

District 6, Washington County (Hagerstown area)

### **US 11 (Burhans Boulevard) from Cushwas Alley to US 40 (Franklin Street)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Urban Center

**Traffic volumes:** About 11,000 vehicles per day

**Posted speed limits:** 25 mph

**Multimodal facilities present:**

- Continuous sidewalks on north side

**Key points from the consultation process:**

- Could use a road diet going into Antietam where it is 4 lanes.
- There are many midblock crossings between the US 40 couplets.
- There was a corridor safety plan.
- This corridor popped up on crossing, intersection, and speeding issues.

District 6, Washington County (Hagerstown area)

### **US 11 (Virginia Avenue) from IS 81 (Maryland Veterans Memorial Highway) to US 11 (Burhans Boulevard)/West Wilson Boulevard**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 11,000 vehicles per day

**Posted speed limits:** 30-40 mph

**Multimodal facilities present:**

- Intermittent sidewalks east of Massey Boulevard
- Bus stops

**Key points from the consultation process:**

- A lot of progress for conceptual safety improvements has just been completed.
- The intersection with Halfway is an area of issue.
- There are very wide shoulders, could have bike lanes or sidewalks, though there are many driveways.

District 6, Washington County (Boonsboro area)

### **US 40 Alternative (North Main Street) from MD 68 (Lappans Road/Chase Six Boulevard) to MD 66 (Maple Avenue)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 12,000 vehicles per day

**Posted speed limits:** 25-30 mph

**Multimodal facilities present:**

- Sidewalks south of Knode Circle

**Key points from the consultation process:**

- The intersection with Chase Six Blvd is going to be connected to MD 66 within the next year, so traffic and pedestrian patterns may change.

District 6, Washington County (Hagerstown area)

### **US 40 from I-81 (Maryland Veterans Memorial Highway) to I-70 (Eisenhower Memorial Highway)**

**Context zones:** Urban Center, Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 11,000-33,000 vehicles per day

**Posted speed limits:** 25-55 mph

**Multimodal facilities present:**

- Continuous sidewalks in downtown Hagerstown
- Intermittent sidewalks elsewhere
- Bus stops

**Key points from the consultation process:**

- PSAP project underway.

## District 7

District 7, Carroll County (Westminster area)

### **MD 140 (Baltimore Boulevard) from MD 97 (Malcolm Drive) to MD 27 (Manchester Road)**

**Context zones:** Suburban Activity Center/Traditional Town Center

**Traffic volumes:** About 55,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- No pedestrian or bicycle facilities

**Key points from the consultation process:**

- The district is working on looking at signalized intersections and longitudinal sidewalk.
- Intersections are the biggest issue.

District 7, Carroll County (Westminster area)

### **MD 140 (Baltimore Boulevard) from Arnold Road (Carroll County Northern Landfill) to MD 97 (Malcolm Drive)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** About 42,000 vehicles per day

**Posted speed limits:** 45-55 mph

**Multimodal facilities present:**

- Bike lanes (intermittent)
- Bus stops

**Key points from the consultation process:**

- District project north of MD 97.
- Speed limits changed recently, reduced to 45 MPH west of MVA.

District 7, Frederick County (Frederick area)

### **US 40 (Baltimore National Pike/W Patrick Street) from Kehne Road to US 15 (Frederick Freeway)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 17,000-47,000 vehicles per day

**Posted speed limits:** 45-50 mph

**Multimodal facilities present:**

- Continuous sidewalk east of Rock Creek Drive
- Bus stops

**Key points from the consultation process:**

- VRU project underway
- City put up a fence to deter midblock crossings and accidents.
- Pedestrian crossings are important to focus on.

District 7, Frederick County (Walkersville area)

### **MD 194 (Woodsboro Pike) from Antietam Drive to Nicodemus Road**

**Context zones:** Suburban

**Traffic volumes:** About 21,000 vehicles per day

**Posted speed limits:** 50 mph

**Multimodal facilities present:**

- No pedestrian or bicycle facilities

**Key points from the consultation process:**

- Developments are expanding very quickly in the area.
- High speeds.

District 7, Howard County (Elkridge area)

### **US 1 (Washington Boulevard) from MD 100 to Montgomery Road**

**Context zones:** Suburban

**Traffic volumes:** 22,000-35,000 vehicles per day

**Posted speed limits:** 45-50 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- All of US 1 is Howard County's primary focus for pedestrian safety, due to an unusually diverse mix of land uses, high vehicle speeds, and limited ped/bike facilities.
- Other projects along the corridor.
- Provide connectivity to Troy Park.

District 7, Howard County (Elkridge area)

### **US 1 (Washington Boulevard) from MD 175 (Waterloo Road) to MD 103 (Meadowridge Road/Dorsey Road)**

**Context zones:** Suburban

**Traffic volumes:** About 26,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- All of US 1 is Howard County's primary focus for pedestrian safety, due to an unusually diverse mix of land uses, high vehicle speeds, and limited ped/bike facilities
- County looking at Montevideo Road and fixing the sidewalk gaps in this area.
- Need to connect the sidewalk across the bridge over Deep Run.
- Cyclists are riding on US 1 in the roadway because they have no other options.

District 7, Howard County (Elkridge area)

### **US 1 (Washington Boulevard) from Montgomery Road to Bonnie View Lane**

**Context zones:** Suburban

**Traffic volumes:** About 22,000 vehicles per day

**Posted speed limits:** 45 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- All of US 1 is Howard County's primary focus for pedestrian safety, due to an unusually diverse mix of land uses, high vehicle speeds, and limited ped/bike facilities.
- D7 is adding a new signal at Doctor Patel Dr and crossing improvements in this segment.
- There are sidewalk gaps.
- Lighting is an issue in this segment.

District 7, Howard County (Laurel area)

### **US 1 (Washington Boulevard) from Wilbert Lane to Little Patuxent River Bridge**

**Context zones:** Suburban

**Traffic volumes:** 30,000-38,000 vehicles per day

**Posted speed limits:** 35-50 mph

**Multimodal facilities present:**

- Intermittent sidewalks
- Bus stops

**Key points from the consultation process:**

- PSAP project.
- All of US 1 is Howard County's primary focus for pedestrian safety, due to an unusually diverse mix of land uses, high vehicle speeds, and limited ped/bike facilities.

District 7, Howard County (Columbia area)

**MD 108 (Old Annapolis Road)  
from Red Branch Road to MD 104 (Waterloo Road)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 16,000-22,000 vehicles per day

**Posted speed limits:** 40 mph

**Multimodal facilities present:**

- Continuous sidewalks on north side

**Key points from the consultation process:**

- Trail system around Red Branch.

District 7, Howard County (Columbia area)

**MD 175 (Waterloo Road/Rouse Parkway)  
from IS 95 to US 29 (Columbia Pike)**

**Context zones:** Suburban Activity Center/Traditional Town Center, Suburban

**Traffic volumes:** 36,000-63,000 vehicles per day

**Posted speed limits:** 50 mph

**Multimodal facilities present:**

- No pedestrian or bicycle facilities

**Key points from the consultation process:**

- Need to improve the crossing problems .
- There are workers that ride bikes to work along MD 175.

All Comments Received During the Consultation Process

DISTRICT 1

Wicomico County

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
E SALISBURY PKWY/OCEAN GATEWAY	US 50 Business (E Salisbury Pkwy) from US 13 Business (N Salisbury Blvd) to Tilghman Rd					<p>Lowering speed in this corridor from Civic Ave to Hobbs due to a number of different accidents. There is a study for a pedestrian crossing at US 50 and Beaglin Park Road.</p> <p>There are many pedestrians trying to cross the road at the Community College to get to the Shore Transit office to get their bus pass (Walston Switch) and for the low income health clinic.</p> <p>Regarding vehicle traffic, a study at Walston Switch related to making a right out of the College was discussed including discussion of making it a public roadway. Crossing needed at US 50 and Beeland Park Drive. There is an existing shared use path on the north side of that road with a small piece missing between MD 350 and US 50. Salisbury was trying to get that project going for years, and it never materialized. But it'd be really great to be able to connect those two pieces of that path and finish that leg off.</p> <p>This segment is in the next phase of corridors that is currently being looked at by the district from the 2023 VRU report.</p>

**DISTRICT 1**

**Wicomico County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
S SALISBURY BLVD	US 13 Business (S Salisbury Blvd) from W College Ave to US 50 Business (E Salisbury Pkwy)	<p>When I was a student at Salisbury University (August 2019- December 2022), I would walk along this road weekly to buy groceries from ACME or Walmart. I did not own a car, so this was the only way I could get food without a meal plan. Almost every time I did this, cars (especially trucks) driving into one of the drive-thru's along the road would almost run over me, as to get to the drive thru entrance, you had to drive on lowered parts of the sidewalk. It got to the point where I felt safer walking to ACME by walking along the railroad tracks used by the grain trains instead of using the sidewalks, because at least on the tracks, I could tell when a train was coming.</p> <p>There are several cars that speed and do not look out for pedestrians. I have a high schooler that would be walking this route and we feel very unsafe. this walk will take her 25 minutes to complete one way.</p>	I never biked along this road while I was at Salisbury, but I can't say I've ever seen anyone try to either. The bike lanes along the highway are not protected and seemingly stop after you pass Sea Gull Square, so they're of no use to anyone in downtown Salisbury.	Literally anything. Something were they can avoid walking by traffic (underground tunnel like the one by Hardee's and Salisbury University) or a bridge that goes over top the traffic.		There are several ped crossings/ped signals that are proposed along the corridor.
SNOW HILL ROAD	MD 12 (Snow Hill Rd) from W Sandy Acres Dr to E Main St					This was on the list from 2023. Working on some projects where we can implement some quick improvements, within two years. And this is the corridor that we did for our first batch of corridors for district 1. They are wrapping up a planning study right now with recommendations for improvements along this section, and we're going to be moving into design.
W SALISBURY PKWY	US 50 Business (W Salisbury Pkwy) from MD 349 (Nanticoke Rd)/W Isabella St to US 13 Business (N Salisbury Blvd)					There was a study done at MD 349 and US 50. They are looking at near term improvements from MD 349 to Tilghman, which the VRU breaks into 2 segments.

**DISTRICT 1**

**Wicomico County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
N SALISBURY BLVD	US 13 (N Salisbury Blvd) from US 13 Business (N Salisbury Blvd)/US 50 (Salisbury Byp) to Dagsboro Rd			Bike lanes and crosswalks		No comments
N SALISBURY BLVD	US 13 Business (N Salisbury Blvd) from Bridgeview St to US 50 (Salisbury Byp)/US 13					No comments
N SALISBURY BLVD	US 13 Business (N Salisbury Blvd) from US 50 Business (E Salisbury Pkwy) to Bridgeview St					No comments
MT HERMON RD	MD 350 (Mt Hermon Rd) from Main St to US 13 (Salisbury Byp)					No comments
E CHURCH ST	E Church St from US 13 Business (N Salisbury Blvd) to MD 346 (E Main St)	On Old US 50 sidewalks on the Purdue side are impassable without serious trip hazards uneven. No way a wheelchair could make passage.	Behind the armory in front of SHA the bike lane has little bumpers that tend to get loose and wind up as a hazard for cyclist. Loose ones to the west by the school as well.			No comments

**DISTRICT 1**

**Worcester County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
COASTAL HWY	MD 528 (Philadelphia Ave/Coastal Hwy) from MD 378 (15th St) to MD 90 (Ocean City Expy/62nd St)	<p>Lack of Police enforcement, not enough overtime funds to make pedestrian and bicycle enforcement a priority.</p> <p>No crosswalk signals on the side streets</p> <p>Speed alongside unprotected walkway. Buses move at speed immediately next to sidewalk filled with unaware pedestrians, many of whom are unfamiliar with these volumes of traffic. One accident or distracted driver could potentially take out a dozen pedestrians at some intersections.</p> <p>People who do not wait for the light to cross at the intersections</p> <p>Crosswalks have helped make this area much safer. That being said, in my time vacationing down here, OCPD are the biggest violators of the crosswalks (witnessed an officer hit and injure a pedestrian in crosswalk who had the right of way)</p> <p>Often times people do not look before turning right on red or left on green (where there isn't an arrow). People also try to get through the light on Coastal Hwy before it turns red so you have to wait an extra few seconds to cross after the light changes to be safe.</p> <p>Crosswalks are very long and dangerous</p> <p>Pedestrians cross anywhere they like, the fence doesn't stop them.</p> <p>Crosswalks are clear, so we need another way to encourage using the crosswalks</p> <p>People do not heed the crosswalk signs. They jaywalk any place that they can. They walk in the travel lanes.</p>	<p>Lack of Police enforcement, not enough overtime funds to make pedestrian and bicycle enforcement a priority.</p> <p>Need more signage that directs bikers to Saint Louis Ave, not Philadelphia. Bikers are not allowed here but there is practically 0 signage</p> <p>Shared bike/bus/turning lane</p> <p>Very, very unsafe. There is a massive demand for a protected bike lane or space in the midtown region. I live on 42nd and, like many, utilize my bike for most in town trips year round. Many bikers are unaware, new, unfamiliar or intoxicated. Having them navigate Coastal HIGHWAY sharing space with buses and aggressive, fast drivers in oversized vehicles is a recipe for disaster. It actively discourages many from using bikes. It's a summer past time for so many visitors. Let's make it safer and more attractive.</p> <p>Driving in the bus lane and bikes that do not stop at the lights. Car drivers that do not look for bikes</p> <p>Cyclists NEVER obey any simple traffic rule, especially down in OCMD. This is very upsetting as the police let them go but really clamp down on innocent drivers.</p> <p>It is terrifying to bicycle in the bus/bike lanes. Cars are not at all watching out for cyclists and often do not honor the lane designated.</p> <p>No bike lanes</p> <p>Bikes are hit all the time by drivers. They really don't have a safe area to ride anywhere in town, and removing a lane of traffic to make it a bike lane would be terrible as well.</p>	<p>More Police enforcement funding to address pedestrian and bicycle violations to prevent crashes.</p> <p>Signage detouring bikers to Saint Louis Ave</p> <p>Crosswalk signals for cross streets; dedicated bike lane not shared with vehicles</p> <p>Hardened sidewalk protection, especially at intersections in case of collision and small enough space to prevent bikes/scooters from splitting the barriers. Reduce roadway. Road diet. Protected bike lane, bus lane, 2 lanes of traffic. Traffic calming, reduced speed limits. In summer months, I'd even advocate for temporary speed humps to control speeds in busy corridors. Utilize right of ways to connect alley system east of coastal highway for a continuous bike path, eliminating need for riding on Coastal.</p> <p>For bikes a bit more room in the bus lane.</p> <p>Police actually enforcing the traffic laws for cyclists. The pedestrian safety has been much improved with additional crosswalks and the median dividers</p> <p>Paint the bus/bike lanes a different color to make it more obvious that they are ONLY for bus/bikes and right turns. Add more signage to watch for cyclists.</p> <p>Better crosswalks (raised or shortened with concrete by existing curbs and in median)</p>	<p>More Police enforcement funding to address pedestrian and bicycle violations to prevent crashes.</p>	<p>Include robust comments from PSAP public outreach held last fall in Ocean City. There may have been 200 comments provided..</p>

**Commented [JR1]:** We are waiting for these comments from others at SHA. Include a summary of them here when received.

**Commented [BM2R1]:** Recommend providing reference to PSAP public comment summaries when available.

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Pedestrians not paying attention to the traffic signals not walking in designated crosswalks, and likewise cars, not paying any attention to upcoming crosswalks. But more often than not, it's pedestrian error.

There are so many foreign as well as Maryland resident kids riding these motorized scooters and bikes on the road. I really feel they should remain on the sidewalks and have to obey all the traffic signals the same as any car would if they are to remain on the roads. Every single scooter rider I see ignores the red lights and flies through them on Coastal highway. I have almost hit two girls myself in all black clothing on black scooters with no reflective shoes or lights. These scooters need to have at least a 1 light on the tail or front of them. Just like a bicycle we cannot see everyone especially in these dark uniforms that these kids are wearing working in town for the summer. They dart out of every corner and onto the streets.

Skateboarders on sidewalk as well as scooters.

Cyclist pay no attention to traffic lights. They ride on sidewalks. They ride against traffic.

Cyclists should be required to have front and rear lights and reflective and/or bright colored clothing when riding at dusk/nighttime (and this is coming from someone who cycles at night). It is the responsible thing to do.

Cyclists don't follow any of the rules and frankly none of it should be allowed on coastal Highway on the shoulder, not bikes, not scooters not razors not those uni boards, no one riding on any of these modes is paying any attention to the traffic signals to pedestrians to cars. No one has a helmet on. Then you add the buses pulling into and out of the shoulders/bike lane. It's nothing short of a miracle that more people aren't killed.

All of the bicycles on Coastal highway by law need to have a light on the front and rear of them. At the very least, a large reflector. They are riding in the bike lane and they are not stopping at red lights. I used to be a taxi driver in this town in 2014-16. We didn't have that problem then. It is much worse now because of the motorization.

Lack of people paying attention.  
Drinking beverages i.e. sodas, coffee.

We really need to expand the 90 and 50 bridge to have lanes where bicycles can cross over safely. The current option on 50 is way too thin, and on 90 it doesn't exist. We really need more public safety campaigns to make sure pedestrians cross safely at crosswalks. Also more sobriety enforcement stops of drivers Thursday - Sunday.

All cyclists should be wearing helmets. Police should ticket their infractions, instead of ignoring them. E-bikes and standup scooters are real problems as they dart everywhere and pay no heed to any traffic rules. They should not be permitted on Coastal Highway. Helmets, tags, insurance should be required of bikes, E-bikes, stand-up scooters just as is required for regular scooters.

Cycling, scooters, razors should just flat out be prohibited on coastal Highway.

Better laws to protect the motorized riders, the pedestrians and the drivers of vehicles. We need better lighting on all.

Courtesy

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**DISTRICT 1**

**Worcester County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
COASTAL HWY	MD 528 (Coastal Hwy) from MD 90 (Ocean City Expy/62nd St) to 146th St	<p>People who ride their bikes on the sidewalks!!!!</p> <p>People not using the marked crosswalks and crossing against the walk don't walk boxes.</p> <p>Bikes on the sidewalk because the bikes are not allowed in the roadway. and no one walks their bike, they zoom past the pedestrians</p> <p>People standing too close to the curbs for turning traffic. People walking across side streets without adhering to traffic signals. Sidewalks too crowded.</p> <p>Vehicle drivers not yielding to pedestrians at an signal controlled cross streets, pedestrians crossing mid blocks and running/walking in the bus lanes.</p> <p>None. Roadway enhancements have done a good job of reducing concerns about pedestrian behavior.</p> <p>Often times people do not look before turning right on red or left on green (where there isn't an arrow). People also try to get through the light on Coastal Hwy before it turns red so you have to wait an extra few seconds to cross after the light changes to be safe.</p> <p>Cars flying down Coastal Hwy using the bus lane to pass people and not yielding to pedestrians</p> <p>The e bikes are too fast and some up quickly on pedestrians and many time they don't follow traffic rules and blow thru red lights and stop signs</p> <p>Prioritize bike and pedestrian traffic because there are so many people on bikes and walking and also so many drivers that are distracted or using substances.</p>	<p>The cyclist ride against traffic. Very dangerous and so stupid.</p> <p>Not abiding by the traffic signals</p> <p>Nowhere to ride</p> <p>Vehicles not yielding to cyclists by turning in front of them, backing out of drives/roads into them, bus/cycle lane used to pass traffic.</p> <p>Cyclists often do not obey traffic rules, including running red lights, and (the biggest and most dangerous one I see) navigating in the opposite direction of the flow of traffic.</p> <p>Cyclists riding on roads/streets do not obey MD State Laws for vehicles ... they don't stop at red lights and they ride on sidewalks. For their biking trails cyclists dart in and out of condominium parking lots on the eastern side of Coastal Highway rather than use OC's identified bike trail on the western side that starts close to Route 54 and runs along Northside Park.</p> <p>It is terrifying to bicycle in the bus/bike lanes. Cars are not at all watching out for cyclists and often do not honor the lane designated. Also there is no bike lane for a few blocks from the 90 bridge.</p> <p>Zero priority for bike safety.</p> <p>Getting hit when they run thru red lights and stop signs. Ocean City does not require bikes, scooter, skateboards to obey traffic laws while on the street. While one rider may stop; another runs right thru the light.</p> <p>Cyclists pay no heed to basic traffic laws. They run red lights, travel against traffic. They ride on the sidewalks.</p> <p>Cyclists should be required to have front and rear lights and reflective</p>	<p>You don't pay me enough to answer this one, sorry.</p> <p>More enforcement for bicyclist and more enforcement of people not abiding by the crosswalks.</p> <p>Can we please have an ACTUAL DEDICATED bike lane???</p> <p>Wish there was some kind of concrete bike path along the dunes. This would cut out so much pedestrian and cyclists traffic if you could walk parallel to the highway more safely.</p> <p>More public education on driving, walking &amp; cycle safety, speed enforcement, lanes more clearly marked for directions and use. Also, streets like Atlantic &amp; Wight need directional paint on the roads for correct walker or cycle directions to aid safety. Most electric vehicles can't be heard, and people walk /run out in front of them if the person has their back to oncoming traffic. This is not this study's focus, but it is a big problem.</p> <p>Existing signage should be modified to include a notice that cyclists must utilize the bicycle / bus / turn lane in a manner consistent with the traffic direction -- and then authorities must enforce these rules when violations are observed.</p> <p>Enforcement of current laws. Education of laws and safety through education.</p> <p>Paint the bus/bike lanes a different color to make it more obvious that they are ONLY for bus/bikes and right turns.</p> <p>Add more signage to watch for cyclists.</p> <p>Longer walk signs not intermingled with the green lights when crossing the hwy.</p>	<p>Too much distracted driving is the bottom line for most of the safety issues.</p> <p>We appreciate all you do for Ocean City!</p> <p>Posted, visual signage in strategic places that educates our vehicle laws and advocates our identified bike trail. maybe bikes and scooters should be required to wear helmets.</p> <p>Sidewalks and pedestrian travel in Ocean City seems to be an after thought.</p> <p>Need to address bike/scooter riders as well. Reinforce you ride WITH traffic-- bike in the wrong direction is no fun for bikers either. Reinforce we follow traffic rules. Helmet law for ebikes! (And I ride an ebike.)</p> <p>More police presence in general</p>	<p>One of the main concerns is the new traffic signal. They are coordinating already with the district.</p> <p>DelDOT is asking for public input and comment on efforts to have bike/ped facilities on this corridor on the Delaware side, just to the north. This should and could continue down the Coastal Highway into Ocean City.</p> <p>Several projects are happening along the corridor. District project at 142nd street. There's an alternative ped crossing approved at 94th Street. Large development project where we're also doing a traffic study there to assess mid-block crossers. Mid-block crossings on Coastal Highway could be an ongoing challenge.</p>

I walk from 139th to 94th and back every morning. There are tree branches so low people must walk in the bus lane to get past. The vehicles on 139th street back so far over the sidewalk with their trail hitches that everyone from the Fenwick Inn side going to the beach MUST walk in the street. The stop signs on Wight Street are never enforced and with no sidewalks it is always dangerous. No one stops for anybody!

People not heeding the crosswalk signs. Walking in the travel lanes, jay walking.

Vehicles pulling out from high rise condos & shopping strip malls without looking for pedestrians. Sidewalks partially blocked by trash cans, landscaping, and parking barriers (Ashore hotel). Road construction warning signs on the sidewalks. Crosswalk markings not aligned with the sidewalks.

Red light running. People speeding to get through light. U turn and right on red against the crosswalk signal

I walk from Fenwick inn to Gold Coast mall most days. In addition to checking every direction before crossing every little street, I need to be especially careful in all the driveways to businesses. Too many driveways access directly to coastal highway. I'm constantly monitoring who wants to enter and exit. Most drivers are courteous. They are also not expecting a pedestrian blocking access to a driveway.

Crossing the street in the middle of the road I wish they put the fence from one end of Ocean City to the Delaware line. Some spots you can't see them until they step towards you

Cars not giving the pedestrians the right away, drunk drivers, and drivers turning on to streets and not paying attention.

Many people crossing mid block not at crosswalks. Often people with small children and lots of beach gear. I have

and/or bright colored clothing when riding at dusk/nighttime (and this is coming from someone who cycles at night). It is the responsible thing to do.

Cyclists blowing through red lights. Delivery trucks parking in the bus/bike lane.

Was hit in the signaled intersection by a driver who missed the red light despite being red for 10 to 15 seconds. Drivers who don't recognize bikes as vehicles in the bus lane. So passing us while stopped etc. Drivers who roll through stop signs.

My primary safety concern for this corridor is getting to it from West Ocean City. The Rt. 50 bridge carries a lot of traffic. The sidewalk on the bridge is narrow and is often occupied by fishermen or being used by pedestrians. The vehicle travel lanes have no safety buffer for cyclists.

There is no easy direct north/south path in oc. I wish we had a bike path along the dunes like so many beach towns it would be so much safer. I encounter cyclists riding on the sidewalks, and I understand, because there is no safe way to get around on bikes if you have to use coastal highway.

Not stopping at light signals and stop signs riding the wrong way against traffic. Every rental and homeowner should post rules of the road for bikes

Same as above! Drivers definitely try to beat the bikers or turn when bikers are coming.

Cyclists riding against traffic, not stopping at red lights. Riding while using cell phones and with earbuds/headphones. Scooters also exhibiting same behaviors as well as riding on sidewalks.

Having to share the bus and turn lanes is very dangerous

All drivers not paying attention to their surroundings

A parallel bike only lane with actual barriers

make laws that they must follow same laws a vehicles.

Have police cite them for the above items listed. E-bikes and stand-up scooters are the worst of all. They should be tagged, insured, and required to wear helmets, They dart in and out of traffic all the time

Better enforcement of existing laws, especially those regarding use of the bus/bike lanes. Removing barriers on sidewalks.

I live in OC and I'm frustrated. The issue is that bicycles and scooters are not obeying the traffic laws. They are blowing through traffic signals. They are traveling against traffic in the bike/bus lane. I've almost hit several people in the last week for running red lights. Will this take someone dying before police enforce traffic laws for scooters and bicycles????

Make crosswalks for bikes and pedestrians

Improve the crossings of Isle of Wight Bay, both Rt. 50 and Rt. 90.

Less direct access to parking lots, and bike paths along the dunes.

Fencing in the median strip and bicyclist need to abide by the road rules. I work at a shopping center in the north and some bright person put a bike lane in the back of the building where tractor trailer are delivering product to all the stores and restaurants and some of the stores have a back entrance where cars travel it's been close but as of yet no one got hit but brakes have been slammed

Maybe blinking lights,? Honestly, nit sure you can fix drivers, bikers or walkers that don't pay attention!

Flashing lights at crosswalks, similar to Dewey beach and Bethany.

Enforcement by OCPD, especially for those crossing from median.

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seen many trip and fall just shy of the roadway as well as those falling into roadway. Adults are teaching young children habits that will eventually put them and others in danger.

People not crossing in the crosswalk

Vehicles running red lights! Persons riding bikes against traffic

Crossing in the middle of the road dragging all there beach stuff and children

There are no marked pedestrian crossings between 142st and the Delaware line. Entire communities plus all the bus patrons for the north end terminal must walk blocks to cross Coastal Highway. Additionally, though technically in Delaware, the intersection of Rt 1 and Rt 54 is the worst in the resort. The right turn lane from east Rt 54 to SB Rt 1 is uncontrolled for pedestrians. The left turn land from NB Rt 1 to WB Rt 54 has confusing double signaling.

People crossing not at crosswalks, drivers turning right at a light don't pay attention to pedestrians and bikes.

They don't abide by the road rules never stop at stop signs cycle going the wrong way

Cycling in OC is a disaster waiting to happen. Sharing a bus lane on Costal Highway is not a solution. The proliferation of e-bikes and e-scooters makes it worse. I'm sure the town council will act on the scooters at some point which have taken over the town. Auto drivers do not pay attention when turning.

Bike lane separate from bus and turn lanes. Install barriers for protection like Rehoboth does.

Longer pedestrian time to cross streets

I like to see the fence in the median strip all the way from the beginning to the end of coastal highway force people to use cross walks. Cyclists need to be informed and receive tickets just like a car. I have never heard of or seen any cyclists get a ticket, I would like to know the ratio of tickets given to cyclists

More controlled crossing points for Coastal Highway on the north end. Dedicated bike lanes with no bus traffic. Banning e-scooters from Coastal Highway.

Maybe signage would increase awareness. Perhaps all people/bikes going east cross on south side and people/bikes going west cross on North side that way it doesn't delay autos turning.

**DISTRICT 1**

**Worcester County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
BALTIMORE AVE	Baltimore Ave from 15th St to 33rd St	<p>This is more of a general comment on cycling - everywhere but includes here, yet OC is rather different than most places with lots of pedestrians walking to beach.</p> <p>To many hidden corners, cars parked too close to the intersection hiding pedestrian trying to cross</p> <p>People need to use the crosswalks and not jaywalk. In areas that there are crosswalks with no lights, there should be flashing signs that there is a crosswalk ahead, many out of towners do not pay attention. Also in many areas the sidewalks are very narrow when you think about all of the people using them with the beach chairs, umbrellas, coolers, wagons and whatever else they take to the beach, especially with little kids.</p> <p>People stepping in front of traffic without sufficient warning in cross walks.</p> <p>People jaywalking, not paying attention to cross-walk signs. People walking in the travel lanes.</p> <p>My concern is the Bike lane on route 611 Stephan Decatur Highway going to Assateague Island. The Bike Lane suddenly ends many times, forcing bikes out into the travel lane. Just before Sinepuxent Road on Rt 611 and after Sea Oak road , the bike lane ends into a ditch without any warning sign or barrier. This is a very dangerous situation for bike riders, especially new riders to the area.</p> <p>Hard to see pedestrians crossing at night. There is not much light and cars parked on the side of the road.</p> <p>Cyclists and on sidewalks. People jaywalking, not using crosswalks. The</p>	<p>In my opinion, and perhaps everywhere except here in OC, or Baltimore, no one walks on sidewalks. They are empty 99.9999% of time. When I was a kid walking to/from school or to a friends house, I was a suspect to police because I was walking, such an unusual thing. I stood out!! So perhaps relax the no bikes on sidewalks rule. They're expensive and underutilized.</p> <p>I don't think that biking or scooters or any other forms of riding other than vehicles should be allowed on Baltimore Avenue from the inlet to 33rd Street. It is too congested with pedestrians and vehicles. Bikes and scooters and such should be limited to Philadelphia Avenue from 9th Street and going north and St. Louis Avenue from the beginning of the road to 17th Street.</p> <p>There needs to be dedicated bike lanes, there is just not enough room in the lower streets of ocean city for all of the traffic, especially in season. Out of towners do not pay attention</p> <p>Running red lights and stop signs, electric bikes going to fast on side walks.</p> <p>Cyclists pay no attention to following traffic rules...they run red lights, travel against traffic, ride on side walks.</p> <p>My concern is the Bike lane on route 611 Stephan Decatur Highway going to Assateague Island. The Bike Lane suddenly ends many times, forcing bikes out into the travel lane. Just before Sinepuxent Road on Rt 611 and after Sea Oak road , the bike lane ends into a ditch without any warning sign or barrier. This is a very dangerous</p>	<p>My particular issue in Ocean City is getting from Route 611 to downtown to ride on boardwalk. It's treacherous. Bridge wasn't built for pedestrians, nor fishing, nor the chainlink safety fence. It's tough to ride there. So I drive, and pay to park. Takes longer. I know the bridge is an issue, but it's not just the bridge. There is a bike path, on wrong side of US-50 on both ends. Makes one cross US-50 twice. More people live south of US50 than north. Looks like an afterthought. Glad to see a bike path is planned along Rt 611. Hopefully sooner rather than later.</p> <p>Move parking farther away from the intersection on Baltimore avenue so pedestrians can be more easily seen and don't allow bikes and scooters and skateboards on Baltimore avenue.</p> <p>We need dedicated bike lanes, clearer crosswalks, wider sidewalks. More and more people are using bikes and scooters to get around Ocean City and there have already been accidents and I would just suspect we will see more accidents in the future.</p> <p>Cross the street only at red lights in crosswalks. Electric bikes and scooters follow the same rules as cars, motorcycles.</p> <p>Ticket them for infractions. Police seem to turn a blind eye to them. E-bikes and stand-up electric scooters are the worst offenders of all! No regard at all for surrounding traffic! They should not be allowed on Coastal Highway!</p> <p>Make one Continuous biking lane. My concern is the Bike lane on route 611 Stephan Decatur Highway going to Assateague Island. The Bike Lane</p>	<p>I think dedicated bike paths are far safer than striping and plastic pipes sticking out of ground. I just went to Frederick at at Hayward Rd, Frederick City just did this. Yet no-one ever on sidewalk anywhere near here, including Thomas Johnson Drive. Why no dual use sidewalks, they are already there, vs putting people on tiny pieces of metal with no protection out with people in big pieces of metal. No-one would consider putting cars on railroad tracks, would they?</p> <p>This is something that has been an issue for a while and it's getting progressively worse</p> <p>Often people in crosswalks step out in front of traffic without notice.</p> <p>My concern is the Bike lane on route 611 Stephan Decatur Highway going to Assateague Island. The Bike Lane suddenly ends many times, forcing bikes out into the travel lane. Just before Sinepuxent Road on Rt 611 and after Sea Oak road , the bike lane ends into a ditch without any warning sign or barrier. This is a very dangerous situation for bike riders, especially new riders to the area.</p>	<p>Town Council is looking at improving ped access going north near 33rd or 32nd.</p> <p>23rd St at Embers and True Blue Restaurant along Coastal Highway was an area of concern at the PSAP meeting. (Not along Baltimore Ave). But may be coming down 23rd St to access Baltimore Ave in this corridor.</p> <p>This corridor is also PSAP so it has been looked at recently.</p> <p>Concern about traffic increases related to high density developments here.</p> <p>There is a large apartment complex there that people have trouble accessing.</p>

<p>vehicle on Baltimore Av do not stop for pedestrians in the crosswalk. The pedestrians in the crosswalks don't follow the light pattern and cross when the light is green for oncoming traffic. So dangerous in season.</p> <p>Cars not looking for pedestrians while making right turns. My son is a blind adult and I don't like him crossing the street alone.</p> <p>Not enough lighting.</p> <p>Not enough signage to slow vehicles down with people trying to enter the crosswalk.</p> <p>ADD WHAT DEWEY BEACH ADDED! Bright signs with flashing lights every single block. Make people pay attention.</p>	<p>situation for bike riders, especially new riders to the area.</p> <p>Cyclist use the right lane as a bike lane causing cars and buses to have to get around them.</p> <p>There is no bike lane and cars parked on the road make it difficult for bikes, scooters, etc. Many riders do not follow the traffic laws. Many J-1 students are not educated on the laws and safety.</p> <p>No one utilizes the bike route on st Louis. Bikes and scooters in the middle of the roadway taking a lane to themselves causing traffic issues.</p> <p>Don't bike. But they need to follow the road laws better.</p> <p>Not enough space to safely pass with the center median and parking on the shoulder. Not to mention all the J1 students drive scooters and bikes on Baltimore Ave and all around Ocean City like they do in their own country.</p>	<p>suddenly ends many times, forcing bikes out into the travel lane.</p> <p>Adding a bike lane on baltimore ave. Adding light up pedestrian crossing signs that flash when someone presses the button. Or at the minimum add more street lights.</p> <p>Not sure. Public education, first.</p> <p>More fencing like near Seacrets on Baltimore Ave and on Coastal Hwy. A designated bike lane on Baltimore Av or don't allow bikes at all on that roadway. Maybe bridges over certain congested roadways to allow more foot traffic.</p> <p>More watch for pedestrians signs at corners. More talking street crossings. Bikes and electric scooters don't follow traffic laws at all.</p> <p>ADD WHAT DEWEY BEACH ADDED! Bright signs with flashing lights every single block. Make people pay attention. Drive through Dewey Beach near bottle and cork or the starboard bar. Those signs draw attention to the sides of the road and the crosswalk.</p>
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**DISTRICT 1**

**General Comments**

- MD 50 W, MD 611, and MD 6 and US 113 between Assateague Rd and Old Ocean City (this is a VRU high risk area of need that is being focused on and coordinated with SHA) should be added based on VRU priority. They are included in the Worcester plan.

DISTRICT 2  
Cecil County

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
NORTH EAST RD	MD 272 (North East Rd) from US 40 (Pulaski Hwy) to IS 95 (John F. Kennedy Memorial Hwy)	<p>This intersection was redesigned and added another turn lane. Couple with the additional development at North East Commons and the high pedestrian traffic from lower income housing to the retail centers, there is a regular occurrence of traffic accidents involving pedestrians and vehicles whose drivers always manage to get into the wrong lane. I have talked to SHA about this in the past and their reply is always "People need to learn the intersection." Adding a turn lane whose lane suddenly becomes a right turn only lane is counterintuitive to traffic safety in my opinion.</p> <p>Pedestrian crossing at Roger's Rd and Route 272, there is no crosswalk for foot traffic to safely cross Route 272</p> <p>There are pedestrians navigating inadequate sidewalks that do not fully connect along the corridor as well as unsafe intersections with high speed traffic that does not yield to pedestrians.</p> <p>I can't imagine any pedestrians using this area- there are no sidewalks or areas along the road where a person could walk. Vehicles go very fast. it would not be safe at all to walk along this stretch of road.</p> <p>No crosswalk from gateway drive to Roger's rd</p>	<p>See above. We also have a lot of bicycle/ecycle/scooter traffic in this corridor</p> <p>The section of road on Route 272 south from Gateway to Route 40 currently has a bike lane. However, the lanes are entirely too confusing since there is 2 right turn lanes for Gateway and entrance into North East Plaza followed by a right turn lane into North East Plaza then a right turn for Route 40 that doubles as a merger for traffic exiting the North East Plaza. The intersection of Route 272 South and Route 40 have 2 left turn lanes, a straight lane, a bike lane, and a right turn lane. When people come to the section of very short area on Rt272 S they must change over 1 lane to the right to go straight. This causes confusion with traffic leaving North East Plaza, and the bike lane only adds to confusion. Daily, people are cut off not realizing the straight lane turns into a left turn lane and you get cut off but there's no swerve area because of the stupid bike lane. Beside, no one ever uses that</p> <p>There are cyclists forced to share road space with high speed and high volumes of traffic that does not yield to cyclists at intersections.</p> <p>No room for bicycles on the road or next to the road. harassment from drivers. Drivers driving way too fast.</p> <p>No sidewalks going towards 95</p>	<p>Better signage for drivers so they know that turn lane is going to turn on you. Better lighting and perhaps crosswalks on 272 at the entrance to North East Plaza.</p> <p>A crosswalk added to the signal at the intersection of Roger's Rd and Route 272 for pedestrians to safely cross Route 272. Either move the bike lane on Route 272 S all the way to the right hand shoulder or better-remove the whole bike lane</p> <p>Awaiting completion of <a href="https://www.wilmapco.org/272">https://www.wilmapco.org/272</a></p> <p>I would love to see a shared use path added on at least one side if not both sides of MD 272 as per the recommendations being considered in the MD 272 Corridor Plan.</p> <p>At intersections, pedestrian refuge islands are needed as well as leading pedestrian intervals and curb extensions at the corners to minimize crossing distances and exposure to traffic. Crosswalks are also needed, as in many cases there are no crosswalks at all. All intersections need much safer pedestrian and bicyclist infrastructure to shorten the crossing. Roundabouts could also resolve many of the dangerous issues for vulnerable road users but only if separated biking and walking facilities are provided through the whole roundabout and in the approaches.</p> <p>Sidewalks. Bike lanes. Signs reminding drivers to share the road. Traffic calming measures to slow down traffic. More sidewalks and crosswalks</p>	<p>That section of road on Rt272S from Gateway to Rt40 is a hot mess with too much going on lane wise, and the section of Rt272N from Rt40 to Roger's road has 2 lanes with one becoming a turn lane with little notice so traffic is constantly jumping in front of the straight lane from the turn lane at the light. Almost causing accidents all day long. Need to have a barrier up so left lane must turn left and not cut driver's off at the intersection. If this all sounds confusing, imaging driving it daily!</p> <p>This is a high traffic corridor that would benefit from higher frequency and higher quality bus options as well as traffic-separated biking and walking facilities that would help relieve some of that congestion, while providing more affordable and sustainable transportation options.</p>	No comments

**DISTRICT 2**

**Cecil County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
PULASKI HWY	US 40 (Pulaski Hwy) from Charlestown Crossing Blvd to MD 272 (Mauldin Ave/Northeast Rd)	<p>Throughout US-40 I've witnessed multiple times people walking in the shoulders where there are not adequately protected bike and pedestrian facilities along this corridor. People also cross midblock where there are no traffic signals to avoid the wide, busy, and dangerous intersections. There are also bus stops with no sidewalks for transit users to take to and from bus stops. All the intersections are also incredibly wide and challenging to cross for people walking.</p> <p>Lack of sidewalks. Harassments from drivers. Drivers driving way too fast. Difficulty crossing route 40.</p>	<p>Throughout US-40 I've witnessed multiple times people biking in the shoulders where they are not physically separated from the high speed traffic along this corridor. Reckless drivers can swerve into the shoulder bike lanes endangering cyclists. There is also the threat of drivers hitting cyclists at wide intersections and slip lanes, where drivers tend not to yield to cyclists or pedestrians.</p> <p>Harassment from drivers. Lack of dedicated cycling areas. Drivers driving too fast.</p>	<p>I would love to see a shared use path added on at least one side if not both sides of US-40. At intersections, pedestrian refuge islands are needed as well as leading pedestrian intervals and curb extensions at the corners to minimize crossing distances and exposure to traffic. Crosswalks are also needed, as in many cases there are no crosswalks at all. All intersections need much safer pedestrian and bicyclist infrastructure to shorten the crossing. Finally, please implement the safety measures considered by the MD 272 Corridor Plan (that overlaps with US-40 at MD 272): <a href="https://www.wilmapco.org/272-2/">https://www.wilmapco.org/272-2/</a></p> <p>Sidewalks. Bike lanes. Traffic calming measures to slow down traffic. Signs to remind drivers to slow down and share the road. Better infrastructure for helping people to be able to safely cross route 40.</p>	<p>Many residents in the area do not have access to vehicles, and as more development and rebuilds of roadways occur along US-40, the state should see these as opportunities to require more bikeable and walkable development with shared use paths and denser, mixed-use land use to support local businesses with more foot and bike traffic that is safer when mixed with slow speed traffic and reduces reliance on expensive vehicles.</p>	<p>In need of sidewalks, though a shared use path would be better. This is a bike spine. There are transit stops along this corridor.</p> <p>A developer is coming here. And they are going to ask them to include pedestrian facilities.</p> <p>There are no crossings at all or pedestrian facilities. Red Toad Rd is signalized but doesn't have pedestrian facilities.</p>

**DISTRICT 2**

**Cecil County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
W PULASKI HWY	US 40 (Pulaski Hwy) from MD 7 (E Old Philadelphia Rd)/MD 279 (Elkton Rd) to MD 213 (S Bridge St)	<p>High pedestrian use with almost no facilities. Intersection @ Landing Lane/US 40 a high crash location. Numerous commercial pedestrian generators. Almost no crosswalks.</p> <p>Throughout US-40 I've witnessed multiple times people walking in the shoulders where there are not adequately protected bike and pedestrian facilities along this corridor. People also cross midblock where there are no traffic signals to avoid the wide, busy, and dangerous intersections. There are also bus stops with no sidewalks for transit users to take to and from bus stops. All the intersections are also incredibly wide and challenging to cross for people walking. Regionally, the Mason Dixon Trail (multi-state hiking trail) crosses US-40 at Landing Lane to link Elkton to Elk Neck State Forest.</p> <p>Harassment from drivers. Difficulty crossing the road due to lack of crosswalks and signals at every interchange. Drivers driving too fast. Lack of sidewalks.</p>	<p>Bike lanes are extremely high stress</p> <p>Throughout US-40 I've witnessed multiple times people biking in the shoulders where they are not physically separated from the high speed traffic along this corridor. Reckless drivers can swerve into the shoulder bike lanes endangering cyclists. There is also the threat of drivers hitting cyclists at wide intersections and slip lanes, where drivers tend not to yield to cyclists or pedestrians.</p> <p>Drivers driving too fast. Harassment from drivers. Lack of bike lanes.</p>	<p>Continuous shared use pathways on both sides, Crosswalks and pedestrian signals</p> <p>I would love to see a trail as per the recommended biking and walking path that was identified as a high priority in the 2018 Elkton Pedestrian Plan as per map on page 20. This aligns with national biking and walking trails in development as well. The corridor overlaps with the East Coast Greenway interim on-road travel route. It also overlaps with the federally designated September 11th National Memorial Trail. For both of these routes, the goal is to create a traffic-separated walking and biking trail, which a shared use path would create. Additionally, the route is part of the US Bicycle Route 201 as part of the US Bicycle Route System and the MDOT Bike Spine, so it needs to have much safer facilities for biking. Pedestrian refuge islands are needed as well as leading pedestrian intervals and curb extensions at the corners to minimize crossing distances and exposure to traffic. Crosswalks are also needed, as in many cases there are no crosswalks at all. All intersections need much safer pedestrian and bicyclist infrastructure to shorten the crossing and provide a traffic-separated facility between the trail, downtown Elkton, and the nearby Elk Neck State Forest.</p> <p>Bike lanes. Signs affirming the rights of cyclists and pedestrians to use the roads. Crosswalks with signals telling pedestrians when to cross. Sidewalks. Traffic calming measures to slow down traffic.</p>	<p>As more development occurs along US-40, the state should see these as opportunities to require more bikeable and walkable development with denser, mixed-use land use to support local businesses with more foot and bike traffic that is safer when mixed with slow speed traffic and reduces reliance on expensive vehicles.</p>	No comments

**DISTRICT 2**

**Cecil County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
E PULASKI HWY	US 40 (Pulaski Hwy) from MD 213 (Augustine Herman Hwy/S Bridge St) to MD 7 (Delaware Ave)	High pedestrian use with almost no facilities. Numerous commercial pedestrian generators. Almost no crosswalks. Throughout US-40 I've witnessed multiple times people walking in the shoulders where there are not adequately protected bike and pedestrian facilities along this corridor. People also cross midblock where there are no traffic signals to avoid the wide, busy, and dangerous intersections. There are also bus stops with no sidewalks for transit users to take to and from bus stops. All the intersections are also incredibly wide and challenging to cross for people walking.	Incredibly high stress route I've witnessed multiple times people biking in the shoulders where they are not physically separated from the high speed traffic along this corridor. Reckless drivers can swerve into the shoulder bike lanes endangering cyclists. There is also the threat of drivers hitting cyclists at wide intersections and slip lanes, where drivers tend not to yield to cyclists or pedestrians.	Shared use path and crosswalks I would love to see a trail as per the recommended biking and walking path that was identified as a high priority in the 2018 Elkton Pedestrian Plan as per map on page 20. At intersections, pedestrian refuge islands are needed as well as leading pedestrian intervals and curb extensions at the corners to minimize crossing distances and exposure to traffic. Crosswalks are also needed, as in many cases there are no crosswalks at all. All intersections need much safer pedestrian and bicyclist infrastructure to shorten the crossing and provide a traffic-separated facility between the trail, downtown Elkton, and the nearby Elk Neck State Forest.	Many residents in the area do not have access to vehicles, and as more development occurs along US-40, the state should see these as opportunities to require more bikeable and walkable development with shared use paths and denser, mixed-use land use to support local businesses with more foot and bike traffic that is safer when mixed with slow speed traffic and reduces reliance on expensive vehicles.	WILMAPCO Mobility Challenged Analysis, many US 40 segments and Elkton Rd to the DE line were identified. Route 40 will connect to bike infrastructure in Newark area. Delaware has a bike path funded to the MD line. Connecting sidepaths across state lines would be beneficial. The intersection with MD 213 is very dangerous and does not have crosswalks. <a href="https://www.wilmapco.org/elktonpedp/lan/">https://www.wilmapco.org/elktonpedp/lan/</a> This has a shared use path proposed.
PULASKI HWY	US 40 (Pulaski Hwy) from MD 272 (Mauldin Ave/Northeast Rd) to Marley Rd	High number of pedestrian generators and almost no facilities/crosswalks Throughout US-40 I've witnessed multiple times people walking in the shoulders where there are not adequately protected bike and pedestrian facilities along this corridor. People also cross midblock where there are no traffic signals to avoid the wide, busy, and dangerous intersections. There are also bus stops with no sidewalks for transit users to take to and from bus stops. All the intersections are also incredibly wide and challenging to cross for people walking. Speeding, drivers not paying attention, and shoulder or sidewalks not long or wide enough. Nor letting those in crosswalks pass through.	Very high stress bike lanes Throughout US-40 I've witnessed multiple times people biking in the shoulders where they are not physically separated from the high speed traffic along this corridor. Reckless drivers can swerve into the shoulder bike lanes endangering cyclists. There is also the threat of drivers hitting cyclists at wide intersections and slip lanes, where drivers tend not to yield to cyclists or pedestrians. Shoulder width or lack of and speeding drivers.	Shared use pathway on both sides and signalized crosswalks I would love to see a shared use path added on at least one side if not both sides of US-40. At intersections, pedestrian refuge islands are needed as well as leading pedestrian intervals and curb extensions at the corners to minimize crossing distances and exposure to traffic. Crosswalks are also needed, as in many cases there are no crosswalks at all. All intersections need much safer pedestrian and bicyclist infrastructure to shorten the crossing. Bigger shoulders. More caution signs. More police monitoring speeds.	Many residents in the area do not have access to vehicles, and as more development and rebuilds of roadways occur along US-40, the state should see these as opportunities to require more bikeable and walkable development with shared use paths and denser, mixed-use land use to support local businesses with more foot and bike traffic that is safer when mixed with slow speed traffic and reduces reliance on expensive vehicles.	There are a lot of ped generators, low-income housing and almost no pedestrian facilities or crossings. Buses have routes that are diverted because the stops are not safe along US 40. There are many pedestrians. There are bike lanes, but they are extremely high stress. The East Coast Greenway is not along US 40 in this section but some cyclists that use the Greenway would use US 40 as a more direct route. There are a lot of bus stops without sidewalks. Many pedestrians crossing the street not at pedestrian crossings as there are a lack of crossings. MD 272 study <a href="https://www.wilmapco.org/272-2/">https://www.wilmapco.org/272-2/</a>

**DISTRICT 2**

**Cecil County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
PULASKI HWY	US 40 (Pulaski Hwy) from MD 7 (Delaware Ave) to Delaware State Line	Throughout US-40 I've witnessed multiple times people walking in the shoulders where there are not adequately protected bike and pedestrian facilities along this corridor. People also cross midblock where there are no traffic signals to avoid the wide, busy, and dangerous intersections. There are also bus stops with no sidewalks for transit users to take to and from bus stops. All the intersections are also incredibly wide and challenging to cross for people walking. Regionally, the Mason Dixon Trail (multi-state hiking trail) crosses US-40 at Landing Lane to link Elkton to Elk Neck State Forest.	Throughout US-40 I've witnessed multiple times people biking in the shoulders where they are not physically separated from the high speed traffic along this corridor. Reckless drivers can swerve into the shoulder bike lanes endangering cyclists. There is also the threat of drivers hitting cyclists at wide intersections and slip lanes, where drivers tend not to yield to cyclists or pedestrians.	I would love to see a trail as per the recommended biking and walking path that was identified as a high priority in the 2018 Elkton Pedestrian Plan as per map on page 20.  Like to see the joins ground down, the bumps destroy the metal cables in tires, it's horrible those bumps start at 213 and 40 all the way to the Delaware line.	Many residents in the area do not have access to vehicles, and as more development and rebuilds of roadways occur along US-40, the state should see these as opportunities to require more bikeable and walkable development with shared use paths and denser, mixed-use land use to support local businesses with more foot and bike traffic that is safer when mixed with slow speed traffic and reduces reliance on expensive vehicles.  Drive it.	East Elkton Traffic Circulation and Safety Plan comes up to the intersection of US 781 and US 40, very dangerous intersection.  Elkton Pedestrian Plan calls for a mixed-use path on US-40 as a high priority -- see map on page 20.  Also the Mason Dixon Trail (multi-state walking trail) crosses US 40 at Landing Lane where there's only one crosswalk but only isolated pedestrian facilities (no sidewalks along this segment of US 40).  Also, on US 40 there's a need for safe walking and biking connections between Elkton and Elk Neck State Forest.
AUGUSTINE HERMAN HWY	MD 213 (Augustine Herman Hwy) from Lewis Shore Rd E/Lewis Shore Rd W to US 40 (Pulaski Hwy)	Lack of pedestrian crosswalks and signals to tell pedestrians when to cross in all directions at the route 40/route 13 intersections. Lack of sidewalks along much of this corridor. Vehicles going very fast.	Driver hostility to cyclists. Lack of dedicated bike lanes. Lack of space on the road for cyclists. Drivers driving too fast.	I would love to see traffic-separated bike and pedestrian facilities to link Elkton to Chesapeake City and the C&D Canal / Castle Trail that goes about 15 miles to Delaware City. This is also a critical connection to the rest of the Eastern Shore from the East Coast Greenway. At intersections, pedestrian refuge islands are needed where feasible as well as leading pedestrian intervals and curb extensions at the corners to minimize crossing distances and exposure to traffic. Crosswalks are also needed, including the elimination of slip lanes, as in many cases there are no crosswalks at all. All intersections need much safer pedestrian and bicyclist infrastructure to shorten the crossing distance and time.  Bike lanes. Crosswalks. Signs affirming the right of cyclists and pedestrians to use the roads.		This area has a really big residential project coming in soon. There will be a lot more traffic coming in and out of this area.  This is an important connector on MDOT's bike spine. This would be important on the Chesapeake Bay loop when (hopefully) the Bay Bridge gets bike facilities, this would be an important segment.  A developer is developing on both sides of MD 213 (Southfield project, very large). The developer is putting in bike lanes between Frenchtown Rd and White Hall Rd, in front of their development. This would leave a gap to US 40.  The C&D Trail is nearby that would provide an important connection.  This is one of the 2023 VRU mid-term mitigations that were looked at.

**DISTRICT 2**

**Cecil County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
BRIDGE ST	MD 213 (Bridge St) from US 40 (Pulaski Hwy) to MD 545 (Elkton Blvd)	<p>High pedestrian use. Long distance between crosswalks</p> <p>There are pedestrians navigating inadequate or missing sidewalks that do not fully connect along the corridor as well as unsafe intersections with high speed traffic that does not yield to pedestrians.</p> <p>Farther North on 213 there is a Traffic Circle at Cherry Hill. Pedestrians take their life in their hands when trying to navigate the circle to go to the market. Drivers are at risk when the northbound or southbound cars hit the circle at 50mph and east and westbound cars are trying to enter the circle. LOWER THE SPEED LIMIT AND ADD SOME SIDEWALK</p>	<p>No bicycle facilities</p> <p>There are cyclists forced to share road space with high speed and high volumes of traffic that does not yield to cyclists at intersections.</p> <p>I would not drive a bike here</p>	<p>Shorten distance between signalized crosswalks. Fill any gaps in sidewalk</p> <p>Included in the Downtown Elkton Master Plan</p> <p>I would love to see complete sidewalks and traffic-separated bike lanes as per the recommendation identified as a high priority in the 2018 Elkton Pedestrian Plan as per map on page 20. intersections, pedestrian refuge islands are needed where feasible as well as leading pedestrian intervals and curb extensions at the corners to minimize crossing distances and exposure to traffic. Crosswalks are also needed, including the elimination of slip lanes, as in many cases there are no crosswalks at all. All intersections need much safer pedestrian and bicyclist infrastructure to shorten the crossing distance and time. This aligns with national biking and walking facilities in development. The corridor overlaps with the East Coast Greenway interim on-road travel route. It also overlaps with the federally designated September 11th National Memorial Trail. For both of these routes, the goal is to create a traffic-separated walking and biking trail, which a shared use path would create. Finally, the route is also part of the US Bicycle Route 201 as part of the US Bicycle Route System so it needs to have much safer facilities for biking.</p> <p>Sidewalk and LOWER SPEED LIMIT</p>		<p>This overlaps with the East Coast Greenway. This is crucial for walking and cycling. There are overlaps of both the survey corridors, US 40 and S Bridge St in Elkton, with the East Coast Greenway interim on-road travel route: <a href="https://map.greenway.org/?loc=15,39.60524,-75.84156">https://map.greenway.org/?loc=15,39.60524,-75.84156</a></p> <p>If shared use paths were created along US 40 and S Bridge St, that would create viable options for the East Coast Greenway to be moved off-road, which is its ultimate goal as part of the 3,000 mile trail vision from Maine to Florida. Additionally, co-aligned with the ECG in MD is the September 11th National Memorial Trail, which also seeks an off-road path here, with that trail's vision to connect the crash sites of September 11th with a biking and walking path: <a href="https://www.911trail.org/">https://www.911trail.org/</a></p> <p>These also overlap with the US Bicycle Route 201 as part of the US Bicycle Route System.</p> <p>There are a lot more scooters including class 3 along this corridor. There was a crash just last month. Also a lot of retail traffic nearby on High St.</p> <p>This includes the Christiana Care Hospital System right off of High Street which brings a lot of traffic.</p> <p>Bridge St at High St was called out in the report.</p>

**DISTRICT 2**

**Talbot County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
Dover Rd	Dover Rd from MD 2 (Calvert St) to US 50 (Ocean Gateway)	Lack of ample crosswalks and warning to drivers that pedestrian crossings ahead where they are available. Fast car speeds with minimal separation between sidewalk and travel lane. Lack of pedestrian crossings	Lack of any safe infrastructure space; dodge the car doors or the traffic. No signage High traffic volumes with no options for cyclists besides riding on sidewalks	Bike lane; signage. The addition of on street parking on one side, additional pedestrian crossings, streetscape improvements, narrower travel lanes.		This corridor was included in a study for the Town of Easton, a consultant came up with recommendations/concepts for the corridor.
Easton Pkwy	MD 322 (Easton Pkwy) from MD 33 (Bay St) to US 50 (Ocean Gateway) Northern Junction	Serious lack of crosswalks and lack of speed control on what used to be a bypass but is now a traffic heavy highway.	Extremely difficult to cross from the Town of Easton toward St. Michaels and Oxford to continue to ride. Need enhanced timing signals and speed slowing on this now very heavily traveled road that used to be a bypass.	More crossings at major intersections that include longer lights for use by pedestrians and bicyclists. No right turn signals for cars when in crossing lights are in use. Traffic slow down.		Dangerous crossing at Marlboro Ave where there was a fatality. No pedestrian crossing at Glebe Rd. This section of bypass has no bike or ped facilities but wide enough ROW to put it in there. This corridor is high priority for VRU and the Town of Easton is prioritizing developments here.
Ocean Gateway	US 50 (Ocean Gateway) from MD 322 (Easton Pkwy) Southern Junction to MD 322 (Easton Pkwy) Northern Junction	Dangerous travel speeds of vehicles, lack of crossings, lack of sidewalks	Dangerous travel speeds and volume. I would not feel comfortable using on street facilities even if added	Add formal pedestrian crossings at Dover and Goldsborough		This part of US 50 will not have significant pedestrian and bike facilities along the corridor but the crossings are important. MD 328 intersection was studied and is a needed crossing. There is a project from MD 328 to MD 331 will have pedestrian considerations. Begins 1/12/2026.
Ocean Gateway	US 50 (Ocean Gateway) from MD 322 (Easton Pkwy) Northern Junction to MD 309 (Black Dog Aly)/Airport Rd					US 50 with MD 322 (north) is very problematic. It is a potential location for a rail trail. It is an intersection of two major highways, there are not ped/bike facilities and there are no plans for them.
N Washington St	Washington St from Glebe Rd to MD 322 (Easton Pkwy)	Slow down the traffic speed! Add further pedestrian crossings with lights signaling drivers to stop. No sidewalks or crosswalks	Really dangerous intersection at Easton Utilities that needs redesign in order to accommodate the volume of users these days. Not easy to cross road on a bicycle to access the rail trail which runs parallel to this road	Addition of sidewalks, reconfiguration of problematic intersections (Glebe, Aurora, and Chapel)		This corridor is currently undergoing a complete redesign. There are currently no pedestrian facilities but the redesign will change that.

**DISTRICT 2**

**General Comments**

- None

DISTRICT 3

Montgomery County

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
MONTGOMERY VILLAGE AVE/MIDCOUNTY HWY	MD 124 (Montgomery Village Ave/Midcounty Hwy) from MD 355 (N Frederick Rd) to MD 124 (Woodfield Rd)/Saybrooke Oaks Blvd	<p>There aren't many pedestrians in this corridor. The main peds are in Cider Mill, and they utilize the Bus Transfer Station. For future planning, they will have a direct access/signalized intersection to the Lakeforest Development, off of Lost Knife Road.</p> <p>There is ZERO pedestrian accommodation on 124 from Lost Knife to Saybrooke Oaks/Woodfield. The crosswalk from MV Ave turning right onto MidCounty hwy is dangerous. There is ZERO crosswalk from the SE corner of the Goshen/MidCounty hwy intersection, meaning a pedestrian literally cannot safely cross the boundary of Gaithersburg and Montgomery County.</p> <p>No sidewalks, no pedestrian facilities, high speed traffic, multiple accidents at 124 and Saybrooke Oaks Blvd. Cars frequently speed and go through red lights at the intersection. Use of the road for road racing.</p> <p>winy roads with little separation between the cars and the pedestrians</p>	<p>If any (not many) move off roadway and onto a shared-use path.</p> <p>There is ZERO bicycle accommodation from MD 355 to MidCounty highway. There is ZERO shoulder for bicycling from Goshen Rd to MV Ave.</p> <p>No bike lane, high speed traffic, use of the road for road racing</p> <p>winy roads with little separation between the cars and the cyclists. I will not feel comfortable biking at its current state. cars are still going by pretty fast.</p>	<p>Safety improvements should NOT negatively impact vehicular traffic flow through this corridor, as currently proposed. The elimination of right-turn lanes at every intersection for minimal pedestrian use is not the correct application here.</p> <p>Safe multi-use walk/bike paths or bike lanes throughout with regular snow removal. Lower speed on MidCounty Hwy.</p> <p>Intersection improvements at 124 and Saybrooke Oaks Blvd, speed enforcement. Please consider a roundabout at 124 and Saybrooke Oaks Blvd.</p> <p>potentially taking away a lane when it's 3 lanes and creating that as a buffer between cars and pedestrians.</p>	<p>Updates to this corridor need to be well planned and not just focus on one aspect (pedestrian), especially since there is a lack of pedestrian activity in this area. Current proposals aim to modify 5 intersections in a .75 mile stretch, coming off one of the busiest interchanges from I-270. Any new pedestrian activity assumed because of the Lakeforest development is flawed, as that activity will mainly remain interior to the property, and not cross MD-124. In areas where crossing may occur, it is more likely residents will use a car, as destinations (ex - Gaithersburg Library) are still far away from any residential units. Further, creating complications along this corridor severely impacts entrance/exit to Montgomery Village at the MidCounty Highway intersection. The quality of life for 40,000 people in this community, and those that use Montgomery Village Avenue for through access also needs to be considered with these proposals.</p>	<p>PSAP project underway, at 30% design. MD 124 at Russell Ave is a county project underway.</p> <p>MD 355 BRT project will intersect MD 124 at Russell Ave. A depot along Russell Ave will happen south of MD 124 at new development.</p> <p>Improvements on Montgomery Village Ave. Lost Knife Road is HIN network. Many improvements happening in this area from various projects.</p> <p>Some safety/repaving projects are happening on Montgomery Village Road which will connect in.</p> <p>Corridor wide there are spot improvements at various phased along the VRU corridors in county projects.</p>

**DISTRICT 3**

**Montgomery County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
S FREDERICK AVE	MD 355 (S Frederick Ave) from MD 124 (Montgomery Village Ave/Quince Orchard Rd) to Central Ave	<p>The main purpose of this section of roadway is commuters going to Montgomery Village. There are very few pedestrians (even at rush hour) crossing MD 124 at the Frederick avenue and Russell Avenue intersections. There is a hotel and office buildings and fire station but people do not live near these particular intersections. Folks who work here, drive. The next intersection is Lost Knife where the library and daycare centers are located. There is pedestrian traffic here, primarily during rush hour, but it is still not extensive. I would not favor taking away right hand turns at any intersections as traffic needs to flow...continuing into and out of the Village. It could be favorable to have pedestrian only lights for crossing during rush hour for safety at Lost Knife. That is the only intersection that warrants some concerns. The bus stop on MV after Lost Knife by the Daycare could be moved closer to the Daycare center. This would allow traffic not to back up at that spot. Pedestrians are jaywalking across MV to catch the bus at that juncture. A bold move would be to turn Lost Knife and MV Ave into a large roundabout which is safer for vehicles and pedestrians. This would give pedestrians a way to cross in a timely way, and traffic can keep flowing and moving. I do recommend future LakeForest traffic exiting out toward Perry Parkway and then turning on 355 to get to I-270 instead of flowing directly to MV Avenue, thus adding more headaches for the intersections. Traffic will only increase and result in longer wait times once</p>	<p>One very rarely sees cyclist on this portion of the highway. It is too difficult for cyclists to ride and be seen. Again... this is extremely RARE to see even one cyclist. In fact, I cannot recall seeing a cyclist on this section in the past 9 months.</p> <p>Zero protected cycling infrastructure and high motor vehicle speeds and volumes contribute to a completely unsafe cycling environment.</p> <p>No bike lanes, lots of traffic entering and exiting the road, narrow lanes the streets are way to narrow and congested for cyclists to safely ride nor is there enough space on sidewalks.</p> <p>no designated bike lanes and rolling hills where you can't always see the pedestrians or bikers. concerns over children and high schoolers wanting use this road to get to bohler park activities or Gaithersburg HS</p> <p>Cyclists not paying attention. Focusing too much on there phones, crossing in front of traffic when traffic has right of way. Running red lights. Need better cyclist policing</p>	<p>At Lost Knife I'd suggest a roundabout replacing the large intersection. Safer for pedestrians based and drivers based on studies from USDOT. Cyclists are rarely, if ever seen. Not seen any the times I have driven through.</p> <p>rescue islands. blinky lights that are pedestrians controlled.</p> <p>Wider sidewalks with solid protective barriers. Limiting of driveways intersecting with the main road (access only via side roads instead where feasible). Reduced number of vehicle lanes. Implementation of fully separated and protected cycling lanes. Reduced vehicle speed limits and traffic calming infrastructure.</p> <p>Traffic calming, bike lanes, more cross walks</p> <p>safer crossing intersections, wider roads, better way to manage congestion</p> <p>larger buffer or any device dividing pedestrians/bikers</p> <p>separated bike facilities - cycle tracks, protected bike lanes. Synchronized traffic signals to move traffic more efficiently.</p> <p>Police need to actively enforce laws that pedestrians and cyclists break.</p>	<p>Even if you have a circle of where people live in the area, very few walk because it is extremely inconvenient due to geography and distance to get where they want to go. Other than people living a Cider Mill, residents would not walk to shop at LakeForest. It is too far from their homes to carry bags and other items especially in inclement weather. They drive and its designed to have them drive.</p> <p>We need to put driver education back into our schools. Young people do not know how to drive in this congested area. They don't because we haven't taught them.</p> <p>Police need to actively enforce laws that pedestrians and cyclists break.</p>	<p>Speed limit is 40 mph for a lot of it. HIN, operating speed is 45-50 mph, a speed study was just done since it is HIN. Lakeforest Mall redevelopment is happening too. Reducing the speed is necessary.</p> <p>Are there any speed cameras along this segment? Is there the ability to have automated traffic enforcement. Lanes are too wide, speeds are too high. The crossing times are too short, especially for older or disabled VRUs, even for marked 'safe' crossings. October 1st they are allowed to study for speed cameras in this corridor. May be difficult for placement of a camera due to narrow sidewalks but it is HIN corridor</p> <p>BRT project advancing. A VRU project is great to coincide with bike/ped improvements.</p> <p>I believe there is a speed camera by Cedar Ave near Jewelry Plus for southbound. Part of It is signed as photo enforced currently.</p> <p>I get the shorter cross times but I work there off of 355 and the speed cameras can not be the only solutions. It's a cluster especially in the morning. I think the lanes need to be reviewed for instance there are three lines now going from jones bridge to Connecticut to 495 and it is a nightmare because during the turn cars are all trying to get to the lane to the beltway. So many times the new lanes drawn cause the traffic at least crash to crash. There's a camera there but how can anyone speed there yet there is a camera as if that is the slightest answer.</p>

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LakeForest is completed. Moving traffic parallel to MV and not into MV makes more sense.

We need rescue islands for pedestrians. also, we need full stops on the busy intersections so turning cars do not hit pedestrians.

High number of driveways intersecting sidewalks creating numerous conflict points between vehicles exiting and entering the roadway and pedestrians. Some businesses have landscaping features that obstruct views of the roadway/sidewalk, requiring vehicles pull onto the sidewalk prior to entering the roadway, creating a significant conflict point.

Long periods without pedestrian crosswalks forcing pedestrians to cross without cross walks (e.g. Odenhahl Av to Chestnut St and Deer Park Rd to Westland Drive). People getting on and off buses either have to cross without a cross walk or walk a long way to find one. The cross walks are all at intersections with turning traffic.

It is a extremely congested area with poorly highlighted crosswalks with many turn driveways where pedestrians could be missed.

rolling hills where you can't always see the pedestrians or bikers.

Are there even sidewalks on MidCounty?

Pedestrians not paying attention. Focusing too much on there phones, walking in front of traffic when traffic has right of way. Need better pedestrian policing.

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**DISTRICT 3**

**Montgomery County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
UNIVERSITY BLVD E	MD 193 (University Blvd E) from IS 495 (Capital Beltway) to MD 320 (Piney Branch Rd)	Pedestrians not paying attention. Focusing too much on there phones, walking in front of traffic when traffic has right of way. Need better pedestrian policing.	Lack of a protected bike lane. Sidewalk needs to be widened. It is NOT Safe for Cyclists to ride on the road or in the Bus Lane. Cyclists not paying attention. Focusing too much on there phones, crossing in front of traffic when traffic has right of way. Running red lights. Need better cyclist policing	Protected bike lane. Widen the sidewalk. Police need to start enforcing laws better when pedestrians and cyclists break them.	Policing needs to be improved when cyclists and pedestrians break the law.	No comments
UNIVERSITY BLVD E	MD 193 (University Blvd E) from MD 320 (Piney Branch Rd) to MD 650 (New Hampshire Ave)	Crossings are too far apart. This leads to unsafe mid-block crossings with children or while carrying shopping etc. The intersections with Carroll Ave and New Hampshire Ave are wide without sufficient pedestrian refuges (on University Blvd) and have a lot of vehicular movements for a pedestrian to keep track off. This makes crossing at these intersections dangerous. The ongoing construction of the future Purple Line adds more complexity and more unsafe conditions. Pedestrians not paying attention. Focusing too much on there phones, walking in front of traffic when traffic has right of way. Need better pedestrian policing	Lack of a protected bike lane. There is no dedicated bike lanes on this busy corridor. The service road which would have provided some buffer from the higher speed traffic is removed with the Purple Line. Sidewalk needs to be widened. It is NOT Safe for Cyclists to ride on the road or in the Bus Lane. Cyclists not paying attention. Focusing too much on there phones, crossing in front of traffic when traffic has right of way. Running red lights. Need better cyclist policing	Protected bike lane. More designated crossings and buffered bike lanes. Longer pedestrian lead times at the signalized intersections and inclusion of Leading Bicycle Intervals. Pedestrian refuges. Widen the sidewalk. Better police work. Cyclists and pedestrians need to be held accountable for breaking laws and causing accidents.	The population in the area is mixed in age. Mothers with babies, toddlers up to seniors usually with baggage. These users require additional time for crossing the wide roadways. Policing needs to improve when pedestrians and cyclists break the law. Far too often police do nothing even though pedestrians and cyclists run lights and cut traffic off.	No comments

**DISTRICT 3**

**Montgomery County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
VEIRS MILL RD	MD 586 (Veirs Mill Rd) from MD 28/MD 911 (First St) to MD 185 (Connecticut Ave)	<p>Crossing the road. Cars speeding and making aggressive left turns. Not respecting crosswalks or crossing lights. Not enough places to cross the street. Lots of having to jaywalk and hang out in the median to wait for a chance to cross. Dangerous. Long distances between crosswalks. Sidewalks are very narrow and close to traffic. Lack of enforced and obvious signed crosswalks. This is not a safe place to walk at all. Unless you walk on the frontage roads the sidewalk is not protected. Speeding cars. long distance between crosswalks, leading some people to cross outside of these crosswalk. sections with no sidewalk (at least on 1 side) No sidewalk at all on either side between Gridley and Gaynor!! Also, sidewalk ends on South side of Veirs Mill near Parklawn Park!! Despite numerous complaints and collaborative attempts over the past two years, there has been little to no enforcement against excessive speeding and noise violations on this stretch of Viers Mill, as well as the remaining part of the corridor to Georgia Ave. During the day, cars speed down the right turn/bus lane inches away from pedestrians walking on the sidewalk or waiting for the bus. During the evenings, cars speed up and down the hills of Viers Mill — freely, without threat of enforcement — making cross walks a dangerous moment for dismissed students, commuters, and especially late shift</p>	<p>Dangerous for cyclists. Traffic travels too fast. Some parts very little shoulder. Crossing road is also dangerous. No designated lane. Road feels like a highway so cars want to move fast. Motorists don't expect to see bicycles because of all the above. No bike lanes, traffic is too fast to ride with mixed traffic. There are local access lanes that parallel the main traffic lanes, which are ok to cycle in, except that at some signalized intersections, you aren't allowed to proceed straight through the intersection--must turn right onto a side street. High speeds from cars and complete lack of protection and definition of bike lanes. The stretch of road from the rock creek trail overpass to Randolph is like being on the shoulder of an interstate. There are no cones or barriers and barely any painting or signs to indicate that it is a bike lane. no dedicated bike lane. fast cars passing close to bicyclists A Cyclist heading from Wheaton to Rockville is really forced to use the sidewalk on Veirs Mill. It is too dangerous to ride a bike on Veirs Mill. The section between Gridley and Gaynor is the absolute worst. Highly dangerous for a Cyclist. The access road is One Way, going in the opposite direction. Cyclists not paying attention. Running red lights. Running stop signs. , Cutting off traffic when traffic has right of way. Need better cyclist policing.</p>	<p>More safe intersections for pedestrians to cross. Lower speed limit. Provide a bike lane. Narrow the roads, add railings at medians to guide pedestrians into safer crossing spots, as done in London, adjust traffic light timing to allow time for pedestrians to cross. Remove a lane or designate a lane for buses and bikes and paint it so it is obvious and intentional. Or else just remove a lane altogether and paint sharrows in a lane. Beautify the road. Make it look like Connecticut Avenue which tends to have much calmer traffic for whatever reason. More trees and landscaping, clean up the trash. What a hellscape that road is. I don't even want to drive on it, let alone ride a bike! More pedestrian crossings, preferably with user-activated lights. Remove the frontage road and instead make it a shared use path. Wider sidewalks, more signalized crosswalk, dedicated bike lanes or a shared use path. For cyclists, make a PROTECTED bike lane. Otherwise this is not safe at all. For pedestrians, make more and better enforced crossings. Enforce people driving less than 60 miles per hour. In general across Montgomery County, motorist behavior and complete lack of enforcement of speed and use of bus lanes etc is the biggest problem. People drive like maniacs and there is no penalty or incentive to dissuade them from doing so. Putting up a sign with a stick figure of a bike is not sufficient to protect pedestrians and cyclists from a multi-ton SUV going 60 likes per hour in a bus lane.</p>	<p>I simply can't cross the major intersections at all on foot any more. Too many close calls. This survey is so hard to navigate that I am not really sure you want feedback? I don't live on this corridor. I live at Pyle and Orchid and would like to see bike overpasses or underpasses around to help cyclists and pedestrians safely cross River Rd. We need multiple points of crossing particularly around the schools. Unless you are going to make bike lanes physically separate from car traffic (with parking blocks, pylons etc) don't bother designating them. Its a waste of money because people won't ride on streets that aren't safe just because you put up a sign and call it a bike route. It would be useful if the bike lane could be extended on the north side of Veirs Mill to Twin Brook Parkway instead of abruptly ending. The Cyclist is forced to use the narrow sidewalk. West of Twinbrook Parkway I use Grandin instead of Veirs Mill with the bicycle. Greater collaboration between all stakeholders is welcome, including opportunities to discuss road issues together to ensure accountability across all parties. The police need to do a better job of enforcing laws when cyclists and pedestrians break them 1900 Rockville Pike crossing is life threatening and cars that you allow to be tuned and don't track and fine immediately will kill. Mark my words.</p>	No comments

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workers trying to head home. Most egregiously, the excessive speeding has remained unchecked despite the school zones and crossings, including the yet-to-be designated school crossing at Norris Drive that has been the site of a recent pedestrian fatality. Pedestrians not paying attention. Focusing too much on there phones, walking in front of traffic when traffic has right of way. Need better pedestrian policing.

Car drivers have so much privilege they don't acknowledge pedestrians existence nowhere. I am glad most countries put the US to shame when it comes to quality of life and safety if pedestrians, not to speak of the climate atrocities people here commit everyday as part of their normal lives. I have never seen a group of people so destructive. So are you surprised a top story today is a dude killing a pedestrian woman at a gas station? How fast and how narcissistic must you be driving at a gas station to KILL someone? Well karma always gets them if law doesn't. That's a calming thought. 1900 Rockville Pike is a spot you should have an eye on. I predict many deaths here.

Driver's not giving a \*\*\*\*. But they will pay eventually, just sit in their cars and wait.

bike lanes preferably separated or protected. Sidewalks. more crosswalk protected by pedestrian activated lights

Widen the sidewalk. Do something with the section between Gridley and Gaynor.

Speed cameras in both directions and at numerous points along Viers Mill, or greater police presence between Georgia Ave and Rockville Pike during rush hour and after midnight.

The police need to do a better job of enforcing laws when cyclists and pedestrians break them

You should probably video track and ban all drivers who fail to yield in any kind of way to pedestrians. Especially around 1900 Rockville Pike. You let people tune their cars to sound like \*\*\*\*? Well they won't hear the humans they kill along the way. Why? Because you let them

**DISTRICT 3**

**Prince George's County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
GREENBELT RD	MD 193 (Greenbelt Rd) from MD 430 (Greenbelt Rd) to MD 201 (Kenilworth Ave)	<p>A lot of lanes of traffic to cross.</p> <p>Pedestrian crossings of Greenbelt Rd are dangerous with two many lanes to cross, inadequate pedestrian refuge islands, limited crossing options on only one side of the intersection, and dangerous slip lanes that encourage drivers to not yield to pedestrians as they make the turn to/from Greenbelt Rd. The crossings at 58th Ave &amp; Greenbelt Rd and Cherrywood Ln &amp; Greenbelt Rd are especially important for the East Coast Greenway and trail connections to the Indian Creek Trail as well as Lake Artemesia.</p> <p>Narrow sidewalks, non-continuous sidewalks near Beltway Plaza Mall, overgrowth on sidewalks.</p> <p>In consistent sidewalks. Traffic speed build consistent and wide sidewalks along all parts of this corridor</p> <p>Getting killed by cars</p> <p>Adjacent road is far too wide/too many lanes-6+ in most locations. Design speed is way too high to feel any safety or comfort while walking. SHA puts responsibility to shovel snow on adjacent property owners, conveniently ignoring property with no clear ownership ie.5500 block. Impassable after snow storms, sometimes for weeks.</p> <p>No more than any other road in the area.</p>	<p>Unprotected bike lane in between through lane and right turn lane. Concerned that a car will hit me when they move from the through lane to the right turn lane.</p> <p>There is no separated bicycle facility along Greenbelt Rd and not even a painted bike lane or shoulder, which means cyclists have to share the road with high speed, high volume vehicle traffic. Otherwise, cyclists fearing for their lives will ride on the sidewalks and cause conflicts with pedestrians. Crossing Greenbelt Rd is also dangerous for all the reasons it is for pedestrians. The crossings at 58th Ave &amp; Greenbelt Rd and Cherrywood Ln &amp; Greenbelt Rd are especially important for the East Coast Greenway and trail connections to the Indian Creek Trail as well as Lake Artemesia.</p> <p>The connection between the segments of the Indian Creek Trail which are divided by 193 need a safer connection. Additionally, Branchville Rd. and Ballew Ave have no protected bike lanes and has blind corners on the road passing underneath 193. Cars often try to pass cyclists on this section of road, which puts the driver and cyclist both in danger for a collision from unseen oncoming traffic.</p> <p>Lack of continuous bike lanes. The ones that do existing are too narrow or striped in a confusing way. Speeds are too high.</p> <p>Traffic speed. Multiple lanes of traffic create a fully protected bike lane along these routes. This would enable access and slow traffic.</p> <p>Getting killed by cars</p> <p>Zero protection!!! Oh, I can just "take the lane" on this 35 mph road (with a</p>	<p>Traffic calming and traffic light timing to reinforce the 35 mph speed limit. Protect the bike lane to limit where cars can cross it to move from through lane to right turn lane, or make the right turn lane a through lane for bikes.</p> <p>A road diet is urgently needed to reallocate vehicular road space to physically separated shared use paths, and/or cycletracks and widened sidewalks. This would protect vulnerable road users, and it would shorten the crossing distance for these users across the corridor. This is supported by the 2022 Greenbelt Rd Corridor Plan: <a href="https://www.mwcog.org/assets/1/6/Greenbelt_Road_(MD_193)_Corridor_Plan_Final_Report.pdf">https://www.mwcog.org/assets/1/6/Greenbelt_Road_(MD_193)_Corridor_Plan_Final_Report.pdf</a> Additionally, leading pedestrian and cyclist intervals should be added to the traffic signal phases, protected intersection treatments should be added to decrease crossing distances and protect cyclists, and more robust pedestrian refuge islands should be added. The crossings at 58th Ave &amp; Greenbelt Rd and Cherrywood Ln &amp; Greenbelt Rd are especially important to improve safety and connectivity across to make it safer for users of the East Coast Greenway and trail connections to the Indian Creek Trail as well as Lake Artemesia.</p> <p>There should be protected bike lanes which connect the Indian Creek Trail segments or a pedestrian bridge. There should also be protected bike lanes installed along Branchville Rd and Ballew Ave for cyclists who want to ride from the Indian Creek Trail to Lake Artemesia (which attracts many cyclists and pedestrians and therefore needs better access that is protected from cars).</p>	<p>Please review the public input and recommendations from the 2022 Greenbelt Rd Corridor Plan: <a href="https://www.mwcog.org/assets/1/6/Greenbelt_Road_(MD_193)_Corridor_Plan_Final_Report.pdf">https://www.mwcog.org/assets/1/6/Greenbelt_Road_(MD_193)_Corridor_Plan_Final_Report.pdf</a></p> <p>Drivers in the right turn only lane on Westbound MD 193 will frequently use the lane to go straight through the intersection at Rhode Island Avenue. Slip lane removal at Cunningham Drive could help pedestrian access. Numerous bus stops on the corner.</p> <p>There is no chance any engineer at this agency would send their small child or parent onto this road to ride a bike or walk. I think the SHA is responsible for hundreds of deaths per year through their auto oriented designs and I'd like to see a lot of you prosecuted for manslaughter tbh.</p> <p>As with most roads in the state, the traffic volume has been increasing and will continue to do so. Our biggest problem currently is the Beltway. Often this major road is at stop or 10 mph due to volume of traffic. To reduce the traffic on the Beltway, the state needs to work with DC and put a tunnel under DC so that the traffic from 95 (Main to Fla) does not have to go around the beltway. This was the original intent when 95 was built but due to political pressure the 95 roadway through DC never got built. Now all that traffic must go around the 495 beltway.</p>	<p>Corridor left side touches College Park. Trolley Trail crosses at Rhode Island and MD 193 (corridor should be extended to that intersection just to the west). Inconsistent bike lanes along the corridor. The trail crossing should be included in the VRU corridor.</p> <p>58th Ave crossing at Branch Rd, greenbelt has a trail that is going to connect to the metro so looking at ped/bike is needed</p> <p>Crossings are key, Rhode Island Ave, Cherry Wood, Greenbelt Station, retail and restaurants. Better marked crossings and potentially have them raised. There are sidewalks which are good but it is challenging to cross.</p> <p>Trail crossing at 58th Ave is part of the larger Anacostia trail system, is part of the Greenway (link below) The plan recommends removing a travel lane and adding a shared use path.</p> <p>MD 193 Corridor Plan from Sept 2022 recommended a shared use path and road diet for this corridor: <a href="https://www.mwcog.org/assets/1/6/Greenbelt_Road_(MD_193)_Corridor_Plan_Final_Report.pdf">https://www.mwcog.org/assets/1/6/Greenbelt_Road_(MD_193)_Corridor_Plan_Final_Report.pdf</a></p> <p>Yes to removing a travel lane for sidepath - the current sidewalk is so close to the roadway. Terrible walking/biking experience</p>

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design speed of however fast the most psychotic driver wants to go)?

Awesome! Thanks, but no thanks. I'll use the \*\*\*, tiny sidewalk and hope my kid can keep his balance and not fall into the road and die.

No more than any other road in the area.

Too much traffic. Too much turning traffic. Too many side streets and driveways. Lack of shoulders. Poor pavement conditions.

The corridor should be extended to Rhode Island Avenue intersection which is where the Trolley Trail crosses MD 193. There has been a project designed for this intersection to improve turn lanes, slip ramps, etc. but it is not funded for construction. Better trail crossings and shared use paths would be good in this corridor as there are numerous parks nearby as well as commuters going to Greenbelt Metro.

This is an important corridor to connect current bike paths and parks. Greenbelt Park is almost completely cut off from pedestrian and cyclist safe access. Old Greenbelt is also cut off as it surrounded by major highways and multiple lane high speed roads. I bike from Hyattsville to the Greenbelt pool and the most unsafe I feel is when I cross Greenbelt road and then Kenilworth Ave. Each is terrifying given the speed of traffic and the lack of attention of drivers.

Protected sidewalks and bike lanes everywhere

Lose 1 auto lane each direction. Install actual protected bike lanes. No flex post \*\*\*.

None I can think of.

Hopeless for cyclists. I simply avoid this area. I ride through parts of it perhaps once every 5 years to remind myself to avoid it.

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**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
UNIVERSITY BLVD	MD 193 (University Blvd) from MD 212 (Riggs Rd) to MD 193B (Campus Dr)	<p>Crosswalk light timing is too short.</p> <p>The right turn slip lanes are dangerous for pedestrians.</p> <p>Sparse crosswalks, and of the underwhelming amount of crosswalks that exist, they still entail crossing 6-8 lanes of a busy road, likely including oncoming traffic attempting to turn left through the crosswalk. Sidewalks are narrow and too close to traffic, which I must emphasize is moving as expected on a six-to-eight lane road: fast. The road was obviously designed to accommodate cars and....well, pretty much cars. I guess trucks and SUVs can be called out specifically, it was designed for large vehicles to navigate with speed and ease. And let me say, nothing wrong with that. It's a matter of time and place. This stretch of road is not the time or place. (Thank god for the purple line. Hopefully it will ingest some much-needed integration and vibrancy into this corridor that has so much potential but honestly is killed by the f'ing road that is University Blvd dividing communities that would otherwise be accessible to each other via short walk or....bike ride....</p> <p>Narrow sidewalks, high speeds, and long crossing distances</p> <p>Cars navigating multiple construction zones while watching for pedestrians</p>	<p>It is not safe to cycle on this roadway.</p> <p>There aren't any protected bike lanes. University Boulevard needs protected bike lanes or a dedicated bike path to run alongside it.</p> <p>Six-to-eight lane road, narrow painted bike lanes (if bike lanes exist at all)... lol, bike lanes. silly bikers wanting to get around in a reasonable fashion. let's instead widen 270. That's all I can really say about that.</p> <p>Lack of bike lanes with numerous trails and parks in the area</p> <p>Same as above</p>	<p>Bike path along roadway. Longer timing on walk lights.</p> <p>Wider sidewalks, sidewalks that are set further back from the road and lined with trees to provide shade and protection from the cars. Protected bike lanes or a dedicated bike path. Remove the right turn slip lanes.</p> <p>How about a diverse use of the expansive width of the road? As mentioned, purple line will force part of this as a matter of its sheer physical existence, but there is a good chance the potential to safely integrate it for cyclists and pedestrians will go by the wayside. I could imagine a scenario where there's a quarter-mile walk down the center divider to one of the sparse cross walks I mentioned. Really any walk &gt;100 feet on a stretch like that will be prohibitive. And where will there will be reasonably safe bike lanes? I honestly haven't seen the design. Maybe they won't exist at all? The corridor links many dense communities, including UMD. There are many people in these communities who would see a tremendous improvement in quality of life if they felt safe walking or biking in or between communities. And it's not like I'm even talking about taking away cars. Just asking for a more democratic use of the space. Not everyone bikes or walks, but if you build an environment that naturally feels safe, it encourages it and they do it more. And for those that drive, studies show over and over again that dedicated bike lanes and sidewalks don't lead to additional congestion.</p> <p>Wider sidewalks and continuous bike lanes. Better infrastructure at the Campus Drive/Adelphi Road/University Boulevard intersection which is</p>	<p>Purple line construction makes this worse, but the problems mentioned are still issues.</p> <p>It is hard to tell from existing plans if any of these improvements will be included with the Purple Line.</p>	<p>If there is a proposed signal at Langley Drive along with the signal at Piney that would be great.</p> <p>The incomplete bike path west of Adelphi needs to be complete and protected. The disappearing and reappearing bike lane - what is the point?</p> <p>Lanes are too wide, sidewalks are not continuous, needs to be a general calming of traffic. The purple line may slow traffic down on some segments. How could the whole MD 193 passage be made so people actually want to walk and bike along the corridor.</p> <p>MD 193 to Central Ave (south of this) is concerning because there are a number of cyclists that go from Greenbelt to Largo/Upper Marlboro area. Looking at improving along safety along that as well. There is probably not width for a shared use path but cyclists and pedestrians do regularly use that. Bike/ped counters along that roadway could help know. [Not part of the VRU corridor]</p> <p>Love that a counter to show how many cyclists by the senior community on MD 193 It is so unsafe. I was wondering and what about the light across MD 450 to MD 193 that hasn't worked for years.</p> <p>If there is a broken traffic signal, the SHA online service request is awesome – they handle things quickly and connect you to a real staff person for follow up.</p> <p><a href="https://www.roads.maryland.gov/mdot sha/pages/Index.aspx?PageId=579">https://www.roads.maryland.gov/mdot sha/pages/Index.aspx?PageId=579</a> If it is an emergency call the district office <a href="https://www.roads.maryland.gov/mdot sha/pages/districts.aspx?did=d3">https://www.roads.maryland.gov/mdot sha/pages/districts.aspx?did=d3</a></p> <p>MD 193 between Riggs and Greenbelt Rd is not included in VRU. There are</p>

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adjacent to a Purple Line station.  
Protected left turns so that left turning traffic is not in conflict with pedestrian crossings.  
Complete the construction, it's been going on for YEARS.

segments of bike lanes that come and go, creating gaps that make it unsafe to bike in.  
The purple line narrows lane for ped/bike facilities from Piney to Campus Drive. Take concept from purple line, narrow lanes to provide a buffered bike lane, and extend to I-495.  
In this corridor, it's hard to tell what the Purple Line is going to "improve". The plans accessible online are not super clear as to what ped/bike infrastructure is temporary or will be permanent once the project is complete.  
The Purple Line has a map of current and new bike trails/paths/connections <https://www.purplelinemd.com/trail-connections/>. It's not as good in PGC as MoCo  
The issue with left turning westbound motorists turning from MD 193 onto southbound Riggs Road and coming into conflict with pedestrians that have the walk signal has fortunately been addressed by Purple Line with the new protected left turn signals.  
There are plans for bike lanes on Piney Road the county.  
Converting the Ann St near Lebanon into a right-in/right-out could be done

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**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
UNIVERSITY BLVD	MD 193 (University Blvd) from MD 650 (New Hampshire Ave) to MD 212 (Riggs Rd)	Crossings are too far apart. This leads to unsafe mid-block crossings with children or while carrying shopping etc. The intersections with New Hampshire Ave and 14th Ave are wide without sufficient pedestrian refuges (on University Blvd) and have a lot of vehicular movements for a pedestrian to keep track off. This makes crossing at these intersections dangerous. The ongoing construction of the future Purple Line adds more complexity and more unsafe conditions.	There is no dedicated bike lanes on this busy corridor. The Purple Line construction (and the completed Purple Line) adds additional unsafe conditions.	More designated crossings and buffered bike lanes. Longer pedestrian lead times at the signalized intersections and inclusion of Leading Bicycle Intervals. Pedestrian refuges.	The population in the area is mixed in age. Mothers with babies, toddlers up to seniors usually with baggage. These users require additional time for crossing the wide roadways.	No comments.
INDIAN HEAD HWY	MD 210 (Indian Head Hwy) from IS 95 (Capital Beltway) to Southern Ave	Very dangerous situation with inadequate sidewalks and signage. The traffic on the roads is often reckless, further exacerbating concerns for pedestrian, bicycle, and others not in vehicles. Traffic lights/walk signals don't allow enough time for pedestrians to cross especially if there are mobility issues or people with strollers Lack of pedestrian overpasses like the ones you might see on 295 in DC.	Limited designated clearly marked cycle lines; vehicle traffic often travels at excessive speeds and disregard for regulations (e.g., traveling in breakdown lanes, through turn lanes). There is no safe way to ride on Rt 210 as there are no separated bike lanes. Separate bike lanes needed. Vehicle Speeds are too high. Crossings of 210 are at grade, causing increase potential for car/bike collision Lack of bike/bus lanes - also I do not see bikers on this road	More designated pedestrian and bike lanes are needed. Improve signage for pedestrians and non-motorized vehicle travel is needed; and better enforcement of existing laws about speeding, reckless driving, littering, and illegal signage which is prolific in this area all need attention. Lowered motor vehicle speeds with real consequences for exceeding the limit. Separated bike lanes (not just painted bike lane) with a physical barrier. Timing of lights changed to accommodate safe crossing for vru Overpasses for cars and pedestrians. The road needs to be made into a full highway that removes traffic lights and separates the cars from pedestrians.	I don't believe the traffic cameras placed on 210 are in the right places. The goal is to reduce speed to save traffic fatalities, but all the fatalities happen closer to the beltway than where the cameras currently are. The attempts at safety seems half hearted when what needs to happen is have pedestrians separated from the highway by overpasses and remove traffic lights and place speed traps along the northern part of the corridor in the Ft. Washington area and up towards Oxon Hill.	There is a bike access road on the side of 210. Most cyclists are trying to find a way to cross 210 rather than ride along 210 (use outer road). A large crossing for peds and bikes, make sure to have a bike connection from outer/service roads to the crossing. Bus stops could use midblock crossings Improve lighting and signage. High visibility crosswalks are key. Need to take into consideration pedestrian walk time to cross MD 210 and the 6 lanes of traffic. Many crossings do not provide enough time for peds and those with mobility issues. Service roads are PG County owned, some sections are the Town of Forest Heights

**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
RIGGS RD	MD 212 (Riggs Rd) from MD 193 (University Blvd) to Adelphi Rd	<p>This corridor needs to be longer to cover from the Beltway to Cherry Hill Road!!! This is a very dangerous stretch for peds and bikes. Bus stops along the road require people to stand virtually in the road. Just look at the area around the Paint Branch bridge. There's is an expanding nursing home just north of the bridge and workers use the bus system with fear for their lives. There are almost NO sidewalks so folks often walk in the road. A side walk by the MD Reserve/old Navy Reserve building is really needed.</p> <p>I am writing regarding the 1/4 mile of corridor just to the north of the intersection of 212 and Adelphi Road. I drive in to work each morning via 212 south, to the intersection of Adelphi Road and 212. Nearly every day, and every day there is school, I see young students, as well as moms with babies and children, walking along 212 to/from the retail offerings at this the intersection. There is no sidewalk on 212. Huge safety issue. There should be one northbound 212 from the intersection, on the right hand side, up to where the Bucklodge Middle school is located. It is very dangerous for these students, also moms with littles and strollers to walk along in the street gutter area or residents' front yards. When it rains, all the water pools there also.</p>	<p>Dangerous from Adelphi to Cherry Hill!!!!</p> <p>I never ever see bikes in this corridor. This is primarily an issue for young walkers, middle and elementary school students, as well as mothers without cars and their very young babies and kids.</p>	<p>A sidewalk for walkers. Let's get back to basics. So many unused and hardly used bike lanes. Let's protect our vulnerable children walkers and moms without cars.</p>		No comments

**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
RIGGS RD	MD 212 (Riggs Rd) from MD 410 (East-West Hwy) to MD 193 (University Blvd)	<p>The sidewalks are narrow and too close to the road, where the speed limit is 35 mph, and drivers often exceed the posted speed limit. Nearby vegetation often overgrows the sidewalks, forcing pedestrians to walk closer to the road than is safe.</p> <p>Overgrown narrow sidewalks immediately next to the roadway and inadequate bus stops both for transit and schoolchildren. Many driveway entrances. Only one marked crosswalk between MD 410 and MD 193, so bus riders have to walk to the nearest signalized intersection to safely cross the street.</p>	<p>Drivers often exceed the posted speed limit. There are no protected bike lanes or a dedicated bike path.</p> <p>Lack of bike lanes mixed with high speeds, curves and hills.</p>	<p>Set the sidewalks further back from the road and plant trees in the buffer between the road and the sidewalk to provide shade for pedestrians and protection from cars. Increase the curb height to make it more difficult for vehicles to jump the curb, which has been a more frequent occurrence on this stretch of road. Add protected bike lanes and/or dedicated cycling paths to provide safe access from E-W Highway to the Purple Line.</p> <p>More crosswalks by bus stops to prevent unsafe crossings. Shared use path and better bus stop infrastructure for both transit users and at the school bus stops. Removal of slip lanes.</p>		No comments

**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
RIGGS RD	MD 212 (Riggs Rd) from MD 501 (Chillum Rd) to MD 410 (East-West Hwy)	<p>The Sligo Creek Trail crossing of Riggs Rd. feels dangerous and uncomfortable. It's really hard to get drivers' attention to cross 6 lanes of traffic.</p> <p>No crosswalks, and high speed limits, lots of cars traveling at 45+ mph</p> <p>The sidewalk disappears on one side of the road</p> <p>Very wide crossings and high vehicle speeds</p> <p>Narrow, overgrown sidewalks. Inadequate crossing at Sligo Creek Trail.</p> <p>The bicyclist/pedestrian crossing on Riggs, just South of the intersection with MD-410 is still very dangerous. There are 3 lanes in each direction, and there is only a flashing yellow signal. Safe crossing requires cars in ALL SIX LANES to stop. We recommend installing a red light that will actually require cars to stop.</p>	<p>Although Riggs Rd. has bike lanes in this corridor, I rarely see anyone using them. That's probably because they're unprotected bike lanes on a 4-lane road with a 35 mph speed limit, yikes. On a road that wide, with traffic volumes and speeds that high, biking in an unprotected lane feels uncomfortable to most users. It's unfortunate that the bike lane ends just a few blocks before the Sligo Creek Trail and does not make a complete connection. Also, the Sligo Creek Trail crossing of Riggs Rd. feels dangerous and uncomfortable. It's really hard to get drivers' attention to cross 6 lanes of traffic.</p> <p>No separated/marked bike lanes, very high speed limits</p> <p>It's a really busy road - even though there are bike lanes, they merge into traffic at intersections and it is not somewhere I'm comfortable cycling.</p> <p>The bike lane is immediately next to the right travel lane rather than closer to the curb. High speeds. Confusing lane shift on southbound MD 212 past Sargent Road before bike lane starts results in weaving.</p> <p>Besides the high danger in crossing Riggs, it would also help to have a protected bike lane on Riggs.</p>	<p>Make the Riggs Rd. bike lanes into protected bike lanes or an off-street sidepath. Extend the Riggs Rd. bike lanes to connect to Sligo Creek Trail. Improve safety of the Sligo Creek Trail crossing of Riggs Rd. (or possibly provide a trail overpass or underpass). anything to slow down traffic</p> <p>I don't know if there is a way to make this area safe/comfortable for cyclists (A separate lane in the median? A fully protected lane? It connects to the Sligo Trail system and could offer a lot of mobility, but in all honesty, its just a busy, nasty road, and lip service improvements (sharrows/painting a bike lane) aren't going to do much to protect cyclists or encourage them to use the road</p> <p>Curb bumpouts at intersections, raised intersections, raised crosswalks, daylighting</p> <p>Bike lane moved up against the curb with a buffer installed. Sidewalks widened and vegetation removed. RRFB installed at Sligo Creek Trail Crossing.</p> <p>The crossing of Riggs south of MD-410 needs a red light, not just a flashing yellow light.</p> <p>Besides the crossing of Riggs, it would help to have a protected bike lane on Riggs.</p>	<p>Cars travel very fast on Riggs Rd with the high speed limit</p> <p>Currently, there is no dedicated East-West crossing of Montgomery Count in the Silver Spring region. It would help to have one. The Purple Line biker trail may be sufficient, but it is not yet operational, obviously.</p>	No comments
Central Ave	MD 214 (E Capitol St/Central Ave) from Southern Ave to Brightseat Rd/Hampton Park Blvd					Blue/silver line along here. Intersection with narrow sidewalks and no bike infrastructure at intersection near 1st St. Add crosswalks to all legs of crosswalks with ped push button. There are large sections of MD 214 without signals that have bus stops, add midblock crossings at these points.

**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
PENNSYLVANIA AVE	MD 4 (Pennsylvania Ave) from IS 95 (Capital Beltway) to MD 458 (Silver Hill Rd)					This has channelized rights and slip turns that are very dangerous (near PG county office) for ped and bikes. Most vehicles don't look for ped/bikes. Removing slip lanes all together could be done or other traffic calming, like raised crosswalks.

**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
EAST WEST HWY	MD 410 (East-West Hwy) from MD 212 (Riggs Rd) to MD 500 (Queens Chapel Rd)/Adelphi Rd	<p>Narrow sidewalks, high speed, infrequent crossing opportunities, flooding along road to splash road users, de facto and de jure slip lanes</p> <p>- Speeding and erratically driven cars that don't respect lights and signs. - Pedestrian signals have very long waits and only change when someone is there to press the button. If you miss the button by a second, pedestrians must wait a full cycle, whereas cars get a green light automatically when it's their turn. - Cars routinely run through crosswalks in which pedestrians have the right of way. - The sidewalks and pedestrian crossing areas are routinely covered in snow and ice long after winter weather ends. Some crosswalk ramps flood easily.</p> <p>Speeding cars and running lights. The only crossing is in the middle of the mall far from the Toledo terrace and belcrest intersections. The pedestrian bridge is small and often dirty. The east west highway-Toledo terrace intersection doesn't have crosswalks and sidewalks on all sides and the only crosswalk NS is n the side with cars turning right or left, going very fast and often not looking. Past the Toledo intersection (going west) there is no sidewalk and minimal lighting, despite having bus stops.</p> <p>Too many opportunities for cars to turn into or pull out of a shopping area, often across multiple lanes of traffic, where they aren't fully paying attention can cause pedestrians to be hit or have to run to avoid being hit by a car.</p> <p>lack of decent sidewalks, not enough speed limit signs</p> <p>2 bus stops, bizarre intersections because of the multitude of roads</p>	<p>High speed on street, no room on sidewalk, no space on street. I would not ride my bike here, especially not with kids.</p> <p>No protected bike lanes.</p> <p>There is no safe way to get to the NW branch trail from the side east of the river. The connection is by the Home Depot so it is necessary to cross the Toledo-ew intersection, which has cars not looking going right and left to go east, they do not yield, and often do. Or look.</p> <p>Lack of dedicated, protected bike lanes no good bike lane or wide sidewalk</p> <p>Only someone with a death wish would ride a bike in the road here. Too much complex traffic.</p> <p>It is not safe for cyclist as currently configured unless you are a very confident rider. This means most people are using the sidewalk. Given speeds and volumes, anything other than a separated and protected lane here is not appropriate. Glad to see the PSAP is eliminating slip lanes in many locations throughout this corridor as they present safety concerns for both ped/bike. Would encourage this everywhere it is possible. We support this."</p> <p>I mostly bike in the area between the Home Depot and Queens Chapel, and it does not feel safe to bike along the roadway or cross the roadway. In some places, the sidewalks are wide enough to share space with people walking, but some places it is too narrow. The intersection of 410 and Belcrest is hard to cross because the bike lane on Belcrest drops and the cars don't see me or know what to do.</p>	<p>Speed cameras, HAWK signals, design prioritizing street-level engagement (walking to the mall, movies, and shops) over getting cars to and from as quickly as possible. Also PLEASE explore the very next block of EW Highway past Queens Chapel - when adding in the slip land from QCR, it goes from 2 lanes of through traffic to 3, encouraging VERY high speeds right through a residential block, and right where elementary school students should be able to cross to get to University Park Elementary. Speed Cameras and HAWK signals, as well as removing that slip land from QCR would go a LONG way."</p> <p>Enforce traffic laws, particularly those related to crosswalks. Activate ""walk"" signs when appropriate within a light cycle, that is, eliminate the need to press a beg-button on time.</p> <p>Additional sidewalks. A connection the NW branch trail from the west side that is north of the ew highway. Flashing pedestrian signals. Additional pedestrian bridges/crossings. Speeding and red camera traffic light enforcement. "</p> <p>Protected bike lanes, reduce the number of places for cars to turn into/out of shopping centers, don't approve the development of high-volume drive-through restaurants on this stretch of road.</p> <p>whenever I'm driving westbound on this corridor, leaving from Hyattsville, it takes me forever to figure out what the speed limit is. more signs would be helpful. many people also walk this route even though sidewalks are minimal and the whole landscape is dirty, close to traffic, and unpleasant. better sidewalks with landscaping</p>	<p>We are so grateful to see this corridor get the attention it deserves. We have been advocating for change here for many years...hosting community walks, regularly engaging with the District 3 office, and testifying to the County Council for the inclusion of EW Hwy in MDOT's six-year capital budget. The Prince George's Plaza area is one of the three priority transit districts laid out by Plan Prince George's 2035. The challenges this roadway presents to realizing this vision are well documented. TDDP existing conditions analysis and stakeholder charettes identified MD 410/East West Highway as "a major barrier and safety hazard to pedestrians and bicyclists in the Transit District...and relatively high travel speeds impede easy and safe pedestrian/bicyclist access to the Metro station, University Town Center, Hyattsville Branch Library, the Mall at Prince Georges, and Prince George's Plaza Community Center". The current configuration of road and sidewalk infrastructure does not allow efficient movement of pedestrians, bicyclists, and transit riders. Community members noted bicycle infrastructure was limited within the Transit District and that many sidewalks were inadequate in width or missing all together. The 2016 Prince George's Plaza TDDP re-envisioned the Hyattsville Crossing Metro and surrounding neighborhoods as one that</p>	No comments

coming in at varying angles, cars trying to cross extremely busy road to get into a strip mall with very steep driveway (6571 Ager Rd). 2 slip lanes and cars attempting u-turns which require 3 point turns to go back west onto E\_W to get into same strip mall, street food vendors selling on sidewalks. Very complex and dangerous for pedestrians. I ride a bike everyday and I would NEVER ride on the street in that area. Sidewalks are much too narrow for the amount of use they get

Crossing EW Hwy is a challenge. Existing crossings are sparse and crossing time is barely adequate for an able bodied individual. This existing pedestrian bridge is an eye sore, unpleasant to use, and poorly maintained. We get complaints about it constantly. We know this is owned/maintained by WMATA but wanted to share as it is a major part of the pedestrian experience in this corridor. We should strive to make this corridor so that a pedestrian bridge like this is not necessary and that crossing at grade is safe and comfortable.

The ped overpass does not feel well maintained--it feels safe only when other people are there and not at night. Also the sidewalk network, while present, doesn't feel prioritized at places where it crosses driveways and side streets. It feels like people driving don't see me and don't know to look for me. And the lack of sidewalk just beyond the Home Depot and then 23rd is really rough-- and the bus stops on the shoulders are terrifying.

As a pedestrian I would never risk crossing 410 with myself or my children. This makes a lot of the area businesses not accessible to me and I avoid them. PG has the worst pedestrian and bicyclist fatality rate in the region and it's awful that its the number one fear (even more than guns) I have about my children's safety.

Lack of functioning lighting at night, sidewalks in disrepair, slip lanes,

I would also avoid crossing this area as a cyclist and never with my kids.

Westbound drivers at Belcrest Road use the right turn only lane to go straight through the intersection to access the mall, which puts cyclists in a dangerous position between two lanes of traffic.

Extremely confusing traffic patterns and a lack of visibility when crossing the road and a proposed drive through for a McDonalds.

Lack of protected bike lanes

There's no safe place for a cyclist at this intersection. None. Cyclists are a complete oversight.

There is no option whatsoever for cycling safely on this corridor. With the high volume and speed of vehicular traffic, only an off-road trail would provide any measure of protection. Sidewalks are limited and not in condition for cycling. Intersections are subject to the same issues as those noted above for pedestrians.

I refuse to cycle in this area due to the high traffic congestion

would help and make the area more walkable.

The east bound ability to cut across 3 lanes to get into the little strip mall with the chicken place needs to be REMOVED. This is nuts. That intersection is already backed up and the cars trying to cross into 6571 Ager Rd adds so much more danger. Forget bike lanes here. I ride a bike through here on the sidewalk only. Its much too dangerous for bikes unless the lanes are protected. Slip lanes need to have traffic lights or be removed. Sidewalks need to be twice as large to accommodate peds! The long section of 410 with no sidewalks MUST have sidewalks. For god sakes it has bus stops. Why are we treated like lesser citizens who need to walk on a shoulder?

Immediate term, increase the crossing time specifically at Belcrest/EW intersection. Longer term, can we pilot an all way cross (Barnes Dance style) at Belcrest/EW intersection? Given that most of the development is happening near UTC and this being diagonal from the metro we should explore all way pedestrian crossing option at this intersection. Think is warranted and would be a bold move on the part of MDOT that Hyattsville would support. Would encourage MDOT to implement the vision for East West Highway detailed within the 2016 Prince George's Plaza TDDP to include lowering the speed limit to 30 miles per hour, restriping of MD-410 to test a road diet concept with no more than two vehicular travel lanes in each direction, and implementing complete streets elements such as protected bicycle infrastructure and enhanced pedestrian infrastructure. In 2016 State Highway Administration (SHA) reclassified MD 410/East West Highway from a Major Arterial to a Minor Arterial. It was determined that the capacity of MD 410/East West Highway was significantly more than observed volumes, in short there is more asphalt

prioritizes multimodal travel, enhances connectivity to the surrounding community, and increases utilization for the regional transit station. While MD 410/East West Highway currently presents many challenges to implementing this vision, the 2016 Prince George's Plaza Transit District Development Plan outlines specific interventions that with adequate funding could transform the corridor. Please let us know if we can help facilitate community engagement around VRU, PSAP, etc. We look forward to being a partner in the effort to transform EW Hwy."

Appreciate you looking into what can be done to make people safer while walking and biking! It helps me feel better when driving, too.

The District 3 Team evaluated the intersection with Belcrest Road and said that "Right Lane Must Turn Right at Belcrest Road" signs would be installed under a work order, but those signs have not been installed. Additionally, they said that the streetlighting at the Belcrest Road intersection is completely out of service which makes crossing at night dangerous.

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extremely high speeds, bus stops with no sidewalk access

Extremely confusing traffic patterns and a lack of visibility when crossing the road and a proposed drive through for a McDonalds.

Lack of sidewalks, driver speed

Confusing intersection for motorists so they make last minute decisions about changing lanes which impact pedestrians.

Dangerous and limited street crossings at most or all intersections on the highlighted route. Most or all intersections allow turns on red. Some have complex signaling sequences that result in drivers proceeding or when it's the pedestrians' turn. Long waits for pedestrian crossing signals.

Aggressive drivers. Wide, unprotected multilane road crossings. Poor maintenance and monitoring of the only pedestrian crossing bridge.

I live in Green Meadows and walking anywhere in this corridor feels dangerous. The area has way too much traffic and it doesn't feel safe to even use the traffic crossings.

dedicated to cars than is required. SHA modified its Highway Needs Inventory (HNI) to reflect this finding and adjusted adequate build out from six lanes to four indicating the need for a road diet. Is there an opportunity to do something similar to the Trolley Trail Extension? This is a great project and is very popular. It is consistent with the level of stress our residents are comfortable with. Big picture making a comfortable bike/ped connection between the Purple Line station near Kenilworth Ave and Hyattsville Crossing along EW Hwy should be a priority. It would connect existing trail networks between Riverdale and west of Hyattsville, the transit stations, and communities and amenities in between. Is there a way to reallocate existing right-of-way to support something like this? Providing a comfortable/safe EW connection like this would transform this corridor. Prince George's County DWP&T received federal dollars for safety improvements on Belcrest and Adelphi roads. This is a great opportunity to work together to rethink these intersections.

Complete sidewalks, separated bike infrastructure, better lighting, bus stops separated by grade, shorter crossing distances across 410 (less travel lanes? wider medians? curb bump outs?), I'd love to see way less slip lanes-- especially near places where there are lots of people walking, like the Metro, PG Plaza and the Safeway. If you cannot make 410 safe to travel on, maybe focus attention on the intersections (Adelphi, Belcrest, Toledo Terrace)

Traffic calming in the way of trees. Automated enforcement or real enforcement of traffic safety. Elimination of drive through businesses which encourage traffic violations.

Improved bus stops, slower speeds, condensing/narrowing the wide intersection of Belcrest Road and MD 410, and improving street lighting.

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Access to the trail near 23rd Avenue would also be great.

No McDonald's drive through. Please add pedestrian safety measures.

Sidewalks and protected bike lanes, traffic calming and encouraging public transportation use -- bus stops not dangerously placed literally in the roadway would help

The whole intersection needs to be studied and well thought out. Plans need to be included for both pedestrians and cyclists. It's close to a school.

More pedestrian/cyclist crossing bridges, with modern accessibility features. Sidewalk improvements to allow cycling. Median oasis for safer waiting to complete wide multilane crossings. Enforcement against aggressive driving.

Reduced traffic, less concentration of high traffic businesses like the Mobile gas station

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**DISTRICT 3**

**Prince George’s County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
ST BARNABAS RD	MD 414 (St Barnabas Rd) from Alice Ave to Pohanka Pl					Add midblock crossings at bus stop locations because crashes overlap with bus stop locations. Center lane median could be added. Wide slip lane: Wheeler onto MD 414 that could use traffic calming. It looks like from google maps the western leg of 414 & Hagan is missing crosswalk/ADA/etc.
ANNAPOLIS RD	MD 450 (Annapolis Rd) from MD 410 (Veterans Pkwy) to IS 95 (Capital Beltway)	Moving through the Beltway interchange. There is a gap in the sidewalk on the north side of Annapolis Road at the ramp to the outer loop and a signed pedestrian crossing but no marked crosswalk.	High speeds and lack of bike lanes	Wider and continuous sidewalks and re-aligned ramps with the Beltway. Protected left turns at all intersections so left turns are not in conflict with pedestrians.		MD 450 is a mess in general. People bike across the road and in the road as if there were sharrows. On the east side, WB 450 to outer loop, there is no marked signage or a sidewalk but people were seen walking there. So if the entire interchange is being looked at that should be addressed. Looking at the VisionZero severe and fatal crashes, bike and ped fatal and severe crashes happened at Lanham dr and 450, no crosswalks or curb cuts. It is near another intersection and people don’t like having a midblock or RRFB so close but it would help. Lighting should be improved.
NEW HAMPSHIRE AVE	MD 650 (New Hampshire Ave) from MD 193 (University Blvd) to IS 495 (Capital Beltway)					PSAP project. Today was groundbreaking for MD 650. There were discussions about putting in fences to stop midblock crossings. People climb fences, so discourage putting in fences for that context. Instead the informal crossings should turn into formal crossings. Putting up the fences isn’t accommodating the VRUs. the fences they put on Ager are pretty tall with spiky tops. It is anti-pedestrian if Georgia Ave through Wheaton is any indication the cars will take care of them before long Yes, we need safer mid-block crossings, not fences.

**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
MLK JR HWY	MD 704 (MLK Jr Hwy) from Eastern Ave to MD 202 (Landover Rd)	Pedestrian crossings of MD 704 and along MD 704 are dangerous with two many lanes to cross, inadequate pedestrian refuge islands, limited crossing options on only one side of the intersection, and dangerous slip lanes that encourage drivers to not yield to pedestrians as they make turns to/from MD 704. The crossing of Eastern Ave into DC is particularly important as a connection to the Marvin Gaye Trail in DC from the future WB&A Trail Extension along MD 704.	There is no separated bicycle facility along MD 704, which means cyclists are vulnerable to high speed, high volume vehicle traffic. Otherwise, cyclists fearing for their lives will ride on the sidewalks and cause conflicts with pedestrians. Crossing MD 704 is also dangerous for all the reasons mentioned for pedestrians. The crossing of Eastern Ave into DC is particularly important as a connection to the Marvin Gaye Trail in DC from the future WB&A Trail Extension along MD 704.	A road diet is urgently needed to reallocate vehicular road space to create physically separated shared use paths and/or cycletracks with widened sidewalks. This would protect vulnerable road users, shorten the crossing distance for these users across the corridor, and it would extend the WB&A Trail along the MD 704 corridor to link with DC's Marvin Gaye Trail as another alternative of the East Coast Greenway and part of the National Capital Trail Network. This is supported by the 2018 WB&A Trail Extension Feasibility Study: <a href="https://www.waba.org/wp-content/uploads/2018/09/2018-06-20_Final_WBA-Trail-Feasibility-Report.pdf">https://www.waba.org/wp-content/uploads/2018/09/2018-06-20_Final_WBA-Trail-Feasibility-Report.pdf</a> Additionally, leading pedestrian and cyclist intervals should be added to the traffic signal phases, protected intersection treatments should be added to decrease crossing distances and protect cyclists, and more robust pedestrian refuge islands should be added.	Please also consider implementing safety measures detailed in the GO Prince George's Preliminary Plan as well: <a href="https://www.pgplanning.org/wp-content/uploads/2025/02/GO_PGC_Preliminary_SectionIII.pdf">https://www.pgplanning.org/wp-content/uploads/2025/02/GO_PGC_Preliminary_SectionIII.pdf</a>	There was a project that added painted bike lanes. MD 704 and Sheriff Rd is an angled intersection that could use general intersection narrowing and tightening. Any width that is not needed for lanes should be used for ped/bike facilities and traffic calming. Route 704: Painted bike lanes should be upgraded to protected bike lanes. It is very dangerous cycling along high speed cars

**DISTRICT 3**

**Prince George's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
MLK JR HWY	MD 704 (MLK Jr Hwy) from MD 202 (Landover Rd) to US 50 / IS 595 (John Hanson Hwy)	<p>Pedestrian crossings of MD 704 and along MD 704 are dangerous with two many lanes to cross, inadequate pedestrian refuge islands, limited crossing options on only one side of the intersection, and dangerous slip lanes that encourage drivers to not yield to pedestrians as they make turns to/from MD 704.</p> <p>Polluted corridor with heavy traffic, not at all conducive to walking. There should be bus shelters as well.</p>	<p>There is no separated bicycle facility along MD 704, which means cyclists are vulnerable to high speed, high volume vehicle traffic. Otherwise, cyclists fearing for their lives will ride on the sidewalks and cause conflicts with pedestrians. Crossing MD 704 is also dangerous for all the reasons mentioned for pedestrians, including dangerous slip lanes and high speed traffic at high volumes that do not yield to cyclists trying to cross the intersections.</p> <p>Even though there is a buffered bike lane, there needs to be a physical barrier. I commuted along this corridor via bike for a year and the amount of cars I had almost hitting me or veering into the bike lane to use as an additional car lane was obscene. Biking on a road like this shouldn't be incentivized if there is no physical barrier. It scared me biking on this every time and cars going high speeds did not help. Yet, I really didn't have another option until I got to Marvin Gaye park.</p>	<p>A road diet is urgently needed to reallocate vehicular road space to create physically separated shared use paths and/or cycletracks with widened sidewalks. This would protect vulnerable road users, shorten the crossing distance for these users across the corridor, and it would extend the WB&amp;A Trail along the MD 704 corridor to link with DC's Marvin Gaye Trail as another alternative of the East Coast Greenway and part of the National Capital Trail Network. This is supported by the 2018 WB&amp;A Trail Extension Feasibility Study: <a href="https://www.waba.org/wp-content/uploads/2018/09/2018-06-20_Final_WBA-Trail-Feasibility-Report.pdf">https://www.waba.org/wp-content/uploads/2018/09/2018-06-20_Final_WBA-Trail-Feasibility-Report.pdf</a> Additionally, leading pedestrian and cyclist intervals should be added to the traffic signal phases, protected intersection treatments should be added to decrease crossing distances and protect cyclists, and more robust pedestrian refuge islands should be added.</p> <p>Additionally, leading pedestrian and cyclist intervals should be added to the traffic signal phases, protected intersection treatments should be added to decrease crossing distances and protect cyclists, and more robust pedestrian refuge islands should be added.</p> <p>A physical barrier should be installed along MLK jr. highway to separate the buffered bike lane from cars. Either flex posts or even better concrete barriers. Cars speeding is also an issue. There should be more police enforcement of traffic violations in addition to getting unsafe cars with fake tags and plates off of this street. The bike lane also randomly terminates on a highway-type</p>	<p>Please also consider safety measures detailed in the GO Prince George's Preliminary Plan as well: <a href="https://www.pgplanning.org/wp-content/uploads/2025/02/GO_PGC_Preliminary_SectionIII.pdf">https://www.pgplanning.org/wp-content/uploads/2025/02/GO_PGC_Preliminary_SectionIII.pdf</a></p> <p>Shared-use path connecting WB&amp;A to Marvin Gaye trail/ park would be the number one best and safest improvement.</p>	No comments

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section which is exceedingly dangerous. It should be linked to the WB&A trail and protected or better yet a shared use path created along the corridor the entire way. A well-maintained shared use path on this stretch would be great for enhancing pedestrian and cyclist safety and beginning to make the corridor more inviting. At the moment, it really seems to be a car-centric highway. The neighborhoods and communities off of MLK would also benefit.

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### **DISTRICT 3**

#### **General Comments**

- Please look into the efficacy for all slip lanes at intersections on SHA roads. These high speed right hand turns are really dangerous for people walking and biking and people driving are able to enter SHA roads at high speeds without really paying attention to people crossing through those lanes. Recommendation: eliminate those lanes or look at raised crosswalks that force drivers to slow down.

DISTRICT 4

Baltimore County

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
REISTERSTOWN RD	MD 140 (Main St/Reisterstown Rd) from Rosewood La to MD 140 (Westminster Pike)	Cars drive very fast and don't obey traffic signals. The sidewalks provide no protection from cars and you feel very exposed. Some stretches have no sidewalks at all. I've often seen drivers run red lights or make illegal turns, sometimes when pedestrians are using the crosswalk. The distance between pedestrian crossings is so far that many people have to cross in the middle of the street because it's too far to walk to an intersection. This is a corridor with many families and businesses, including fruit/vegetable stands, so there are many pedestrians including families with young children. Very difficult for a pedestrian to cross 140 if taking the subway and then walking to Stevenson University. The only real crossing is at Reisterstown Plaza and that is extremely busy and cars a definitely not watching for pedestrians	I don't have any personal experience as a cyclist but drivers going too fast and a lack of bike lanes/wide shoulder seems like a problem. I'm a walker, but can tell is very dangerous for cyclists, and they do not use the road but instead use the sidewalk, which is dangerous for pedestrians	More frequent pedestrian crossings, speed cameras, red light cameras, wider sidewalks, barrier between road and sidewalks Bike lane, and better pedestrian crossings		No comments
REISTERSTOWN RD	MD 140 (Reisterstown Rd) from Glengyle Ave to IS 695 (Baltimore Beltway)	Ample sidewalks up to the Beltway...volume of traffic makes pedestrian crossings challenging around Foundry Row and beyond Mt. Wilson and before the Beltway Speeding cars often running red light	Cyclist safety is an oxymoron; it does NOT exist! No way this is safe. Very few cars are within the speed limits. Frequently folks pass in all lanes including using the turn lanes only to then pass!	Wider sidewalks, sidewalks where there are none, create bicycle lanes...of course, this would further exacerbate the awful congestion on Reisterstown Rd...but we should have them! This issue cannot be policed. Very few people believe / follow the current speed limits anywhere. Either you need to physically change roadways to prevent speeding (narrow, bumps, poorly maintain) so folk feel uncomfortable speeding or you need speed cameras everywhere or autonomous cars that follow rules REMOVE the new pickets that are being placed all at many intersections. I've been near- side-swiped twice by other cars avoiding these pickets.	There needs to be another way to get out of Owings Mills other than Reisterstown RD and weaving through neighborhoods to get to the Eastside and other areas...yes, the 795 Interchange!!!! This would lighten congestion and increase safety factors. The roads in our area are being made MORE dangerous by your so-called safety measures.	Does the crash data get into bike vs ped crashes? It is in the data but not analyzed for this study The road is narrow and buildings are close to the roadway, making changes would be difficult. At Old Court there is a left turn lane being added. There is also a resurfacing project that would update the crosswalks. This is similar to Liberty Road where there isn't a lot of lane width. This may need to focus on educational outreach with the community.

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
DULANEY VALLEY RD	MD 146 (Dulaney Valley Rd) from MD 45 (York Road) to IS 695 (Baltimore Beltway)	<p>The free-right movements at Fairmount/Dulaney Valley - cars rarely stop for pedestrians crossing. Sidewalks are generally narrow with no buffer space adjacent to the mall. People are often waiting for the bus within the sidewalk path, narrowing the useable space even more.</p> <p>The sidewalk along SB Dulaney Valley Road between the mall entrances is particularly uncomfortable to walk and feels confining because there is no buffer between the traffic and front of sidewalk and a tall retaining wall adjacent to the back of the sidewalk. Narrow sidewalk next to fast moving traffic between the roundabout and Dulaney valley shopping center. The sidewalk configuration has pedestrians walking close to fast moving cars. The sidewalk is also not plowed after snow resulting in pedestrians defiantly walking down the roadway against fast moving aggressive cars. A lot of debris seems to collect on and around the sidewalk. I don't know if the county has a regular sidewalk cleaning program? Lack of sidewalk on east (northbound) side of Dulaney Valley Road.</p> <p>There is no sidewalk along this entire road yet there are transit stops and riders who use it. The speeds are unbelievable and the driving is aggressive.</p> <p>No sidewalks and no place to go as a pedestrian if someone is too close.</p> <p>MD 146 has high speed and high volume traffic, featuring wide intersections, meaning that pedestrians are exposed to traffic for a long time crossing the roadway. Additionally, slip lanes enable</p>	<p>I rarely see cyclists riding along this corridor - likely because there is no dedicated on-street facility and the sidewalks are narrow and without a buffer, so sharing the sidewalk space with pedestrians is not much of an option.</p> <p>Zero safety effort features for cyclist trying to ride to and from Towson's only bike shop located at Dulaney valley shopping center. Please do not just paint a bike lane or post "share the road" signs. As a daily bike commuter I promise you, these methods result in lower safety for bike riders than if we claim the full car lane.</p> <p>Who would cycle on this stretch of road? There are cyclists at the intersection of Seminary and Dulaney Valley and they always seem kind of terrified.</p> <p>Lack of shoulders, no lighting, high rates of speed</p> <p>Biking north from Goucher College (Goucher Road) traffic light to cross over the bridge over the beltway, it is difficult / hazardous to navigate / shift one lane left to get out of the lane used by cars that are getting on the beltway.</p> <p>Biking south from Fairmount Rd to the Towson Circle, it would be safer if there would be a bike lane. The cars drive relatively fast and it is an uphill pedal effort with a traffic light in the middle of the uphill for cars turning into the Towson town Center parking garage after the Macy's.</p> <p>US-40 has high speed and high volume traffic but no physical separation to protect cyclists from reckless and aggressive drivers. There are also wide</p>	<p>Improve visibility of vulnerable user space. Wider sidewalks/buffer space. Feels like a lot of asphalt and concrete pavement for cars, even as a driver. Increase number of street trees</p> <p>I recommend raising crosswalks to the level of the sidewalks. This seems to slow down motorists and change the drivers perceived ownership of the roadway.</p> <p>Protected bike lanes or protected shared use lanes that would create a Buffer and slow down fast moving traffic are the only solutions that I have seen work for bike safety.</p> <p>Add a sidewalk!</p> <p>Sidewalks, pedestrian zones, cycle lanes and reduced speed limits and speed cameras.</p> <p>Widening of the road, and/or a parallel pedestrian/bike trail separated from the rode by foliage. Better lighting, at dusk and dawn its difficult to see pedestrians and bikes.</p> <p>Bike lane south bound between Fairmount Ave and the Towson circle.</p> <p>Shared use paths should be added to both sides of Dulaney Valley Rd, which would also support the planned Road to Freedom Trail that is planned to link Historic East Towson to Goucher to the Historic Hampton Site (<a href="https://www.historiceasttowson.org/freedom-trail">https://www.historiceasttowson.org/freedom-trail</a>)</p> <p>Separated bike paths</p> <p>Protected travel lanes for commuter cyclists</p> <p>The only sure-fire ways to improve safety here and throughout the Towson area are raised crosswalks and speed traps (even during peak traffic periods).</p>	<p>Humans drive cars and sometimes are distracted or angry. Pedestrians and cyclists understand that the nature of needing to interact with this cars daily increases our likelihood of injury or death. What will it take to prioritize solutions that will separate cars from pedestrians and cyclists? We need comprehensive roadway changes today, not in 20-years.</p> <p>I drive this stretch regularly to visit family and it is exceptionally fast and aggressive.</p> <p>I am an active member of the Baltimore Bike Club.</p> <p>This route is a major link for cyclists between Towson and the countryside. It also a major link for cyclists between the homes in near Hampton Elementary Towson.</p> <p>"aid in understand VRU safety concerns" Proof read, please.</p> <p>Any straight street in Towson needs either raised crosswalks or speed bumps. Loud vehicles gunning engines and squealing wheels, mostly later in the evening, evoke a NASCAR environment. The circle is a dangerous mistake we have to live with. The "no turn on red" sign at e Pennsylvania Rd and York is routinely ignored. And finally, food delivery drivers on W Pennsylvania Rd and Allegheny Avenue are a regular hazard because they clog an already crowded area.</p> <p>Enacting laws are one thing, physical safety measures are better. Enforcement is best.</p> <p>Postings to warn cyclists and hikers to not use these roads, and that in doing so will result in a \$100.00 fine or</p>	<p>Goucher College just put in some sidewalk on MD 146</p> <p>Overlaps with Road to Freedom Trail. A shared use path proposed to connect Towson to Goucher <a href="https://irp.cdn-website.com/caf373f6/files/uploaded/Edit%20of%20Mapping%20the%20Road%20to%20Freedom%20Advocacy%20Narrative%20(1).pdf">https://irp.cdn-website.com/caf373f6/files/uploaded/Edit%20of%20Mapping%20the%20Road%20to%20Freedom%20Advocacy%20Narrative%20(1).pdf</a> ; More on the trail: <a href="https://www.historiceasttowson.org/freedom-trail">https://www.historiceasttowson.org/freedom-trail</a></p> <p>There is a project for upgrades to ped facilities at intersection of Dulaney Valley and Fairmount, funding is pending.</p>

<p>drivers to keep up speed through turns at some intersections, often endangering pedestrians when they refuse to yield to vulnerable road users. The corridor also has many commercial and residential destinations on both sides of it, along with a major transit hub for bus and train passengers. Speed of traffic and road crossing</p> <p>This very wide thoroughfare was designed, I guess, to facilitate rush hour traffic into and out of Towson, and access to the Beltway. Crossing this road is hazardous because there are too few crosswalks and short traffic lights. One needs to be able to run across the few that are there. Also, traffic enforcement along this route is nearly non-existent. Md 146 to Jarrettsville Pike too Rt.24 does not have a shoulder on either side of the two lane road. Yet people walk and cycle these roads often time obstructing the traffic. It is just a matter of time before someone is killed by the high amounts of traffic traveling on these roads daily.</p> <p>This is partly wooded, partially with residential area, and partly commercial small roadway to and from York Rd and 695. Alot of pedestrian safety concerns. Fast moving cars, lack of a buffer zone between sidewalks and street make it feel unsafe to walk here. It takes a long time to cross the street and it feels very unsafe to do so, especially as you get further from downtown</p> <p>A dedicated bicycle/pedestrian walkway would be very helpful on both sides of (Dulaney Valley Rd)</p>	<p>lanes and many lanes along US-40, making even signalized crossings dangerous for cyclists. Additionally, slip lanes enable drivers to keep up speed through turns, often cutting off cyclists, at some intersections. The corridor also has many commercial and residential destinations on both sides of it.</p> <p>Speed of traffic and space to ride safely and cross roads</p> <p>Lack of protection travel lanes. As an important route for cyclist going from Towson into the lock raven / Dulany valley area it needs protect lanes from the cars driving like they are still on the highway. There is a lot of cars trying and merging from / to the highway making it hard for cars and cyclists to see each other.</p> <p>See pedestrians.</p> <p>This is partly wooded, partially with residential area, and partly commercial small roadway to and from York Rd and 695. Variable with Cyclists because of amount of constant traffic, and a commonly used 'shortcut' from one to another.</p> <p>Lights that do not have bike/ped priority. Complete lack of bike lanes. There are no cycling lanes and the cars move fast in this area. I would not feel safe biking here</p> <p>It needs to be dedicated ( shared walkways with pedestrians )</p> <p>There is a lack of a bike lane or adequate shoulder.</p> <p>There is no bike lane, shoulder, or protection for cyclists. Traffic is heavy and fast moving. Most drivers ignore the speed limit.</p>	<p>Pull over the impatient drivers, ticket them, and let the traffic stack up around them. Maybe the approbation of the passers by will cause scofflaws to rethink their habits. Also enforce the law prohibiting cell phone use. Speed kills, and distracted driving contributes to that too.</p> <p>Unless both Baltimore and Hartford counties want to jointly lay shoulders on both sides of these roads, which I highly doubt, the immediate solution is to disallow cyclists and pedestrians on these roads, AND to ticket any law breakers with a heavy fine. Better to pay the fine then to lose your life.</p> <p>Install pedestrian leading lights. Install protected bike lanes. Bikes lanes should also connect to existing infrastructure in Towson.</p> <p>Larger sidewalks, trees along sidewalks for shade and protection from cars, bike lanes with physical barriers to protect from cars, faster light changes for pedestrians/ less distance to cross road. Given how close to downtown this area is, it would even be nice to have tree buffer in middle of street to make it easier and safer to cross the road.</p> <p>Dedicated walkways/sidewalks</p> <p>Add a dedicated bike lane and improved shoulder</p> <p>Provide a separate bike lane or at least a wide shoulder</p>	<p>whatever amount of fine would get results. Again, it's just a matter of time before someone is killed on these roads. What is needed is a connected network of bike infrastructure that is also perfected. Paint is not protection.</p>
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**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
EASTERN BLVD	MD 150 (Eastern Ave/Eastern Blvd) from MD 695 (Baltimore Beltway) to MD 702 (Southeast Blvd)	Speed and inconsistency of pedestrian crosswalk markings. A lot of concern - having traveled this route daily for ten years, too fast, congested areas. Speeding. The Back River bridge is 45mph but most drivers do well over that speed and at Mace Ave the limit drops to 30 mph. The majority of vehicles continue going 45 putting pedestrians and vehicles that are obeying the 30 mph at extreme danger. And turning right at a red light after stopping is very seldom done. The driver treats that situation as if a yield sign is there and simply drive through.	A lot of concern - having traveled this route daily for ten years, too fast, congested areas.	Speed cameras that limit drivers to the actual posted speed since the police are understaffed and unable to prevent speeding on any road in the state of Maryland. Police radar traps and presence. The police are busy with many things but a certain portion would improve this problem. More protected bike lanes!	Replace all of the LED lights whose broken flicker causes issues for any individual with photosensitivity concerns, especially drivers.	This may be part of the Safe Routes for All grant that was received?
EASTERN BLVD	MD 150 (Eastern Blvd) from MD 702 (Southeast Blvd) to MD 700 (Martin Blvd)	High rates of speed by drivers Too many people speeding and not paying attention. NOTE: ALSO FOCUSED ALL THE WAY UP TO CARROLL ISLAND ROAD...Speed limit too high. Doesn't allow for pedestrians to cross safely and for cars to enter the highway from businesses safely. Cars going too fast. With the building of the large warehouse at the intersection of Carroll Island/Bowleys Quarters Road, AND the new Walmart larger trucks and semis will be traveling this road. It's too narrow now, let alone for having this large traffic plus cars plus bikes plus pedestrians My main concern for this stretch of Eastern Blvd is the fact that some pedestrians do not use the sidewalks. They walk next to them which is totally ridiculous.	High rates of speed by drivers speed limit too high. doesn't allow for cars to enter the highway from businesses safely cars going too fast, no wide shoulders. Many cyclists have to ride on the sidewalk which makes it dangerous for pedestrians I don't see many if any cyclists. The sidewalks are very narrow here and there are sections where you have to bike on the road. It feels very exposed. I live in the Greenleigh neighborhood and I've biked along this road to the grocery store. The bikepath on 43 is great, but as you get closer to Martin's BLVD you are largely on very narrow side of the road. I have biked this 2-3 times but I would not allow my children to do so with me.	Additional shoulder space and pedestrian bridges Speed cameras need more marked, visible, painted crosswalks and electronic crossing signals at lights wider road slower speed limit...45 mph way too fast more sidewalks I know it's impossible to enforce the pedestrians to walk on the sidewalk. That is my main improvement. Protected bike path!	Lots of people in the new developments along 43 bike, and we have a fantastic bike path so it would be wonderful to see that extended to local shopping areas.	PSAP project in design: Information on the MD 150 PSAP project in Baltimore County: <a href="https://mdot-sha-md150-md702-to-md700-bab155179-maryland.hub.arcgis.com/">https://mdot-sha-md150-md702-to-md700-bab155179-maryland.hub.arcgis.com/</a>

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
MERRITT BLVD	MD 157 (Merritt Blvd) from MD 157 (Peninsula Expwy)/Merritt Ave to North Point Rd	Speeding, reckless driving Crossing such a wide road, need walk/wait crossing signals at all intersections As a pedestrian, the sidewalks are pretty solid in this area but there is a lot of vehicle traffic and there are shopping centers with a lot of cars turning in/out. One of the biggest risks I see is pedestrian crossings from the neighborhood near Mildred Ave to the Dunkin/Rita's. Maybe a crosswalk in that area would be helpful? There is nowhere for a pedestrian to walk safely along the road for a majority of the way. Additionally, in the few areas that are pedestrian safe, there are not enough accessible curbs for someone with a wheelchair or mobility scooter to use	Too much fast traffic Cycling doesn't belong on such a busy road with speeding and reckless driving I would not ride a bike on this road. Maybe on the sidewalk which isn't a great option but again, too many cars and they're merging and turning. It feels too dangerous for a bike. There is not a safe way for a cyclist to go down Merritt.	No cycling on such a busy road We have a car tag with stickers, license and insurance for cars. We need the same for cyclists, share the road so share the cost. Written test on cycling safety. Tags on cycle to identify a biker who hits a person or property. Insurance to cover injury or property damage caused by a cyclist. A crosswalk down by the Mildred Ave area might be good for pedestrians. For cyclists, I'm not sure what would make this area safer. Give a full sidewalk on each side of Merritt Blvd, complete with ramps for disabled users		VRU Project
LIBERTY RD	MD 26 (Liberty Rd) from IS 695 (Baltimore Beltway) to Saint Lukes La					No comments
LIBERTY RD	MD 26 (Liberty Rd) from Owings Mills Blvd to IS 695 (Baltimore Beltway)	In my experience, the primary pedestrian safety concern along this corridor is the consistently high vehicle speeds, which significantly increase the risk and severity of accidents. The corridor lacks effective traffic calming measures, making it difficult to reduce speeding and ensure a safer environment for pedestrians. Although basic pedestrian infrastructure is present, the absence of physical design features—such as raised crosswalks, curb extensions, or speed tables—fails to encourage drivers to slow down or remain alert to pedestrian activity. This is especially dangerous near bus stops, schools, and other high-foot-traffic areas.		The corridor lacks effective traffic calming measures, making it difficult to reduce speeding and ensure a safer environment for pedestrians. Although basic pedestrian infrastructure is present, the absence of physical design features—such as raised crosswalks, curb extensions, or speed tables—fails to encourage drivers to slow down or remain alert to pedestrian activity.		PSAP project underway: PSAP will be reaching out for public input as well

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
LOCH RAVEN BLVD	MD 542 (Loch Raven Blvd) from Loch Hill Rd to IS 695 (Baltimore Beltway)	Speed of drivers, highway mergers There is excessive speed and persistent running red lights. The speed limit needs to be reduced, speed and red light cameras installed. Traffic calming should also be installed as well as lighted pedestrian crossing signals. The school zone also needs to be extended all the way down to Taylor Ave at least. Babcock Church has school programs and AA/ NA programs and many participants are either pedestrians or transit riders and so are on foot. High traffic speeds make crossing incredibly difficult, except for at the few signalized intersections that there are.	Speed of drivers, highway mergers No cyclist would dare to ride on Loch Raven Blvd. It's a drag racing strip at the best of times. There is no cycle lane either. Sharing the road with high speed traffic. No cycling infrastructure whatsoever. Cars often drive at freeway speeds and will ignore anyone who isn't in a car.	Dedicated bike lanes that are connected by concrete barriers Speed and Red Light cameras, traffic calming, lighted pedestrian crossings with stop signals, extended school zone, lower speed limit. The landscaping along the service drive is also a total failure. You need to find tree species that will give shade AND thrive in the verging strip. Dedicated travel for cyclists For pedestrians, more safe places to cross. Some intersections that are currently just stop signs could perhaps be turned into roundabouts or lights. For cyclists, any dedicated space would be my top priority. Given the traffic volume and speed of cars on the road, along with the width of the corridor, a dedicated bike path would likely be feasible, though separated bike lanes could perhaps also work.	Loch Raven Blvd has become a lawless race track. There needs to be major traffic enforcement through cameras of all kinds, reduced speed limits and everything and anything else you can throw at it. This a major travel lane for people using bikes and ebikes to travel between home and work.	There are a lot of access points, with businesses and residential. A lot of midblock crossings even with the many signalized intersections. Many bus stops. With the VRU project underway they noticed midblock crossings, especially at bus stop locations, so they are looking at moving crossings or bus stops closer to crossings
MARTIN BLVD	MD 700 (Martin Blvd) from MD 150 (Eastern Blvd) to US 40 (Pulaski Hwy)					Controlled access highway. Has higher pedestrian volumes because of bus routes along the corridor. There are bus stops, mostly at the cross streets. PSAP project in design. Most intersections are signalized. Vehicles coming from US 40 are at high speeds. No ped facilities or sidewalks. Both sides of 700 have residential with peds walking.
SOUTHEAST BLVD	MD 702 (Southeast Blvd) from MD 150 (Eastern Blvd) to Hyde Park Rd					Very high speed. Have seen people going even 70 mph. Ped bridge is in disrepair. People cross 702. The sidewalk stops at the eastern end. This was not designed for pedestrians, this is another partially access controlled road. Study to add sidewalks and to look at the ped bridge.

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
BALTIMORE NATIONAL PIKE	US 40 (Baltimore National Pike) from IS 695 (Baltimore Beltway) to Southwest Baltimore City Line	<p>pedestrian crossings at US40 and Ingleside to protect from left handed turners.</p> <p>No Verge Area between road and sidewalk</p> <p>Many many breaks in the sidewalk with cars pulling into and out of businesses Stressful and dangerous</p> <p>No leading crosswalk signals, and turn lanes that bypass signals, pedestrians are forced to cross with oncoming turning traffic</p> <p>Few pedestrian crosswalks and inconsistent sidewalk placing, coupled with crooked intersections that create long wait times and reckless drivers. The left turn into the protected lane in the shopping center with Sams Club creates drivers that are quickly and erratically merging from eastbound 40 off 695 and creates backups.</p>	<p>no bike lane</p> <p>No bike infrastructure, bicyclists are expected to share the lane on a 3 lane highway</p> <p>Very Stressful and dangerous</p> <p>Bicyclist have to travel with traffic through highway cloverleaf on-off ramps</p> <p>Lack of consistent cycling lane and vehicles that frequently run red lights.</p>	<p>change in traffic light timing</p> <p>Replace the existing sidewalks on both the east and west bound directions with a 12' sidepath separated by a 6' verge area.</p> <p>Leading pedestrian signals at important crossings:</p> <p>Ingleside Ave</p> <p>Johnny Cake Rd</p> <p>St. Agnes Lane</p> <p>Westhills Parkway</p> <p>Needs reduction of lanes and more speed cameras. Add more traffic calming structures that force vehicles to slow down and be more aware pedestrians.</p> <p>Increase in sidewalk application, especially on east side of 40 by the Petsmart where no sidewalk exists.</p> <p>Planting of shade trees and increase of barrier between sidewalk and road.</p> <p>Removal of closed off left turn lanes that cause gridlock. Removal of excess parking in shopping lots and enforcement of curbside parking regulations in Forty West shopping centers. Convert right lane into shared bus/cycle/turning lane so that vehicles have time to turn. Place roundabout with sidewalks at intersection of Ingleside and the exit on the east of Sams club. Remove barriers between parking lot of Chik Fil A and the rest of the shopping center, and take action against their consistent creation of gridlock. Installation of bike signals at lights may also be helpful</p>	<p>In general, I am critical of newish bike lanes when they are set off by bollards. The lanes can't be reached by street cleaners and the lanes become unusable with fallen leaves, branches, and trash; the bollards get hit and fall over.</p> <p>Route 40 is a 3 lane divided highway with 1-3 turn lanes and riding or walking along it is very stressful and dangerous. Any bike and pedestrian infrastructure not physically separated from traffic will not be respected by drivers.</p> <p>I have never seen a bicyclist on-road as the road is incredibly dangerous, every bicyclist I have encountered has been using the sidewalk which presents its own kind of danger when the sidewalk isn't wide enough or is in poor condition.</p>	<p>US 40 is stressful for cyclists and peds. Sidewalk directly next to 3 travel lanes in each direction. Many business entrances along the corridor, having . Inconsistent shoulder with high speeds and clover leaf interchanges. No accommodations for bicycles, would not bike on the road as a cyclist, very dangerous. Need road separated bike facilities, such as a shared use path</p> <p>Scary to navigate for bikes and vehicles. Might be safer if we could get people to stop running the red light or racing to make the green light.</p>

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
BALTIMORE NATIONAL PIKE	US 40 (Baltimore National Pike) from Nuwood Dr to IS 695 (Baltimore Beltway)	<p>Crossing Baltimore National Pike even at designated pedestrian crossings. You must pause halfway across at the median and there is no place there to stand safely. Is there even a button for a pedestrian to request a traffic light change at Nuwood Drive?</p> <p>No Verge Area between road and sidewalk</p> <p>Many many breaks in the sidewalk with cars pulling into and out of businesses Stressful and dangerous</p> <p>No leading crosswalk signals, and turn lanes that bypass signals, pedestrians are forced to cross with oncoming turning traffic</p> <p>Too many dangerous crossings at right-turn lanes or on-/off-ramps for I-695</p> <p>There are insufficient places where pedestrians can cross U S 40. Traffic lights are too far apart and they are the only relatively safe places to cross. Therefore, pedestrians cross mid-block and at unmarked intersections, risking their lives and creating difficulty for drivers. There are so many stores and shopping centers and no way for pedestrians to access them. This is a city walking scenario with still a suburban road system.</p>	<p>Traffic speed and multiple lanes that make it difficult to make left turns; There isn't a bike lane there, right? But would a bike lane be able to fix anything?</p> <p>No bike infrastructure, bicyclists are expected to share the lane on a 3 lane highway</p> <p>Very Stressful and dangerous</p> <p>Bicyclist have to travel with traffic through highway cloverleaf on-off ramps</p> <p>Cars going too fast and not allowing cyclists adequate space on the road</p> <p>Is this bicyclist or motorcyclist?</p>	<p>Traffic signal timing; adding elevated pedestrian platforms to medians at designated pedestrian crossings.</p> <p>Replace the existing sidewalks on both the east and west bound directions with a 12' sidepath separated by a 6' verge area.</p> <p>Leading pedestrian signals at important crossings:</p> <p>Nuwood Dr</p> <p>N Rolling Road</p> <p>Winters Lane</p> <p>Enforcement enforcement enforcement!</p> <p>Also better signage and clearly marked lanes/crosswalks</p> <p>We need traffic lights every 300-500 feet, generally at intersections but mid-block if intersections are too far apart. These light should be adjusted so that they all change at the same time. They should not be synchronized to more traffic faster. The speed limit should be 30-35 mph on this stretch of highway, not the 45 mph as at present.</p>	<p>Newish traffic calming treatments in the local area are not ideal (e.g., Edmondson Avenue in Catonsville). A cement curb has been built to wall off a bike lane, but the curb requires cyclists and dog walkers to veer onto the driving lane periodically at side street intersections because numerous cutouts constructed there balloon out into the bike lane, taking it away. Also, street sweepers can't reach the bike lanes and branches and fallen leaves collect there, impeding cyclists.</p> <p>Route 40 is a 3 lane divided highway with 1-3 turn lanes and riding or walking along it is very stressful and dangerous. Any bike and pedestrian infrastructure not physically separated from traffic will not be respected by drivers.</p> <p>I have never seen a bicyclist on-road as the road is incredibly dangerous, every bicyclist I have encountered has been using the sidewalk which presents its own kind of danger when the sidewalk isn't wide enough or is in poor condition.</p> <p>This 1.3 mile stretch has a total of 4 traffic lights, one at each end and two between these. That equates to one traffic light every 2,288 feet. There would have to be at least 14 traffic lights if they were 500 feet apart if we could expect pedestrians to cross at the nearest traffic light rather than between traffic lights.</p>	<p>A lot of transit stops and activity, introducing more VRUs. At Rolling Rd the left turners run the red often. The intersection with Rolling Rd is a difficult intersection.</p> <p>Safety improvement project in design for all types of crashes at US 40 and Rolling Rd.</p> <p>Seconding the US-40 comments -- one other note is that US-40 between Baltimore and going NE all the way to Elkton, Google Maps marks the corridor as a "Bicycle-friendly road", so maybe MDOT and the VRU analysis could be sent to Google Maps customer service to tell to remove that label? (you have to turn on the "Biking" layer on Google Maps to see this marking)</p> <p>Also, I forgot to mention. I'd like leading pedestrian signals for the major intersections of Route 40 at N Rolling and Route 40, Ingleside and Route 40, Winters and Route 40, St. Agnes and Route 40 and others</p>
PULASKI HWY	US 40 (Pulaski Hwy) from 66th St to MD 695 (Baltimore Beltway)					<p>High rates of speed. Crashes/fatalities clustered at Chesaco Ave with many ped crossings. Not sidewalks out there.</p> <p>U turn locations between signals are located at crests of the road with poor sight distance.</p>

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
PULASKI HWY	US 40 (Pulaski Hwy) from MD 700 (Martin Blvd) to MD 43 (White Marsh Blvd)	US-40 has high speed and high volume traffic but no sidewalks to protect pedestrians. It also features long distances between signalized intersections, meaning that pedestrians often resort to crossing between traffic signals, looking for gaps in the traffic. There are also wide lanes and many lanes along US-40, making even signalized crossings dangerous for pedestrians. Additionally, slip lanes enable drivers to keep up speed through turns at some intersections, often endangering pedestrians when they refuse to yield to vulnerable road users.	US-40 has high speed and high volume traffic but no physical separation to protect cyclists from reckless and aggressive drivers. There are also wide lanes and many lanes along US-40, making even signalized crossings dangerous for cyclists. No bike lanes/crossings at any intersection. Glass and other debris in marked bike lanes. Inadequate separation from car traffic between lanes. Generally appears unrideable and only marked in order to receive "credit" for creating bike lanes.	Shared use paths along the corridor and much safer intersections, featuring: pedestrian refuge islands, leading pedestrian intervals, sidewalk bulbouts to decrease crossing distances, and more crossings per mile to provide more convenient and safe crossing options for pedestrians and cyclists.	Look at how State College PA implements usable bike lanes that are well isolated from car traffic.	High rates of speed. Major intersection are signalized. No sidewalks. Would like to see more sidewalks and more lighting.
COMPASS RD	Compass Rd from MD 700 (Martin Blvd) to Maple Crest Dr	Lack of sidewalks in the southern portion of the corridor.				No comments
HAMMERSHIRE RD	Hammershire Rd from MD 140 (Reisterstown Rd) to Brushwood Dr	The sidewalks don't go the whole length of the road, there are no stop signs or pedestrian crossings, and people drive way too fast In my experience, the primary pedestrian safety concern along this corridor is the consistently high vehicle speeds, which significantly increase the risk and severity of accidents. The corridor lacks effective traffic calming measures, making it difficult to reduce speeding and ensure a safer environment for pedestrians. Although basic pedestrian infrastructure is present, the absence of physical design features—such as raised crosswalks, curb extensions, or speed tables—fails to encourage drivers to slow down or remain alert to pedestrian activity. This is especially dangerous near bus stops, schools, and other high-foot-traffic areas.	In my experience, the primary pedestrian safety concern along this corridor is the consistently high vehicle speeds, which significantly increase the risk and severity of accidents. The corridor lacks effective traffic calming measures, making it difficult to reduce speeding and ensure a safer environment for pedestrians. Although basic pedestrian infrastructure is present, the absence of physical design features—such as raised crosswalks, curb extensions, or speed tables—fails to encourage drivers to slow down or remain alert to pedestrian activity. This is especially dangerous near bus stops, schools, and other high-foot-traffic areas.	Sidewalks the full length of the road on both sides, stop signs, pedestrian crossings, speed enforcement In my experience, the primary pedestrian safety concern along this corridor is the consistently high vehicle speeds, which significantly increase the risk and severity of accidents. The corridor lacks effective traffic calming measures, making it difficult to reduce speeding and ensure a safer environment for pedestrians. Although basic pedestrian infrastructure is present, the absence of physical design features—such as raised crosswalks, curb extensions, or speed tables—fails to encourage drivers to slow down or remain alert to pedestrian activity. This is especially dangerous near bus stops, schools, and other high-foot-traffic areas.		Is there coordination with the county? Road is county maintained so they would do improvements

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
MARLYN AVE S	Marlyn Ave S from MD 150 (Eastern Blvd) to Sun Circle Way					There are speed humps by the schools but people are still speeding. There was a ped fatality here. Speeding is a major issue
OLD COURT RD	Old Court Rd from MD 26 (Liberty Rd) to Church La	too much traffic	it's very dangerous for them	traffic calming features like speed bumps and grassy medians to pull around; cyclist lanes , sidewalks, more traffic lights		<p>for the earlier segment -- Old Court Rd has plans for a Complete Streets Project so that should be taken into account -- it recommends a road diet with traffic separated biking and walking facilities (I didn't find a page for it but here's a County notice: <a href="https://www.facebook.com/photo/?fbid=1027586279175537&amp;set=a.376700390930799">https://www.facebook.com/photo/?fbid=1027586279175537&amp;set=a.376700390930799</a>)</p> <p>Baltimore County has a 3.3 mile span that includes road diet, shared-use path and bicycle infrastructure along Old Court Rd and Liberty</p>

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
ROLLING RD	Rolling Rd from Security Blvd to MD 26 (Liberty Rd)	<p>ZERO sidewalk on east or west side of Rolling RD between Windsor BLVD and Windsor Mill RD. This stretch of Rolling RD also runs only two lanes with nearly zero shoulder area. Sidewalks are not continuous north of Windsor Mill RD either.</p> <p>Missing sidewalk north of Windsor Boulevard and S of Windsor Mill Road</p> <p>No verge area from Windsor Mill Road to 6 Point Circle</p> <p>Missing sidewalk from 6 point Circle to John Wesley Way and mostly missing from just south of Milford Mill Road to Liberty Road</p> <p>Noise and Air pollution from high volume of vehicles travelling at high speeds</p> <p>Limited shade as no or limited street trees due to air pollution and car crashes</p>	<p>As with pedestrian safety, virtually no shoulder area for cyclists; also several spots from Security BLVD to Tudsbury RD have deeply sunken storm sewer grates which are hazards for cycling.</p> <p>No bike infrastructure, bicyclists are expected to share the lane</p> <p>Very stressful and dangerous</p> <p>Known for aggressive drivers and speeding. Cars will frequently pass other drivers using shoulder or opposing traffic lane</p>	<p>Replace the existing sidewalks on the north bound direction with a 12' sidepath separated by a 6' verge area planted with trees</p> <p>Replace or complete the sidewalk on the south bound direction with a 5' verge area planted with trees</p> <p>Leading pedestrian signals at important crossings:</p> <p>Security Boulevard</p> <p>Dogwood Road</p> <p>Tudsbury Road</p> <p>Windsor Boulevard</p> <p>Windsor Mill Road</p> <p>Millford Mill Road</p> <p>Liberty Road</p>	<p>Known for aggressive drivers and speeding. Cars will frequently pass other drivers using the shoulder or opposing traffic lane. I don't like driving on this road, I wouldn't recommend walking or biking on it.</p>	<p>Wide travel lanes with aggressive drivers. People pass in shoulder or other lane. Sidewalks gaps. The southbound side should have continuous sidewalk with merge lanes. The northbound side should have a shared use path like in the county plan.</p> <p>Very wide lanes. Throughout the corridor the road changes and widens. The change in design of the roadway getting into the neighborhoods near Liberty Rd is a challenge. Potential land use changes. Rolling Rd here is used when highways are backed up, carrying a heavier volume than normal, and more aggressive drivers. This is a long section that may need to be broken into pieces as the projects moves along.</p> <p>Waze tells you to take Rolling Rd during traffic.</p> <p>There is no funding that would be given through the VRU that is given to the county.</p> <p>Current construction project on Rolling Rd between Six Pt to Orchard for sidewalk and roadway widening for bike compatibility. Next phase would be Orchard to MD 26</p> <p>Part of the challenge is the inconsistency with the lane width, sidewalks, signal timings. Improving consistency would improve things for VRU. The speed is very high. Waze directs traffic onto corridor from 695. Its hard to gauge and maneuver this road unless you're in a car.</p>

**DISTRICT 4**

**Baltimore County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
WHITEHEAD RD	Whitehead Rd from MD 122 (Security Blvd) to Woodlawn Dr	<p>Large trucks and trailers are frequently parked on both sides of the road. There is only a centerline painted on the road. There are no crosswalks or pedestrian signage visible from a motor vehicle. The current speed limit, with the blind spots created by the trucks, make it extremely unsafe and difficult to cross the street at the Whitestone Rd intersection.</p> <p>The intersection at Whitehead Road and Security Blvd is dangerous to cross with many vehicles speeding, running red lights, and turning without the right of way or yielding to pedestrian or even oncoming cars.</p> <p>The roadway between Security Blvd to Woodlawn Dr has multiple curves which become blinded by tractor trailers that park along that strip of road. There is a truck driving school nearby and 3 intersecting highways with on/off ramps in this area. The parked trucks block the line of sight for pedestrians and vehicles.</p> <p>This is a 2 lane road, but wide enough that vehicles create additional lanes to pass or speed, again making it unsafe for pedestrians and other drivers. There is a charter school and a skating rink where children gather and play, located between the many warehouses along this road. Due to the number of warehouses, the proximity to 3 major highways, and the truck driving school, there is an abundance of large trucks driving on this road and turning on and off this road.</p> <p>Many sections of missing sidewalk Very limited shade</p> <p>There are many Baltimore County students and public transit users who use this corridor to cross to business on one side and the library on the other side of Woodlawn Dr. The cars speed through this area where there is periodic high volumes of pedestrian traffic.</p>	<p>Large trucks and trailers are frequently parked on both sides of the road, creating space issues and blind spots for cyclists and motorists alike. With there being no designated shoulder or bike lanes, motorists periodically pass others without crossing the center line, especially when no trucks are present. The poor line of vision, as stated above, the number of large trucks on this road who probably don't even seen cyclists, and the general disregard for the rules of the road by vehicular traffic. If there were a bike lane (there isn't), it would have to be a protected bike lane to prevent cars and trucks from driving in it or using it as a passing lane.</p> <p>No bicycle infrastructure</p> <p>Very wide vehicle lanes and a known cut through with limited sightlines due to curve of road, encourages speeding and aggressive driving</p> <p>No bike lanes means bikes need to in the same lane as faster moving vehicles. Vehicles often do not respect the speed and distance needed for bikes to safely use the road.</p>	<p>Narrowing of the travel lane. Designated parking for trucks and trailers. Shoulder and/or bike lanes painted. Crosswalks and signage added for pedestrian crossings. Speed, DUI, and reckless driving enforcement.</p> <p>Traffic calming measures including a road diet and a protected bike lane. Large trucks should not be allowed to park anywhere along this roadway. The intersection needs to have the sidewalk bumped out to narrow the intersection and slow vehicles down.</p> <p>Continuous sidewalk with 5' verge on southbound side 12' sidepath with 6' verge on northbound side</p> <p>The safety measures that could be put in place are an additional crosswalk that is traffic calming. Crosswalks that respond to a pedestrian push button signal with highly visible lights indicating to drivers to stop for pedestrian crossing.</p> <p>A bike lane and signs alerting drivers to bicyclist would improve safety.</p>	<p>There are weekly accidents along Woodlawn Drive/Gwynn Oak Ave from Security Blvd to Gwynndale Ave, although it wasn't on your list of dangerous roadways. Vehicle crashes and pedestrian injuries are common. It is a winding road and a major thoroughfare that runs through a largely residential area, with our library and several schools in the area. It is the pedestrian route for walkers to/from school and commuters to MTA stops, however sidewalks start and stop on different sides of the street, are non-existent, or impassable due to broken pavement, telephone poles, street signs, overgrowth of vegetation, trash, or just too narrow. The roadway also narrows from 2 lanes to 1 without adequate signage or street lines, and vehicles behind another often speed up to pass the car in front of them as it narrows to a single lane. The road is too wide, encouraging cars to form an additional lane, speed, or pass recklessly making it unsafe for pedestrians, cyclists, and the many wheelchair users that have no choice but to travel in the street due to inaccessible and disconnected walkways. We have many group homes in the area and a senior center, and seeing people in wheelchairs precariously trying to navigate the roadway is a daily site. They deserve a safe place to move throughout the community, although most vehicles on the road drive as if anything other than large vehicles are not entitled to use the road. Street signs placed in the medians are struck by vehicles faster than they can be replaced, within days of being installed. At any given moment, there are probably more left crumpled on the ground than are standing. They have not helped, although continue to be replaced.</p> <p>Very wide vehicle lanes and a known cut through with limited sightlines due to curve of road, encourages speeding and aggressive driving</p>	<p>Many people use this as a bypass to access Liberty Rd when 695 is backed up.</p> <p>This is on the county's HIN. There is a very large high school at one end and public library. There is a lot of truck parking along this road. Wide road, but sight distance and visibility with the curves could be an issue.</p>

**DISTRICT 4**

**Harford County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
VIETNAM VETERANS MEMORIAL HWY	MD 24 (Vietnam Veterans Memorial Hwy) from MD 924 (Emmorton Rd)/Tollgate Rd to US 1 Business (Belair Rd)	<p>People crossing at the very busy intersection of Rt 24 and US 1 Business; lack of continuous path on Rt 24 that stretches from Boulton Street near Harford Mall to MacPhail Road near the hospital</p> <p>There is no sidewalk in this area, so I would not use it as a pedestrian, especially on a high speed road where people can regularly drive 60-70 mph, despite the speed limit.</p> <p>Pedestrians crossing w/o using crosswalk signals.</p> <p>Lack of sidewalk</p> <p>Trying to cross at the lights. Not getting enough time to get across safely. Traffic turning and not being aware of pedestrian.</p> <p>No sidewalks on 24. People walking in the dark. Not able to see them until you are right on top of them</p> <p>There shouldn't be any pedestrians on this stretch of HIGHWAY.</p> <p>There are no paths for foot traffic that parallel the corridor. I have seen greenways that parallel major road corridors for both recreation and bike traffic separate to motorized vehicles that make it safer for both!</p> <p>Don't see many pedestrians on this road.</p> <p>No separated bicycle or pedestrian paths. High speed. Distracted drivers.</p> <p>This is not a roadway fit for a pedestrian.</p> <p>DEATH! Ongoing accidents, off road (shoulder) passing and unchecked aggressive driving are not conducive to pedestrians nor bike traffic.</p> <p>There is no safe pedestrian access on MD24 itself between MD924 to US1.</p>	<p>Many cyclists are too afraid to ride on intersecting roads due to traffic volumes and ride on the sidewalks. As for Route 24 itself, there is no continuous path that stretches from Boulton Street near Harford Mall to MacPhail Road near the hospital</p> <p>As an avid cyclist who uses rail trails, it is too dangerous for me to ride my bike anywhere on Harford County roads. For this particular corridor, I would not use it as a cyclist, especially on a high speed road where people can regularly drive 60-70 mph, despite the speed limit. Any bike path SHOULD BE SEPARATE FROM THE ROADWAY. One accidental spill/fall when riding in the emergency lane could result in the cyclist getting killed.</p> <p>Speeding cars and rough/bumpy shoulders that aren't suitable for bikes. Crossing through the intersection on Route 1 in Bel Air is dicey, as is navigating the 1-95 interchange on the south end of 24.</p> <p>Cyclists driving up between cars while best red lights. Cyclists driving/weaving in and out of cars while at high speeds.</p> <p>Lack of sidewalk/dedicated cyclist route. It is too dangerous to Cycle on this road!</p> <p>Motorists not driving safely when cyclists are on shoulder. Maybe need more signs? Also need turn arrow lights at Plumtree Rd and 924 At Medstar, it's difficult to turn left at times.</p> <p>No cyclists line. Dangerous when you try to past them</p> <p>There shouldn't be any cyclist on this stretch of HIGHWAY.</p> <p>It is totally unsafe to travel on a bike on these roads</p>	<p>We would like to see a shared use path along the entire corridor of MD Rt 24 that pedestrians and cyclists can safely use</p> <p>Clearly marked bike lanes on the shoulders; smoother shoulders; wider shoulders; clearly marked, paved and safer access to the Ma &amp; PA trail on the northern section</p> <p>A dedicated pedestrian and cyclist lane. Maybe in the median with trees.</p> <p>Longer crossing lights, signs alerting motorists of pedestrian and cyclist crossings. Especially at MVA light.</p> <p>Sidewalks and crossing areas</p> <p>Walk ways and better lighting</p> <p>Create greenways that parallel the corridors roads.</p> <p>Would not encourage pedestrian or cycling traffic on this road.</p> <p>A separated bicycle/pedestrian path</p> <p>Acquisition of land beyond the shoulder with guardrail or concrete barriers to protect pedestrians and bikers IF anyone uses the access on Rt24 in the first place. Much like the golf cart paths in the Villages. Separate from vehicular traffic.</p> <p>Dedicated cyclist/pedestrian lanes to allow for safe travel on MD24, better intersections of crossing roads of MD24 to allow for safer pedestrian crossing.</p> <p>I believe this section of road way is not safe for pedestrians or cyclists</p> <p>DEDICATED BIKE/PED paths EVERYWHERE</p> <p>Overhead pedestrian bridges with ramp style vs steps to enter making Ada compliant, designated bike lanes protected with Jersey wall and</p>	<p>Our Town Board of Commissioners approved a new Bicycle and Pedestrian Plan in early 2025 but voted to not fund any improvements suggested by the plan in the FY 2026 budget year. Therefore, the state will need to fund transportation improvements.</p> <p>As an avid cyclist, I am shocked that the MD DOT is looking into cycling improvements on a piecemeal basis, one corridor at a time. This should be done in an organized fashion, planning for a network of bike trails for the community, keeping all purposes in mind - commuting, recreation, and long distance (i.e. East Coast Greenway). Other states, including ultraconservative states, have much more advanced bike trail systems than liberal Maryland. I am profoundly disappointed, as a liberal myself.</p> <p>For example, I spent some time living in Lincoln, Nebraska, and they have a phenomenal bike trail system. See their map here: <a href="https://www.gptn.org/the_trails/overview.html">https://www.gptn.org/the_trails/overview.html</a>. The city of Lincoln established cycling as an official form of commute, since it saves a small city money as part of their budget: lower cost to create/maintain than roads; saves healthcare costs with a healthier population; improves the environment. Features of their trail system include:</p> <ul style="list-style-type: none"> <li>- Network of trails from the rural edge of suburbia to downtown, from residential areas to major employers/schools</li> <li>- All trails are paved and separate from the road, except for downtown.</li> </ul>	<p>High speed roadway. Signals are spaced fairly far apart and most pedestrians would cross at signalized intersections because that is where generators are at the cross streets.</p> <p>Controlled access facility. No sidewalks, so crossing mainline is the only pedestrian activity. It is considered an expressway.</p> <p>It is a controlled access road but there are still peds, maybe due to broken down vehicles. Has it been looked into as to why the peds are still there and ped crashes happening.</p> <p>It could be more bicycle issues/crashes than peds.</p> <p>The 2021 Harford County Bicycle and Pedestrian Master Plan recommendation for the corridor's future included looking into bike/ped facilities for the future of the road: <a href="https://harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/projectmap">https://harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/projectmap</a></p> <p>ID BP14:</p> <p>"Evaluate two way MD 24 Shared Use Path with future lane expansions"</p> <p>"Include bicycle and pedestrian plans with highway capacity expansion. Consider shared use path. Direct route. High traffic stress to pedestrians and bicyclists due to vehicular speeds and volumes"</p>

<p>Some of the cross streets between MD924 to US1 have pedestrian crosswalks, but not all of the cross streets do, making it unsafe for pedestrians to cross MD24. In addition to that, with the speeds of car travel on MD24, crossing MD24 at those crosswalks aren't exactly the safest. For example, where Bel Air S Parkway crosses MD24, MD24 Southbound is uphill and speeds of vehicles can be in excess of 55mph on approach making visibility challenging during the day, let alone the night.</p> <p>In general speeds of MD24 conflict with safe pedestrian access on MD24, even through the more commercial areas from West MacPhail Rd to US1. While the speed limit reduces from 55mph to 40mph, often vehicles are traveling above the speed limit, making crossing MD24 less safe and actually using MD24 for pedestrian access unsafe.</p> <p>There should not be pedestrians or bikes on this section of road. There is way to much traffic it would not be safe.</p> <p>Dark roads. No well lit paths for peds</p> <p>Heavy congestion, red light violators, drivers not obeying crosswalks.</p> <p>High rates of speed from drivers.</p> <p>Identified crossings but no lateral transit lanes or demarcation for those traveling onward and not just across.</p> <p>Heavy vehicle traffic, combined with many vehicles who run through the red lights.</p> <p>People turning Right on Red are looking left and missing pedestrians on the right who have the right away</p> <p>Lack of crosswalks and clearly signed pedestrian thoroughfares. Vehicles that run red lights and do not wait for pedestrians to clear the crosswalk before advancing.</p> <p>Speed and too many lanes</p> <p>It's extremely dangerous to cross because of all the roads connecting, and the amount of impatient traffic. After nearly being ran into several times, I hail</p>	<p>Not a lot of cyclist on this corridor but the speed of cars and trucks would keep me away from cycling on this road.</p> <p>No separated bicycle or pedestrian paths. High speed. Distracted drivers.</p> <p>This is not a roadway fit for a cyclist. DEATH! Ongoing accidents, off road (shoulder) passing and unchecked aggressive driving are not conducive to pedestrians nor bike traffic.</p> <p>High volume of vehicles on MD24, high vehicle speeds on MD24, no separation of cyclists from other vehicles. The shoulders are wide to allow cyclists to ride in them, but even with that, there is rarely any cyclists seen on MD24.</p> <p>To much traffic, to congested, not safe for cyclist</p> <p>Dark roads. Expecting to SHARE the road with a biker I CAN'T SEE until I'm up and on top of him. No bike paths</p> <p>High rates of speed</p> <p>Heavy vehicle traffic, no dedicated bike lanes. However, I've not seen many cyclists in this area.</p> <p>I've rarely seen a cyclist on this route</p> <p>Lack of a dedicated bike lane.</p> <p>speed and no protected bike lanes or bike lanes at all</p> <p>There is no safe way to travel on a bike at this intersection. It is hard to look all the way around at connecting roads to make sure traffic isn't coming. There is so much car traffic on the road, it is overwhelming.</p> <p>bikers are not seen with congested traffic and should have their bike lane separate from traffic and bike/pedestrian bridge over rt 24</p> <p>Every update to that interchange has made it more impossible to bike across MD 24 to cross I95. MDTA turned a blind eye to MD law. It is suicide to ride a bike through that interchange.</p> <p>Heavy vehicle use at high speeds with no physical barrier between vehicles</p>	<p>additional decorative street lights to enhance safety and appearance.</p> <p>Separate lines or lanes. Red light cameras that actually hold people accountable. Patrolling to enforce that shoulders are not extra passing lanes.</p> <p>More red light cameras (think there's one for traffic violations only on Rt 24, not Rt 1. More signage about pedestrian crossing/safety and warning about red light cameras.</p> <p>Cancel right on red</p> <p>Dedicated bike lanes, a pedestrian bridge/designated crosswalks at every intersection.</p> <p>Protected Bike LANES</p> <p>A BRIDGE is absolutely needed here. That is the only thing that would help people feel safe.</p> <p>Pedestrian/bike bridge</p> <p>Less development</p> <p>Build a person bridge con extinguisher both sides of Woodsdale Rd or on that fly over all of the ramps.</p> <p>Improve safety at pedestrian crossings and introduce methods to reduce congestion.</p> <p>A dedicated lane (path/multipurpose) with a physical barrier between it and vehicle traffic.</p> <p>designated biking lane &amp; pedestrian friendly crosswalks</p> <p>More and better street lighting, full sidewalks and bike lanes along the length of Route 924.</p> <p>Complete Streets, Road Widening if needed and/or road dieting to include protected bike lanes. Bike improvement infrastructure (bike boxes, bike bollards, planter boxes to protect cyclists every 10-15 feet, etc, bike/ped signage improvements)</p> <p>Maryland has the potential in implementing strong transportation design, please work on improving Churchville road (route 22) as well as route 24, route 1, and route 924.</p> <p><a href="https://www.youtube.com/watch?v=4KzvvntHyik">https://www.youtube.com/watch?v=4KzvvntHyik</a></p>	<ul style="list-style-type: none"> <li>- During winter snowstorms, bike trails are ploughed at the same time as the roadways.</li> <li>- Overpasses for pedestrians and cyclists.</li> <li>- Stoplights so pedestrians/cyclists can stop traffic to cross roads, up to 4 car lanes across.</li> <li>- Connection of the city bike trail network to the interstate rail trail system for long-distance cyclists. Note that this can generate tourism revenue, for restaurants, bed-and-breakfasts, and bike shops.</li> </ul> <p>The state of Maryland has really been behind on the bike trail system for a long time. My wish is to see a full network in Harford County, that could link residents from their homes to major shopping areas, schools, and employers. Ideally, this could run from Havre de Grace to Bel Air, through the I-40 corridor, then on to White Marsh, Towson, and beyond. A network should also link to the East Coast Greenway (ECG), which runs through Harford County. Maryland stands out on the ECG for its lack of bike trails separated from the roadway, in comparison to other states.</p> <p>Maryland could do so much better. Now that we have the Maryland Cycling Classic around Baltimore City and County, we could gain so much momentum in supporting bike trails. The citizens of Maryland deserve much better, and it could save money in the budget. That's why smaller cities invest in bike trails.</p> <p>Driver education and strict enforcement</p> <p>MD24 appears to not have been designed to handle any, or at least very little, VRUs. It appears it's primary purpose is to move vehicle traffic up and down Harford County. MD24 needs improvements at least to allow for VRUs to cross MD24 safely and allow VRU access to both sides of where MD24 separates this area of the county. Allowing VRU use of MD24 itself, would need significant changes to the road</p>
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an Uber just to get from one side of 24 to the other.

I am writing to express serious concerns regarding the safety of pedestrians within the highly congested corridor in Bel Air. This corridor, characterized by heavy vehicle traffic, frequent crossings, bus stops, proximity to residential areas/businesses, presents significant risks to individuals who must traverse it on foot, especially those with physical limitations ie blindness, hearing, limited walking.

Observations, including lack of safe crossing points, high vehicle speeds, poor visibility for pedestrians, absence of adequate lighting, frequent jaywalking, highlight the perilous conditions pedestrians currently face. There have been several near misses, reported accidents involving pedestrians, underscoring the immediate need for intervention before a more tragic event occurs.

To mitigate these dangers and ensure the well-being of our community members, I respectfully urge your department to consider implementing the following measures:

Improved Pedestrian Crossings:  
Installing more clearly marked crosswalks, potentially with flashing beacons or traffic signals, at key intersections and high-foot-traffic areas.

Enhanced Lighting: Increasing illumination along the corridor, particularly at intersections.

Dedicated Pedestrian Infrastructure:  
Where feasible, consider the development of separate pedestrian pathways (bridge) or sidewalks to provide a safe buffer from vehicular traffic.

Lack of safe shoulders and sidewalks.  
I95 has made it impossible for pedestrians to cross.

I represent the Town of Bel Air and increasing concerns of pedestrian/traffic safety and increasing traffic congestion along the Route 24 (Veteran's Memorial Highway). We experienced a fatal pedestrian crash at W. MacPhail Road

and pedestrians. No dedicated lane for cyclists or pedestrian.

Drivers not being aware of cyclists  
Similar to pedestrians -- making sure bike riders can safely cross at busy intersections. Dedicated bike lanes would be good to have along Route 924.

Lack of signage indicating that lanes can be shared between cyclists and auto drivers. Lack of traffic calming. Higher than usual speed limit. Speed limit should be limited to 25 MPH to 30 MPH max to avoid cyclist collisions.

itself and a culture change in how the local residents of the area already have been using it.

Police do not patrol and do not enforce safety violations. They will sit right next to you at a traffic light, watch the car run the red light because ours is green. And then just drive on their way. Drivers have no consequences, thats why its so dangerous here

Penalties for drivers who run red lights, block the intersection and crosswalks.

Bridges are absolutely needed, including a bridge from the mva to upper Chesapeake hospital. School kids can't safely walk to school if they miss the bus, especially if their parent has blindness or can't drive.

People on one side of 24 always use a car just to get from one side of 24 to the other, only because crossing is unsafe. Not having a bridge contributes to even MORE traffic.

Bridges would allow safe foot traffic to the hospital and the town, including bars, the courthouse, and the library. People who want to go into town should have a safe way to walk to and from this area.

Bridges are long overdue in all of Bel Air. No one should have to cross 24 as a pedestrian by crosswalk. it is a life gamble every time.

Make the engineers ride a bike across during peak traffic.

Crosswalk at intersections

There was an old social media personality that worked on transpiration design build projects in the Bay Area in California  
<https://www.strongtowns.org/journal/2025/6/5/vignesh-swaminathan-bottom-up>

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and Route 24 in December of 2023. The pedestrian crossed the intersection in an unsafe manner which contributed to his death.

We would request efforts on behalf of the State to improve safety, reduce congestion along the Route 24 corridor from Bel Air to Edgewood.

Heavy vehicle use at high speeds with no physical barrier between vehicles and pedestrians. No dedicated lane for cyclists or pedestrian.

Speed

Ensuring that pedestrians have sufficient time to get across the intersection of Route 1 and Route 24 and that signage indicating crosswalks is clear.

Along Emmorton Road, there are portions that do not have sidewalks, and people walk along the shoulder, even at night. More lighting is needed, especially in sections that don't have sidewalks.

Lack of sidewalks. Lack of bike lanes.  
Lack of protection of sidewalks and bike lanes.

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**DISTRICT 4**

**Harford County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
PULASKI HWY	US 40 (Pulaski Hwy) from MD 152 (Mountain Rd/Magnolia Rd) to MD 24 (Emmorton Rd)	<p>To busy of road for pedestrian traffic here.</p> <p>US-40 has high speed and high volume traffic, featuring long distances between signalized intersections, meaning that pedestrians often resort to crossing between traffic signals, looking for gaps in the traffic. There are also wide lanes and many lanes along US-40, making even signalized crossings dangerous for pedestrians. Additionally, slip lanes enable drivers to keep up speed through turns at some intersections, often endangering pedestrians when they refuse to yield to vulnerable road users. The corridor also has many commercial and residential destinations on both sides of it, with many pedestrians walking in the shoulder with no sidewalks.</p> <p>Pedestrians crossing ignoring the crosswalk signals. Crossing in the traffic, not at crosswalks, even climbing over the garden walls.</p> <p>Not much of sidewalks on either side of the road for pedestrians to walk on which makes it dangerous for pedestrians to walk.</p> <p>This is a short distance between # 152 and # 24 on US 40 - don't believe good for pedestrians.</p> <p>With the opening of north bound express lanes from Balto. City to Md. 24 takes the flow of 6 lanes of traffic merged down to 3 lanes at Md. 24 causes an overload of traffic diverted to Rt 40. This bottleneck causes severe safety issues for pedestrian and bike traffic. The engineers who did not anticipate this bottle neck should be fired.</p>	<p>Too many cars to ride your bike here safely in this tight area.</p> <p>US-40 has high speed and high volume traffic but no physical separation to protect cyclists from reckless and aggressive drivers. There are also wide lanes and many lanes along US-40, making even signalized crossings dangerous for cyclists. Additionally, slip lanes enable drivers to keep up speed through turns, often cutting off cyclists, at some intersections. The corridor also has many commercial and residential destinations on both sides of it, including many residents without access to vehicles.</p> <p>Weaving in and out of traffic.</p> <p>There are no bicycle lanes on either side of the road.</p> <p>This is a short distance between # 152 and # 24 on US 40 - don't believe good for cyclists.</p> <p>The above situation causes higher volumes of cars and trucks on highways not designed for it. I feel pedestrians and bikes should not be allowed in these areas as priority should be given to working people and the flow of goods and services in this critical area of transportation. It is not an area for recreation.</p>	<p>It's no way to improve the safety here there is not wide enough roadway.</p> <p>Shared use paths should be added to both sides of US-40 as per the 2021 Harford County Bike and Pedestrian Plan, which would also support the Baltimore Metropolitan Council's Bikeable Baltimore Region plan that designates US-40 as a Regional Bikeway. The corridor needs to have safer intersections with pedestrian refuge islands, leading pedestrian intervals, sidewalk bulbouts to decrease crossing distances, and more crossings per mile to provide more convenient and safe crossing options for pedestrians and cyclists. With a future pathway, this corridor would become part of the East Coast Greenway route from Maine to Florida.</p> <p>More sidewalks and inclusion of cyclists lanes</p> <p>Prohibit them from these dangerous areas for their own good, force them to go elsewhere.</p> <p>Laws that give pedestrians and Bicycles ROW are wrong, makes us all less safe and citizens should be more responsible for their own safety. Its impossible to stop heavy vehicles compared to a bike or pedestrian.</p>	<p>The 2021 Harford County Bicycle and Pedestrian Master Plan recommendation for the corridor's "Shared use path for entire US 40 right-of-way in Harford County"</p> <p><a href="https://harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/projectmap">https://harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/projectmap</a></p> <p>Bikeable Baltimore Region -- US-40 is a Regional Bikeway (as well as an MDOT bike spine route):</p> <p><a href="https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b">https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b</a></p> <p>Woke laws that encourage reliance on gov't for protection and discourage self reliance are wrong, bad for a society and do not improve safety, they worsen it. Prohibit bike and peds during rush hours in vulnerable areas. No way can you protect people from large machines, they protect themselves.</p>	<p>The above link recommends a shared use path. This is already part of the bike spine. Could become part of the East Coast Greenway, the most viable one to connect Harford and Baltimore Counties. There are a lot of pedestrian generators, pedestrians, bus routes.</p> <p>Bikeable Baltimore Region -- US-40 is a critical corridor:</p> <p><a href="https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b">https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b</a> as a "Regional Bikeway"</p> <p>US 40 recommendation from the Harford County Plan: "Shared use path for entire US 40 right-of-way in Harford County" <a href="https://harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/projectmap">https://harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/projectmap</a></p>

**DISTRICT 4**

**Harford County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
S PHILADELPHIA BLVD	US 40 (S Philadelphia Blvd) from MD 715 (Short La) to MD 132 (W Belair Ave)	<p>US-40 has high speed and high volume traffic, featuring long distances between signalized intersections, meaning that pedestrians often resort to crossing between traffic signals, looking for gaps in the traffic. There are also wide lanes and many lanes along US-40, making even signalized crossings dangerous for pedestrians. Additionally, slip lanes enable drivers to keep up speed through turns at some intersections, often endangering pedestrians when they refuse to yield to vulnerable road users. The corridor also has many commercial and residential destinations on both sides of it, along with a major transit hub for bus and train passengers.</p> <p>This area floods severe (cannot see or use sidewalks) several times a year with rain storms. The business at this intersection also experience flooding putting customers at risk.</p>	<p>High vehicle speed and volumes and lack of bike lanes or path</p> <p>US-40 has high speed and high volume traffic but no physical separation to protect cyclists from reckless and aggressive drivers. There are also wide lanes and many lanes along US-40, making even signalized crossings dangerous for cyclists. Additionally, slip lanes enable drivers to keep up speed through turns, often cutting off cyclists, at some intersections. The corridor also has many commercial and residential destinations on both sides of it, along with a major transit hub for bus and train passengers.</p> <p>The roads flood and bikes cannot use sidewalks as alternatives.</p>	<p>Shared-use path that would connect to the county's planned shared-use path along US 40 from Aberdeen to Havre de Grace</p> <p>Shared use paths should be added to both sides of US-40 as per the 2021 Harford County Bike and Pedestrian Plan, which would also support the Baltimore Metropolitan Council's Bikeable Baltimore Region plan that designates US-40 as a Regional Bikeway. The corridor needs to have safer intersections with pedestrian refuge islands, leading pedestrian intervals, sidewalk bulbouts to decrease crossing distances, and more crossings per mile to provide more convenient and safe crossing options for pedestrians and cyclists. With a future pathway, this corridor would become part of the East Coast Greenway route from Maine to Florida. This corridor is also part of Aberdeen's Transit-Oriented Development project that has funding to make the area more walkable and bikeable.</p> <p>Install new storm drains and rain water management, including rain gardens and nature inclusive projects.</p>	<p>The 2021 Harford County Bicycle and Pedestrian Master Plan recommendation for the corridor's "Shared use path for entire US 40 right-of-way in Harford County" <a href="https://harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/projectmap">https://harford-county-bike-ped-plan-harfordgis.hub.arcgis.com/pages/projectmap</a></p> <p>Bikeable Baltimore Region -- US-40 is a Regional Bikeway (as well as an MDOT bike spine route): <a href="https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b">https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b</a></p> <p>This segment of the corridor connects to the future shared use path between Aberdeen and Havre de Grace that was recently studied: <a href="https://publicinput.com/d7707">https://publicinput.com/d7707</a></p> <p>Our town cannot operate safely for pedestrians, either for business or those walking home from the AMTRAC marc station also at that intersection.</p>	<p>PSAP project</p> <p>Information on the US 40 PSAP project in Aberdeen: <a href="https://mdot-sha-us40-md22-to-md715-ha607b21-maryland.hub.arcgis.com/">https://mdot-sha-us40-md22-to-md715-ha607b21-maryland.hub.arcgis.com/</a></p> <p>Same comment as other US 40. There is a shared use path study that would connect into this, connects to Aberdeen MARC station. Scooter share in Aberdeen. Could be in the East Coast Greenway. Aberdeen to Havre de Grace - US40 Shared Use Path study: <a href="https://publicinput.com/d7707">https://publicinput.com/d7707</a></p>

**DISTRICT 4**

**General Comments**

- None.

DISTRICT 5

Anne Arundel County

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
TELEGRAPH RD	MD 170 (Telegraph Rd) from MD 32 to MD 174 (Reece Rd)	<p>No sidewalks for the majority of the road.</p> <p>Fast moving traffic and often no sidewalk</p> <p>No pedestrian path on East side of MD-170 under MD-32.</p> <p>Electric bikes, lets call them electric motorcycles, passing walkers and bicycles at a high rate of speed. They double the posted 15 mph speed limit. I have seen accidents already.</p> <p>Motorcycles should be on the street with other motorists. Not on hiker biker trails.</p>	<p>While there is a shoulder, there is no bike designation.</p> <p>No separation between cars and cyclists and lots of cars making turns across "bike lanes" (shoulders), and lots of debris in the shoulder.</p> <p>No bike path, lane, or shoulder to ride on - on the East side of MD-170 under MD-32.</p> <p>Electric bikes.</p>	<p>Fixed potholes</p> <p>Side walks and separated (flexi-posts?) and maintained bicycle lanes</p> <p>Have separation for bike and pedestrians from cars under MD-32.</p> <p>Repair root caused pavement bumps.</p>		<p>Travel between Odenton and BWI trail is usually along a different corridor. But the crossings on this could be improved and closing network gaps. Walk and Roll Anne Arundel shows the network gaps.</p> <p>MD 170 has just become more important for cycling as the new bridge makes it easier to get to the south end of it</p>

**DISTRICT 5**

**Anne Arundel County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
ANNAPOLIS RD	MD 175 (Annapolis Rd) from MD 170 (Telegraph Rd)/Piney Orchard Pkwy to MD 32	<p>More pedestrian crossing routes across MD 175 (Baldwin Road) to the fire station, as there are often food trucks for residents, but apartment residents to the north cannot safely cross the street without a car, or walk an extra mile to cross at a crosswalk to the east. The existing crosswalk on Town Center Blvd is hardly visible, doesn't allow much time to cross, and has unkept sidewalks on the west side sidewalks, and on the east side sidewalk approaching the MARC train. There is also no current walkway or cycle path going in either direction, should a person with to ride their bike to the train. The road is also dirty on the side, often with a lot of glass that would make cycling and walking dangerous should someone need to evade a driver.</p> <p>Lack of sidewalk or shared-use path to connect to the shared-use path on the west side of MD 32</p> <p>A continued lack of sidewalks that have been in the works for past 20 years but have not yet materialized even though funded by both the State and County. In addition there are inadequate pedestrian crossings around the Odenton Shopping Center with the medical office buildings on the opposite side of MD 175. The addition of a Starbucks is just going to exasperate the issue. The current traffic signalization lacks any sense as does the major entrance to the shopping center which would be better aligned with the entrances to 1130-32 Annapolis Road where the McDonalds is. With so many smaller properties that are entitled to access to MD 175 a lack of a center turn lane also creates additional challenges with stopped cars trying to execute a left hand turn.</p>	<p>Glass on the side of road, no shoulder or indicated cycle path; no safe crossing paths—except for the singular stop light at Town Center Blvd. The exit ramp east to 175 from MD 32 is also incredibly dangerous. Drivers are driving at excessive speeds both exiting MD 32 and continuing east on MD 175. If there is to be cycling or pedestrians walking near Baldwin (especially near the fire station's weekly food truck night), cars will likely not be able to slow down before striking someone.</p> <p>Lack of an adequate, continuous clean shoulder</p> <p>Lack of a bike lane or hiker/biker sidewalk that is required by new development according to the failed Odenton Town Center Plan but NOT required or provided for by existing development. This is in addition to the answers for the previous question as well.</p>	<p>Easily visible, colorful, well-lit, attention-grabbing crosswalks to enhance public safety to create a truly desirable transit-oriented development and community. Just east of the stoplight and off-ramp heading east at MD 32 &amp; MD 175, a traffic calming median to draw attention to a TOD community and (hopefully) future sight of crosswalks and a walkable, bikeable community beginning at Baldwin Ave. A partnership between the County, Odenton Town Center, and AACo Recs &amp; Parks would be desirable to identify a way to easily access the site of the future Odenton Park to the east of the bridge over the railway and to safely cross east/west on either side of the road instead of a narrow, exposed sidewalk with long weeds growing between the cracks on only the south side.</p> <p>Connect the sidewalks and connect through to the shared use path on the west side of MD 32</p> <p>Sidewalks, bike lanes, bus stops and revisions to the existing signalization. New crossings that are safe and do not put pedestrians and bikers into the middle of parking lots or ingress/egress points.</p>	<p>The current community has limited access to the MARC station and local businesses in the Odenton Town Center because of the dangerous, exposed streets that surround this area.</p> <p>The study area should extend under the MD 32 overpass to Llewellyn Road/Blue Water Boulevard, where additional bicycle and pedestrian amenities are located.</p> <p>There continues not just here but in most jurisdictions a lack of coordination between new development that brings tremendous tax base growth, revitalization of older areas and economic development, with existing improvements by the municipalities that would complete a unified safety enhancement. New development is required to provide infrastructure that is lacking on older properties where right of ways are sometimes there but not utilized to create a seamless enhanced improvements. Developers for instance are required to put in sidewalks or trails that are not connected to adjacent older developed properties. This sometimes places pedestrians and bikers in harms way because they are "thrown" back onto the road with cars and no where safe to go. Handicap cuts at corners with no sidewalk to cross too. And developers CANNOT be expected to foot that bill as well which is many times the suggested solution. When a new building is proposed by example, the municipalities should be required through existing tax payer funds to improve adjacent properties in a timely manner at a similar level required by the developer. Process and red tape continues to get in the way to allow this to happen. In Odenton for instance there are millions</p>	<p>This needs to go west to connect to the MD 32/MD 175 interchange where the shared-use path is. Trailhead on Piney Orchard is nearby and Odenton Rd sidepath.</p> <p>MD 170 has just become more important for cycling as the new bridge makes it easier to get to the south end of it</p> <p>The trail network is a very big part of this, but not all VRUs are going to be using the trail network but accessing businesses. This should focus on both. Fatal infrastructure review cases last week showed that we need to look at not just were we expect pedestrians/areas with some existing ped facilities but incidents are happening in other places as well.</p> <p>This could help with bike commuters to Fort Meade</p> <p>Looks like Odenton Road should be in the MD 175 corridor as a parallel option. Without forgetting about the need for crossing safety on both roads. And Town Center should be included as a way to cross MD 32 without going through the ramp intersections.</p>

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of dollars collected in a TIF fund that could easily fund things of this nature but no one seems to want to go through the "trouble" to make this happen. This is the same fund utilized to fund the MARC parking garage so it can be done and should be done for smaller projects too. That's what the fund was created for as I was intimately involved in that process! There also seems to be a tremendous lack of coordination between the departments within the County to accomplish such an endeavor of coordinating existing and future development improvements. Once again the easy way seems to just make the developers do it. This only increases development costs that are passed through to consumers through higher rents, sales prices and prices of goods and services from these developments that are over burdened already. Montgomery County a long time ago used to have a "fund" that was strictly utilized for improvements adjacent to new developments for sidewalks and bus stops. May still have but was very effective when they did.

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**DISTRICT 5**

**Anne Arundel County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
MOUNTAIN RD	MD 177 (Mountain Rd) from Loblolly La to Ventnor Rd	<p>No sidewalks</p> <p>we don't have sidewalks, many people have died on mt rd, we need bike lanes for bikes and walkers/handicap</p> <p>There are no sidewalks so pedestrians walk on uneven terrain and can easily trip and fall into traffic.</p> <p>There are no sidewalks or shoulders</p> <p>No sidewalk or crosswalks</p>	<p>Lane Width for vehicles and cyclists.</p> <p>No designated bike lanes</p> <p>not enough buffer for bikes</p> <p>"The road is too narrow to accommodate cyclists and vehicles so vehicles move into the middle lane some but only if that lane is available. If it is not available, there is no way to provide the 3' buffer required to the cyclist. When the middle lane is used for traffic flow, it is very difficult for a driver going either way to pass a cyclist, especially because the middle lane seems to become a fast lane with vehicles far exceeding the speed limit."</p> <p>There are no designated bike lanes</p> <p>No bike lane or crosswalk</p>	<p>Lane width.</p> <p>Sidewalks and bike lanes</p> <p>more bike lanes and room for walkers</p> <p>It's dangerous for pedestrians and cyclists to traverse Mountain Rd as it is today. Sidewalks would certainly help keep pedestrians safer and possibly cyclists too if they were allowed to use the sidewalks. Cyclists could get their own cycle lane to avoid having to use the sidewalks if, in fact, sidewalks are created. Cycle lanes could be between the sidewalk and current road. Installing sidewalks and cycle lanes only on one side of the road could accommodate both pedestrians and cyclists with crosswalks available every so often and would be more cost effective than on both sides of the road. One side is better than none.</p> <p>Sidewalks and designated bike lanes</p> <p>A sidewalk or bike lane with concrete safety barrier.</p>	<p>I am in walking distance of a grocery store but since there is no shoulder or sidewalk I have to walk on often high grass and wooded and viney landscapes to get there and back and I'm still uncomfortably close to cars driving past we dont have sidewalks, many people have died on mt rd, we need bike lanes for bikes and walkers/handicap</p> <p>Something is long overdue on 177.</p>	No comments
GOV RITCHIE HWY	MD 2 (Gov Ritchie Hwy) from MD 171 (Church St) to MD 170 (Belle Grove Rd)	<p>The sidewalks are very small or do not exist in some spaces of Route 2. The crosswalks are very far away from each other. People cross Route 2 dangerously.</p>	<p>There are a lot of large trucks on Route 2. There is not enough space for cyclists, and cars also go by too fast.</p>	<p>Pedestrian overpasses, creating a large separate bike and walking path down Route 2. There are so many huge parking lots along this area, it could definitely be changed.</p>	<p>The local Dept of Transportation recently did a mobility study and found many safety concerns.</p>	<p>PSAP project and a county project</p> <p>They have a program, supported by SHA, to deliver recovered/used bikes. They donate a lot of them to North County that don't have access to other modes of transportation, so there are a lot of bikes.</p> <p>A lot of density, living and working. Need safe facilities.</p> <p>County did a mobility study for all of Brooklyn Park that includes this corridor</p>
GOV RITCHIE HWY	MD 2 (Gov Ritchie Hwy) from MD 177 (Mountain Rd) to MD 648 E (Baltimore Annapolis Blvd)					<p>PSAP Cohort 1 is currently in design.</p> <p>Connection to B&amp;A trail, proposed SUP from mall to high school</p> <p>Information on this PSAP project: <a href="https://mdot-sha-md2-md177-to-md648-aa9695179-maryland.hub.arcgis.com/">https://mdot-sha-md2-md177-to-md648-aa9695179-maryland.hub.arcgis.com/</a></p>

**DISTRICT 5**

**Anne Arundel County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
GOV RITCHIE HWY	MD 2 (Gov Ritchie Hwy) from MD 648 D (Baltimore Annapolis Blvd) to MD 10 (Arundel Expwy)	<p>Lack of sidewalks and safe crossing locations between signalized intersections.</p> <p>Lack of sidewalks and crosswalks, lack of enforcement of speeders and aggressive drivers</p> <p>I was trying to click on rt 2/Ritchie hwy/450 past WW2 memorial and Rt 672/ B&amp;A toward Naval Station Annapolis (turns into greenbury point rd) - this road should be widened to accommodate bikers and walkers and/or install a sidewalk. Pedestrians and midshipmen use this road on a regular basis and it is very dangerous.</p> <p>No sidewalks for much of this corridor</p> <p>People in their cars not paying attention to the crossing signals or people crossing the street. Too many people are on their phones and not paying attention to driving on the road. Speed limits are not enforced throughout Anne Arundel County on any corridor.</p>	<p>High speed motor vehicles, no safe space allocated for bikes</p> <p>Lack of sidewalks, crosswalks, and protected bike lanes (not just share the road sharrows, but actual physical barriers for bikers), lack of enforcement of speeders and aggressive drivers.</p> <p>Road not wide enough and getting hit on blind turns</p> <p>No designated bike lane in this corridor.</p> <p>People in cars not paying attention and not obeying traffic signals, not giving pedestrians and cyclists the right of way and the speeding is ridiculous.</p>	<p>Mid "block" crossings between signalized intersections. Parking protected bike lanes in areas where zoning permits development up to the sidewalk. Changes to zoning and land use to make this corridor more dense and have more destinations accessible to people walking and biking, particularly grocery stores and schools.</p> <p>more crosswalks, more sidewalks, more protected bike lanes, more law enforcement</p> <p>widen the road or install sidewalk</p> <p>Sidewalks and a wide, designated bike lane, preferably physically separated from the roadway.</p> <p>Cyclists need their own lane. This "share the road" nonsense doesn't work. Cyclists need to use hand signals and this should be taught and enforced. Speed limits for cars should be enforced. Start using the speed cameras.</p>	<p>Connectivity would help - we have sidewalks that terminate randomly and don't allow you to safely get to shopping centers, Harris Teeter, Kinder Farm, B&amp;A trail, SPMS, etc.</p> <p>Enforce speed limits with speed cameras. Give cyclists their own lane.</p>	<p>The B&amp;A trail is parallel.</p> <p>MD 2 has a lot of vehicle volume and width. It is not a good road to cross. Wouldn't want to cross it.</p> <p>Magothy Rd crossing is important. A crossing to the south of the corridor at Jones Station Rd as it will be getting more bike/ped traffic with the completion of the Broadneck Peninsula Trail extension.</p>
GOV RITCHIE HWY	MD 2 (Gov Ritchie Hwy) from MD 710 (East Ordnance Rd) to MD 695 (Baltimore Beltway)					<p>There are many businesses so people are crossing midblock. Coming southbound over the hill sight distance may not be great.</p> <p>There is a project currently under design in this area that will include sidewalk and shared use path improvements.</p> <p>Designing for speed reduction as people come off of 695.</p> <p>Coming south off the 695 interchange getting to the MVA, crossing 3 lanes of traffic is not the most safe. Potentially making that first left into the MVA only for those already on MD 2 so they have to go down to the light and next entrance.</p> <p>Extending the channelization of the left turn could be looked at. Enough people cut across all of the lanes, which causes a problem.</p>

**DISTRICT 5**

**Anne Arundel County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
SOLOMONS ISLAND RD	MD 2 (Solomons Island Rd) from MD 214 (Central Ave) to Virginia Ave/MD 553 A (South River Rd S)	<p>No real sidewalks, have to walk in the street</p> <p>I walk along here daily to get to the stores along the route.</p> <p>Narrow road going down a peninsula. No shoulders for bikers trying to get to beach parks and other location not enough cross walks</p> <p>At Mitchell’s Chance Road and Maryland Route 2 (Solomons Island Rd.) the road needs brightly painted for pedestrian crosswalks.</p> <p>gaps in the sidewalk network; lack of pedestrian amenities and crosswalk at MD 2 and MD 214</p> <p>This is for route 261(Walnut Ave) in North Beach, MD. My wife was struck by an opposing vehicle while walking our dog. It is extremely dangerous since there are deep drainage ditches on both sides of the road with NO shoulder and the lanes are substandard width.</p> <p>We need sidewalks from south river high all the way down 214 east.</p>	<p>No bike lane</p> <p>Biking in the road is a bit dangerous with all the cars and its such a dense road. I would love that the bike bath would go across the bridge to be able to connect to the MD 450 (West St) from MD 393 (Old Solomons Island Rd) to MD 435 (Taylor Ave). Being able to go to Parole &amp; Annapolis would be amazing but those roads are already full of cars especially during rush hour</p> <p>No room for error with cars missing bike lanes</p> <p>MD (Solomons Island Rd) needs signs posted designating a cyclist lane. Plus road painted to emphasize use of cycling.</p> <p>This is for route 261(Walnut Ave) in North Beach, MD. I don't feel safe biking on this road due fact that there are blind turns and no safe zone for a biker to go since the road has no shoulder and has substandard lane width.</p> <p>No shoulder, no sidewalks, very unsafe.</p>	<p>sidewalk and bike lane</p> <p>barriers would be great but there is no room and for such a small corridor not connecting anything..... not worth it</p> <p>Widened road, bike lanes</p> <p>bike and/or walking lights in more intersections</p> <p>See above comments.</p> <p>Connect the sidewalks where there are gaps and create a crossing on MD 2 at MD 214 intersection (on the north side)</p> <p>This is for route 261(Walnut Ave) in North Beach, MD. I would like a closed drainage system installed with shoulder widening on at least one side of the road and/or a bike or walking path from Herrington Harbor South to the town of North Beach.</p> <p>Sidewalks from south river high down 214 east to the end of Beverly Beach and Shoreham Beach.</p>	<p>Residents of Anne Arundel County and surrounding Maryland neighborhoods need to help reduce vehicles from our roads. Our goal as yours is to make walking and cycling safe. Thank you for soliciting our thoughts and wishes. Sincerely, Millie Bowers</p> <p>This is for route 261(Walnut Ave) in North Beach, MD. Our citizens association has compiled a report with the concerns and actions we are requesting and can provide it on request.</p>	<p>There are plans for SUPs on MD 214, are there plans to connect to those? If the terminus could be moved a bit, could close a corridor gap. Some of these projects, as they move into planning may change termini or get split up as logical/practical endpoints come up</p>
CRAIN HWY	MD 3 Business (Crain Hwy) from IS 97 to MD 100	<p>Pedestrians are constantly Jay walking on this corridor. The amount of crosswalks seem sufficient.</p>	<p>There are no bike lanes what so ever. Cyclists are instructed to not use sidewalks but its not safe at all to drive a bicycle on this road.</p>	<p>An addition of a bicycle lane would be much more inclusive for hobbyists and those not able to afford vehicle ownership.</p>		<p>PSAP project underway: nearing end of planning phase (cohort 2)</p> <p>The schools in the area need to be considered</p> <p>PSAP projects have had one round of public engagement and SHA is getting ready for a second round.</p>
CRAIN HWY	MD 3 Business (Crain Hwy) from MD 174 (Quarterfield Rd) to MD 648 E (Baltimore Annapolis Blvd)					<p>VRU project underway: nearing end of planning, working on getting funding for design and working with the district.</p> <p>Need to think about the use of the area by VRUs. The Cromwell Light Rail is nearby and intersects with the B&amp;A trail.</p> <p>There are several bus stops that don’t align with intersections/crossings, which they are looking at</p>

**DISTRICT 5**

**Anne Arundel County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
WEST ST	MD 450 (West St) from MD 393 (Old Solomons Island Rd) to MD 435 (Taylor Ave)	<p>Neighborhoods across from Navy stadium unable to cross safely to and from Navy stadium. There is no cross walk over to stadium entrance by Melrose St. and Genessee. But there are 100+ families that live off Taylor avenue that cross the road. Cars speed down the road never stopping for pedestrians. My daughter has to cross to get to her bus stop on the other side of the stadium with cars zooming past and no one looking for pedestrians in this area.</p> <p>Separation between sidewalk and road, not enough crosswalks with lights. Having a safe place to cross the street. This is a major artery in and out of downtown Annapolis and is very crowded. There are limited crossings which is good for traffic but bad for pedestrians.</p> <p>Roads are too narrow</p> <p>None</p> <p>Traffic moving too quickly and not being sensitive to pedestrians in crosswalks. Cars are primary, and pedestrians are secondary on this corridor, meaning that if I am walking here, I must be fully aware that cars are not looking for a pedestrian to be walking in this corridor. Taylor Circle, in particular, is very dangerous; pedestrians must make absolute eye contact with drivers, or they will not stop when they are navigating the circle. Mind you, this route is an emergency walking route for students who attend Annapolis HS and Bate MS. I mostly never walk on this corridor because it is not a pleasant experience.</p> <p>Crossing the street</p> <p>Many parking lot openings that require drivers to drive over the sidewalk.</p>	<p>No shoulder on Taylor avenue for cyclist and terrible side walks. Even 30mph is too fast for this section of road that is in a very populated neighborhood.</p> <p>No designated bike lane, speed of cars on the road</p> <p>The bike path stretches behind West Street in a curvy, windy road that is not well marked and cars are definitely not aware they are supposed to share the lane. The edge of the road just fades into sand and vegetation in places.</p> <p>Roads are too narrow and Solomons road is in poor condition</p> <p>Cyclist should not be allowed. They are a hazard to everyone</p> <p>Drivers not giving appropriate space/right of way to bicyclists.</p> <p>There is no middle turning lane for cars, so if someone is making a left turn (going in either direction), the cars behind them will move over to the right lane to pass; they are not looking for cyclists, so this is a very dangerous corridor to ride a bike on. Most cyclists that I observe use the sidewalk exclusively, which then endangers pedestrians.</p> <p>Nowhere safe to bike (unsafe on sidewalks for pedestrians and crossing, very dangerous on roads)</p> <p>No bike lane, fast moving traffic, and sidewalk is inadequate for cycling on.</p> <p>There is not a consistent bike path from Taylor Ave to Old Solomon's Road or beyond. It is dangerous to ride in the road and impractical and dangerous to pedestrians to ride a bike on the sidewalk in places where there is not a parallel bike path as there is from Taylor Road to Admiral Drive.</p> <p>1. potholes</p>	<p>I would like to see more traffic calming along Taylor avenue by the Navy stadium. Also a pedestrian crosswalk that connects the neighborhoods off of Taylor to the Navy stadium. Someone will be hit here, it was almost my family after a stadium event.</p> <p>Wider sidewalk to road separation, lower traffic speed, decreased number of car lanes, addition of bike lane, increase number of safe pedestrian crosswalks</p> <p>Crosswalks and a better bike path.</p> <p>Bike lanes on all roads in Annapolis to include Bay Ridge road into Eastport. The roads are in bad shape and there is no bike lane.</p> <p>Ban cyclist.</p> <p>One specific suggestion is for an improved pedestrian crossing system at the Busch Library crossing on West St. Today it is very common for drivers to ignore the red light for pedestrians at that crossings.</p> <p>The corridor needs a middle turning lane down it. It is neither pedestrian nor cyclist-friendly. There is no thought of anything but cars being on this corridor, in my opinion.</p> <p>Bike lanes with physical barrier between bikes and cars, improved markings and lights at crosswalks</p> <p>Dedicated bike lane, widened and improved sidewalk, less parking lot entrances that require drivers to drive through the sidewalk.</p> <p>Finish a parallel bike path that would allow bikers to get from Taylor Ave out to at least Old Solomon's Road if not further out Defense Highway</p> <p>Repairs, and better maintenance, clean-up and beautification efforts, dedicated</p>	<p>The speeding on Rowe boulevard in to downtown Annapolis is also excessive and harmful to cyclists and pedestrians. The posted speed limit is 40mph along Rowe boulevard and over college creek. This should be considered a neighborhood and the speed limit should be dropped. Annapolis is a walkable community but Rowe is extremely unsafe for pedestrians because of the high speeds and lack of barriers</p> <p>Ridgley Avenue in Annapolis lack of pedestrian and bike infrastructure is a serious problem as this should be the alternative walk and bike route around Rowe Blvd and Bestgate Rd.</p> <p>Annapolis city roads, and the surrounding area, were not designed for cyclist. Please ban them on all city and county roads. They can go to local parks.</p> <p>There is at least one bus route that travels along this corridor and it should be given priority over other vehicle traffic if at all possible because it moves more people more efficiently than individual passenger cars.</p> <p>General's hwy between Bestgate road and Epping Forest road is in desperate need of a sidewalk. There is a well worn pedestrian path, indicating a vital need. There is a disabled adult that frequently walks there with no sidewalk, as well as others. There are also crosswalks needed at rolling knolls road and Epping Forest road. You think kids don't cross there? Think again. For example, Middle and high school students get dropped at rolling knolls by buses, then they make a mad dash across general's highway, very dangerous! Also a marked bike lane is</p>	<p>Annapolis City has plans to extend Poplar Trail west. Crossings of West St are a problem. People trying to travel east-west would be better to use. It would be important for this to connect to that. It should go further west. Need to consider how we get connected from the extended Poplar Trail from south of 450. People can travel from Pearl Town center to Annapolis</p> <p>They have a project right now for the feasibility study along this corridor that does go further west to MD 2. Thinking about connecting to Poplar trail would be good.</p> <p>Adding existing/planned trails and facilities would make this map easier to see the gaps and needs.</p> <p>The Poplar Trail and this corridor connecting to it is important for the Greenway.</p>

<p>Generally dilapidated sidewalk. Not enough crosswalks.</p> <p>This is a very heavily trafficked area and crosswalks are complicated for pedestrians. Since The Lighthouse Shelter is near this area, there are regular pedestrians, some of whom are walking bicycles due to the heavy traffic and lack of safe lanes for cyclists.</p> <p>Cars turning into and out of parking lots as well as crossing the street</p> <p>This corridor should expand from the West Street Circle where West Street intersects with Taylor Avenue all along Taylor Avenue up through Rowe Boulevard.</p> <p>Crossings of West St and of side streets with West St leave pedestrians vulnerable with wide intersections that vehicles can keep their speed as they turn, not yielding to pedestrians.</p> <p>A long stretch of sidewalk on both sides of the road has utility poles in the middle of it, making it almost completely unusable to walk on and not accessible at all for people in wheelchairs. Sidewalks are too close to the road and there are too many driveways crossing the path. Crossing at driveways is dangerous because drivers don't look before they drive through. There is no safe way to cross most intersections in the corridor, even the ones with signals. If you're at the NE corner of MD2/West Street, there is no pedestrian crossing to cross either West Street or MD2. The two intersection legs that do have pedestrian crossings at that intersection are unsafe, and are often blocked by cars. - Several pedestrians have been killed by car drivers at the MD2/West Street intersection and it is shocking that nothing has done to make the intersection safer.</p> <p>Ample time and space to cross intersections safely.</p> <p>Vehicles not heeding pedestrians in crosswalks; vehicles driving too fast on West St.</p>	<p>2. road debris (trash, glass, etc.)</p> <p>3. no dedicated bike lane</p> <p>4. this is a "stroad" and with the high volume of vehicles turning onto and off of the thoroughfare, driver visibility of cyclists is very impaired, particularly when vehicles are attempting to pass at speed another vehicle stopped in the turn lane waiting for oncoming traffic to pass before turning"</p> <p>Very difficult for cyclists - the few I see are walking bicycles due to the heavy traffic and lack of safe lanes for cyclists.</p> <p>There are no bike lanes, let alone a protected facility for biking. The road's 4-lane width leads to speeding and dangerous conditions for biking without protection from traffic.</p> <p>There is no safe place to cycle on the road. There is no shoulder. Cars are constantly cutting both left and right without looking to get around turning vehicles. There are too many driveways and cross streets along the route where people don't look before entering/leaving the roadway. This is especially problematic at right turns, including vehicles turning right at red lights. Even though bikes are now allowed on the sidewalk, there are utility poles in the sidewalk that you can't bike around.</p> <p>No designated bike lane or bike crossings.</p> <p>Drivers not being sensitive and aware of bicycles; vehicles driving too fast on West St.</p> <p>Having ridden this exact route for nearly 50 years, the road hasn't changed, but the increased traffic has created a real risk to pedestrians as well as bikers.</p> <p>No wide shoulder or bike lanes.</p> <p>There's little room</p> <p>No shoulder. High volume and high speed vehicle traffic. Narrow sidewalks</p> <p>High speeds for cars and no lanes for bikes</p> <p>No bike paths</p>	<p>lanes that are more friendly for pedestrians and cyclists</p> <p>Bike lanes and reduced speed</p> <p>Unfortunately this is a main traffic corridor into Annapolis. Cross walks need to be made more obvious as they are often ignored. Perhaps more lights like the one near the Busch library would be helpful for pedestrian crossings</p> <p>Crosswalk to allow pedestrians and cyclists to cross from east side of Taylor Avenue to west side of Taylor Avenue close to where Genessee Street intersects with Taylor Avenue</p> <p>Safer crossings and a shared use path to extend the Poplar Trail as part of the Anne Arundel Trail Network and East Coast Greenway</p> <p>The road should be one vehicle lane in each direction with a central turn lane. The extra width should be used to provide walking/biking space that doesn't have utility poles in the middle of it, with a horizontal separation from cars if possible, or a vertical barrier if there isn't room for horizontal separation. The walking/biking route needs to be connected to the rest of the sidewalk/bikeway network in the city and in Parole, including safe crossings across Route 2. Reduce/combine driveways entering the road.</p> <p>Provide better transit to reduce reliance on cars. Add red light cameras at every intersection. "</p> <p>Designated bike lane.</p> <p>Better markings, including pedestrian-activated yellow flashing light for crosswalks</p> <p>A bike lane would require widening the corridor. That would work.</p> <p>Bike lanes</p> <p>Allow cyclist to share sidewalk with pedestrian with strict rules of dismounting when passing pedestrians.</p> <p>Have a separate lane for bicycles</p> <p>Lighted cross walks with signals and bike lanes</p>	<p>needed on general highway and often used Epping Forest road</p>
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This corridor is mixed with busy traffic. Walking here 'feels' dangerous. There is no shoulder, and while walking is not comfortable, bikes are most definitely not an option.

Unsafe pedestrian crosswalks. High volume and high speed vehicle traffic. Narrow sidewalks.

Not enough lighted cross walks and bike lanes

No sidewalks no crosswalks to stadium

Cars drive extremely fast going past the Navy football stadium. There is heavy foot traffic from the Genessee Street neighborhood and the sidewalk along taylor getting over to the stadium. Crossing is dangerous. The sidewalk is busy so going down a good distance to the other crosswalk is challenging. The corner from Melrose to taylor is blind causing cars to not see pedestrians clearly when you head that way from Genessee. There needs to be a second crosswalk near Genessee Street to get over to the Navy stadium walking areas more safely.

Sidewalks are narrow and often blocked by telephone poles. The sidewalk should be wide enough for two people to walk side-by-side. This area of West Street, especially at night, it's not pedestrian friendly to walk alone.

I did not ride my bike on this part of West Street

Consistent sidewalks and cross walks across Taylor from neighborhoods on Melrose Genessee and Glenwood Sidewalks on both sides. A crosswalk by Genessee street.

Wider sidewalks, pedestrian indicators to cross streets

**DISTRICT 5**

**Anne Arundel County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
8TH AVE	8th Ave NW from MD 648 E (Baltimore Annapolis Blvd) to MD 3 Business (Crain Hwy)					There is a development nearby that is going to be a mixed use development that the county just sold the land. 7409 MD 648. There is industrial nearby and people ride the light rail and then walk to work.

**DISTRICT 5**

**St. Mary's County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
THREE NOTCH RD	MD 235 (Three Notch Rd) from MD 246 (Cedar Point Road) to MD 237 (Chancellors Run Rd)	<p>Lack of continuous sidewalks.</p> <p>None.</p> <p>Gaps in Crosswalks and the sidewalks do not consistently connect to businesses. Meaning someone with limited mobility usually has to navigate road entrance and parking lots to connect with destination.</p> <p>Impossible for pedestrians! Speed and lack of safety for anyone that is walking or driving.</p>	<p>Lack of any substantial bike infrastructure , especially protected bike lanes.</p> <p>Cyclists always, and intentional fail, to follow standard traffic safety laws, and in doing, so endanger themselves and others. Their thinking is they are the kings of the road and can do no wrong. They are the cause of their own deaths, or injuries, in 99% of cases. They will intentionally ride in a vehicle travel lane causing backups, because they can. This applies to all corridors, everywhere. They do not belong on vehicle travel roads and should be forced to only use indicated bicycle travel lanes, or vehicle travel lane shoulders of appropriate width.</p> <p>Bike lanes too narrow. Wish entire corridor had side paths.</p> <p>Impossible for cycling. Speed on road is in safe. No bike lanes that are safe for cars.</p>	<p>Protected bike lanes or a superset bike/pedestrian path in this area would promote other modes of transportation other than focusing on cars.</p> <p>Apply, and strongly enforce, traffic laws to all cyclists. Until this is done, regardless of any so called improvements, accident deaths and injuries will continue to happen.</p> <p>Connect sidewalks to destinations. Require businesses connect sidewalks without forcing people to walk in roads.</p> <p>Lanes that are protected from car traffic. Cars are constantly hitting each other but cyclists or pedestrians are in danger on that road."</p>	<p>Speed is a critical factor in this area which necessitates the importance of protected or separated bike and pedestrian infrastructure.</p>	<p>PSAP project that is nearing the end of planning process</p> <p>Many of the spot improvements are captured in the identified corridors. MD 237 intersection. Does this include trail and river crossings.</p> <p>This corridor includes Gate 1 and Gate 2.</p>
GREAT MILLS RD	MD 246 (Great Mills Rd) from MD 237 (Chancellors Run Rd) to FDR Blvd	<p>Sidewalks could be better maintained. The one on the northbound side gets fairly heavy use - including bicycles (since the road itself has no shoulder) and should be widened. Numerous store cuts. Entrances to St. Mary's Square particularly tricky. Some pretty big gaps between crossing lights below St. Mary's Square- how about mid block crossing lights (safer).</p> <p>Not enough space to safely combine walking, biking, and electric scooters.</p> <p>Pedestrians are not safe to walk anywhere in Maryland due to the crime and illegal aliens driving vehicles without insurance. Maryland's lax laws allow criminals more rights than citizens.</p> <p>Not safe</p>	<p>No road shoulder so must share narrow sidewalk with pedestrians. Sidewalk is very uneven wherever there are storm drain covers resulting in big bumps. Access to crossing buttons is awkward.</p> <p>No lanes for bikes.</p> <p>Cyclists should pay taxes and registration to use Maryland roadways, just like vehicles. Amish buggies should pay as well!</p> <p>Not safe</p>	<p>Development is a multiuser trail on at least one side of the road (if only one side, prefer on the Northbound side of the road). Improved crossings - best would be mid-block crossings.</p> <p>Wide bike and scooter lanes so pedestrians can use the sidewalk and bikes and scooters can use the bike lanes.</p> <p>I would like to see lazy state highway workers actually working. Vegetation has grown so bad over signage throughout the state! It seems the old school workers must have retired because the roadway signs are blocked and you can't see where you need to turn, esp on 301 and throughout Maryland major roadways.</p> <p>Lanes that are protected from traffic</p>	<p>My wife and I regularly use this corridor by bicycle to run errands</p> <p>Ridiculous to spend so much money on bike lanes on highways! What kind of stupid are Democrats? Foolish idiots.</p>	<p>No comments</p>

**DISTRICT 5**

**St. Mary's County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
GREAT MILLS RD	MD 246 (Great Mills Rd) from MD 5 (Point Lookout Rd) to MD 237 (Chancellors Run Rd)	Narrow, poorly maintained, and bumpy sidewalks directly adjacent to traffic. Few highway crossings. users of the local bus either jaywalk to cross the highway or have to walk long distances to reach marked crossings.	I must use the sidewalks since the highway has no shoulders (I will not use travel lanes on a multi-lane highway). Lack of safe road crossings.	Develop a multiple trail on the northbound side of the corridor since most services along the corridor are on that side. Trails on both sides would be better. If it is not possible to have such trails, please make wider sidewalks, and sidewalks without big bumps at each storm drain cover. Provide more highway crossings - best between intersections.	Much of this highway segment has a wide center turn lane - maybe part of this could be given a road diet to provide room for multi-use trail development	Great Mills and MD 5 intersection, a lot of bike and pedestrian traffic. Doesn't remember seeing crosswalks or lights there. There are transit independent individuals. There is a Sheetz and some nearby apartments so you see a lot of peds and bikes

**DISTRICT 5**  
**Charles County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
CRAIN HWY	US 301 (Crain Hwy) from Billingsley Rd to MD 228 (Berry Rd)/MD 5 Business (Leonardtown Rd)	1 crosswalks/sidewalks No pedestrian bridge to cross 301 at Smallwood Drive.	No cycle paths No designated bike lane, drivers passing on shoulder and drivers excessive speed No bike lanes	Walking/biking path and crosswalks with the lights that flash to allow people to cross Pedestrian bridges crossing 301		No comments
CRAIN HWY	US 301 (Crain Hwy) from MD 225 (Hawthorne Rd)/Hawthorne Dr to MD 227 (Marshall Corner Rd)/Willetts Crossing Rd	People walk along the shoulders	I do not see cyclists here	Sidewalks and a pedestrian bridge.	301 is a highway but locals use it for getting around.	Note that 301 in Charles only has a single crosswalk, at Rt. 6. So just adding pedestrian crossings to the light cycles could help address safety. Very heavily trafficked due to coming out of La Plata and into a school, SHA finally fixed the guardrail that was making cyclists and pedestrians have to go closer to the roadway. Could use more crossing.
CRAIN HWY	US 301 (Crain Hwy) from MD 228 (Berry Rd)/MD 5 Business (Leonardtown Rd) to MD 5 K (Mattawoman Dr)	No controlled crosswalks across Rt 301, anywhere, in Charles County. Crossing the highway	Cyclists on the highway	Why does it take someone to get killed before a cross walk is installed? Look up Brandywine Crossing just North on 301 in PG. It was approved and built without crosswalks, it took more than one death before they were installed. Now look at Waldorf Station, just over the PG line in Charles. That development is the county's first TOD. It is suppose to be a walkable neighborhood. There are no plans for a controlled crosswalk across Rt. 301, just how is it walkable? How many deaths will it take, then after the fact crosswalks get installed. This would not be happening if it was Montgomery County. I have no solutions except the law allowing cyclists should have never been passed and I would never try to cross any roadway in the county with all this traffic plus the continuance of building and folks descending upon what used to be a great place to live! I wis you luck and God speed."	The county government needs to stop the growth of development resulting in increased population that makes your job more difficult. Good luck!	No comments

**DISTRICT 5**

**Charles County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
CRAIN HWY	US 301 (Crain Hwy) from MD 6 (Port Tobacco Rd/Charles St) to MD 225 (Hawthorne Rd)/Hawthorne Dr	<p>Sidewalk access is piecemeal, with maybe one in four parcels having a sidewalk along this major highway corridor. I have personally seen elderly individuals with electric wheelchairs having to navigate within the lanes of traffic because there is no infrastructure for them to get around. Pedestrians navigating back from the nearby shopping center regularly have to carry their groceries on foot within the shoulder next to traffic going 50 mph.</p> <p>No pedestrian walkways or crossings</p> <p>People crossing 301 to get to or from McDonald's. People walking in the shoulders. Kids from the neighborhoods behind McDonalds wanting to go to the stores on 301 but having no safe way to get there. People walking in the shoulders. It is super uncomfortable to cross 301 to go from one side to the other on Rte 6 even at the crosswalk.</p> <p>There is no place for a pedestrian to walk.</p>	<p>There are no bike lanes or sidewalks to navigate within.</p> <p>No separate bike lanes - you are biking with high speed traffic and turns</p> <p>Riding in the shoulders.</p> <p>Cyclist are committed to using the shoulder which isn't always safe.</p>	<p>Shared use bicycle/walking paths or at least comprehensive sidewalk connectivity along the whole 301 corridor. Although this comment is linked just to the stretch leading to Hawthorne, sidewalk connectivity from La Plata to Waldorf is necessary given the high number of pedestrians who utilize this corridor.</p> <p>Slow down traffic in this section - speeds too high for heavy local usage of stores and businesses</p> <p>Sidewalks. Better traffic flow so people stop driving in the shoulders before the turn lane begins.</p> <p>Dedicated cyclist/pedestrian lane or lines</p>	<p>301 is used by locals to get around.</p> <p>Pedestrian viadoc across the highway and dedicated lines for cyclist and wanderers will help spare their lives.</p>	No comments
Smallwood Dr W	Smallwood Dr W from Middletown Rd to US 301 (Crain Hwy)	<p>Speeds through school zones are a major concern, even when cameras are in place (drivers slam on breaks right before the cameras). The area in front of Wade during pick up time, or drop off, is especially dangerous. When drivers try to cut the lanes to head the other way.</p>	<p>Speed of drivers who feel cyclists should not be on the road. Again speed is a major problem. Even the crossing lights, drivers don't care. In some areas there isn't a shoulder for the cyclists.</p>	<p>More speed enforcement. More crossing lights. Bike path</p>		<p>Did safety highway plan and identified that it is a very bad intersection with Smallwood. Might want to coordinate with the study happening.</p>
Western Pkwy	Western Pkwy from Saint Patricks Dr to MD 228 (Berry Rd)					<p>Heavy retail on east side, large source of destinations.</p>

**DISTRICT 5**

**General Comments**

- None.

**DISTRICT 6**

**Washington County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
BURHANS BLVD	US 11 (Burhans Blvd) from Cushwas Alley to US 40 (Franklin St)					Challenging corridor. Could use a road diet going into Antietam where it is 4 lanes. It then becomes more developed. Lots of below grade driveways going into many plazas. There are many midblock crossings between the US 40 couplets. There was a corridor safety plan. This corridor popped up on crossing, intersection, and speeding issues. The city has tried different things to stop the crossings like flex posts.
VIRGINIA AVE	US 11 (Virginia Ave) from IS 81 (Maryland Veterans Memorial Hwy) to US 11 (Burhans Blvd)/W Wilson Blvd					A lot of progress for conceptual safety improvements has just been completed. The intersection with Halfway is an area of issue. There are several elementary schools off of this corridor. There are very wide shoulders, could have bike lanes or sidewalks, though there are many driveways.
N MAIN ST	US 40 Alternative (N Main St) from MD 68 (Lappans Rd/Chase Six Blvd) to MD 66 (Maple Ave)					The Campus Avenue has many schools, so there are a lot of buses and VRUs at the south end. The intersection with Chase Six Blvd is going to be connected to MD 66 within the next year, so traffic and pedestrian patterns may change. Good opportunity for VRU upgrades.
MARYLAND VETERANS MEMORIAL HWY	US 40 from IS 81 (Maryland Veterans Memorial Hwy) to IS 70 (Eisenhower Memorial Hwy)	The portion of this road that turns into Salem Ave is a pedestrian corridor for elementary aged children to walk to school. The safety of young children is the main concern that I see!	The roads are pretty narrow when the street parking is taken up.	More barrier or possible traffic calming art or bump outs		PSAP project: <a href="https://mdot-sha-us40-garland-groh-blvd-to-all-star-ct-wa809b21-maryland.hub.arcgis.com/">https://mdot-sha-us40-garland-groh-blvd-to-all-star-ct-wa809b21-maryland.hub.arcgis.com/</a> They are nearing end of the sidewalks Phase 2 project.
ANTIETAM ST	Antietam St from US 11 (Burhans Blvd) to Cleveland Ave					On the west end, there was community push back against the idea of one way to improve safety. There are redevelopment and midblock crossings along the corridor. This crosses the Cultural Trail. There is a new parking deck at the stadium, bring in foot traffic.

**DISTRICT 6**

**Washington County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
MASSEY BLVD	Massey Blvd from US 11 (Virginia Ave) to Halfway Blvd					Corridor passes by the mall, heavy transit stops nearby with pedestrians. Mini 4 lane divided highway, so speeds can get high. Halfway Blvd has a lot of trucks as there are distribution centers nearby. Offset at-grade rail crossing with the rail on the east side.
OAK HILL AVE	Oak Hill Ave from Potomac Ave/Potomac St to Cathedral Ave					Significant speeding issues. Wide pavement. Oak Hill and Northern intersection has the elementary school and middle school. There is a bike box, and bike facilities. There was a fatality.
SUMMIT AVE	Summit Ave from Virginia Ave to US 40 (Washington St)					The southern end has the Cultural Trail. The large roundabout is nearby. There are a lot of things nearby with pedestrians. Summit is a one way heading north. There is a lot of foot traffic due to the things nearby. There are lots of VRU generators near here including a minor league baseball stadium, the county commissions office, courthouse, and children’s museum.

**DISTRICT 6**

**General Comments**

- None.

**DISTRICT 7**

**Carroll County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
BALTIMORE BLVD	MD 140 (Baltimore Blvd) from Arnold Road (Carroll County Northern Landfill) to MD 97 (Malcolm Dr)	<p>Vulnerable Road User is a miscategorization; it would be more appropriate to use the term non-motor traffic. Pedestrians in general seem to be unaware of the physics involved between themselves and motor traffic and appear to expect motor traffic to be as nimble as a pedestrian.</p> <p>Crossing MD 140 is extremely dangerous!</p> <p>Screw the pedestrians. No need for them on 140.</p> <p>there isn't even a sidewalk in this area.</p>	<p>Cyclists in general seem to be unaware of the physics involved between themselves and motor traffic and appear to expect motor traffic to be as nimble as a non-motor traffic and expect motor traffic to yield even when doing so is not appropriate.</p> <p>Wreckers drivers!</p> <p>Screw the bicyclists. No need for them on 140.</p> <p>cycling along the 140 corridor is unacceptably dangerous. there is no physical separation from high-speed traffic. as an experienced and avid cyclist (&gt;4,000 miles per year) i would never ride on this bike lane.</p>	<p>Prohibiting non-motor traffic from the highway is the only way to prevent related pedestrian and cyclist injuries.</p> <p>Crosswalks at all intersections; stop ALL traffic when pedestrian presses button</p> <p>Faster speed limits.</p> <p>this area needs a physical barrier to protect cyclists or preferably, a completely separate bike path..</p>	<p>The laws of physics make non-motor traffic interaction with motor traffic inherently dangerous. Segregating non-motor traffic away from motor traffic is the only viable solution.</p> <p>I teach at Winters Mill high school; my students are lower income, they need to safely cross MD 140 for work after school to help support their families!</p>	<p>The districts project stops north of MD 97. They did change speed limits within the last year to improve the speed transition as the density changes along the corridor.</p>

**DISTRICT 7**

**Carroll County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
BALTIMORE BLVD	MD 140 (Baltimore Blvd) from MD 97 (Malcolm Dr) to MD 27 (Manchester Rd)	<p>Two things: lights not synced at cranberry center and Gorsuch. they need to be all red together all green together. the traffic overcrowding is awful and makes the road unsafe. and I just had to google map it NONE if those intersections have crosswalks. 97, Gorsuch, center or cranberry rd. not ONE.</p> <p>People walking along the side of the road, usually on 140 West from the exit on 27 towards Goodwill. People jaywalking from Goodwill across to Chick Fil A and Food Lion shopping center. You should survey about 140, Royer Rd to the Best Western intersection. People walk on the skinny shoulder against the jersey wall and guard rail everyday trying to get from the Greens/ Meadowcreek apartments down to the Safeway shopping center. The turn from Royer onto 140 is dangerous because drivers can't see if there is a person walking there.</p> <p>In my experience, the primary pedestrian safety concerns are two. First, there is the intersection between MD 140 and Center Street. It is a wide intersection and scary to cross as a pedestrian. I think the yield allowing traffic to merge onto eastbound 140 from Center Street makes things especially challenging. The second concern is that there are not enough places for pedestrians to cross safely between Center Street and MD 97, and you often see pedestrians crossing between intersections to get to the shopping centers on both sides of MD 140 in that stretch of road.</p>	<p>cyclists constantly get in cars ways bike lanes or not. they're not considerate at all. but I would say add more bike lanes and rules for them.</p> <p>I have never seen a cyclist on 140.</p>	<p>drivers beed safety too. cops need to pull over jaywalkers, people driving under the limit, people texting, people not using blinkers not checking blindspots before merging, running red lights and stop signs, blocking intersection. just cuz someones going 5-10 over will always be dead last on the causes of accidents around here. and people doing 20+ over, passing on double yellows. why is it ALWAYS speed traps and not ROAD safety. ****, cops here do 20 over themselves without their emergency lights!</p> <p>ok let me get back to peds and bikes. all 140 lights need better syncing. sidewalks need repaved and to literally go all the way down both sides of 140 not a **** boardwalk on 27. we need bike lanes, crosswalks at EVERY intersection and Englar Road&amp;140 and maybe even Malcolm Drive&amp;97 intersections could benefit from being converted into massive traffic circles like in Hampstead. Roads downtown and alleys and sidewalks need paved and redone - we see yall ignoring the "ghetto" areas like Baltimore does. they need to stop building neighborhoods without building the roads to accommodate the massive build up of traffic thats ruined this area. and there needs to be a sign (west) before goodwill over the bridge that tells people the 4 lanes, 31, 140, 97, Sullivan so people start merging at the bridge and not at roy rogers where the sign is now. there needs to be a second sign at the bridge over 27.</p> <p>I would like to see a pedestrian bridge at Center Street, but short of that, I think removing the yield to merge from Center Street to 140 would be helpful to pedestrians and drivers alike.</p>	<p>stop adding people to a "country" town. this isn't Columbia. we cant accommodate a suburb.</p>	<p>The district is working on looking at signalized intersections. And longitudinal sidewalk. The intersections are the biggest issue</p>

**DISTRICT 7**

**Carroll County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
W MAIN ST	W Main St from MD 852K (New Windsor Rd) to MD 27 (Railroad Ave/Liberty St)	<p>Crosswalks everywhere. and repaved sidewalks and roads.</p> <p>The primary concern here is the visibility of pedestrians to drivers at the complex intersection between West Main Street, Old New Windsor Pike, and Uniontown Road at McDaniel College. My family and I walk here frequently, and it is always a nerve-wracking experience to cross over Uniontown and Main Streets. Cars often do not stop completely at the four-way stop, cars coming down Main Street toward that intersection often do not slow down enough at the yield for the smaller pedestrian crossing just before the four-way stop, and cars coming down Uniontown Road toward downtown Westminster have trouble seeing pedestrians. In addition, the four-way stop between Main Street/Uniontown Road/Old New Windsor Pike is strangely shaped, and pedestrians often must walk across two dangerous crossings or attempt to cross through the middle of the intersection to get from the east side of Old New Windsor Pike to the sidewalk on the west side of Main Street.</p> <p>A secondary concern is that the neighborhood to the southwest of Main Street (Green Street) has been designated, mostly, as an area without school-provided transportation for West Middle School. This means middle schoolers must walk from the neighborhood to school and back, crossing both W Main Street and Pennsylvania Avenue. Even with the pedestrian crossing signals recently installed, which are a nice improvement, vehicles often do not slow down for pedestrians.</p>	<p>make them use sidewalks or somehow squeeze in a bike lane but good luck.</p> <p>I have not cycled here much, but I would be very nervous about lines of sight as a cyclist at the intersection of W Main Street, Uniontown Road, and Old New Windsor Pike.</p>	<p>i want to add to another area. Pleasant Valley and 140 needs a light that from 5a-8am changes cycles and 4pm-6pm. the remaining hours it can be flashing yellow/flashing red but during rush hour there NEEDS to be a break in traffic because people on pleasant valley sit sometimes 10-20 minutes trying to get out and its horrendous.</p> <p>the merge lane on 97 by the new rofo needs to be longer (the far right that turns into corp center drive) the pond/park off the 97 ramp is wildly dangerous to be there and needs a new road/entrance from the hills on the back of corp center drive. the half *** circle on Sullivan road needs demolished and have a normal neighborhood entrance cuz what the **** even is that garbage. 97 needs widened if thats even physically possible from corp center to bachmans. all of downtown Westminster every road every alley every everything needs repaved and all the sidewalks redone too. part of me wishes all of PA Ave could be demo'd and townhouses installed with parking lots BEHIND them for those who live there. see- the townhouses off 140 past Taneytown at the corner of harney road. very nice aesthetic and yards too.</p> <p>the merge lanes/design of 140 and i think now mayberry? also need to be done at tyrone, baughers and hughes shop as large and long and wide as the mayberry/pvalley ones.</p> <p>31 needs to be a **** 3way light. people should be able to make a left on 140 from 31 and idiots are always crashing at that **** stupid **** blinking light. u can keep the merge lane from 31 to 140/97 exit and merge lane from 140 onto 31 but the rest needs to be changed into a 3 way intersection. or</p>	reevaluate everything for real.	No comments

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ya know what? add another \*\*\*\* traffic circle cuz it sucks there as well.  
and the traffic circle on old west pike?  
\*\*\*\* connect it to 140 through old balt road. figure it out.  
and where stonegate "almost connects" to other roads like woodside and stuff  
CONNECT THEM. alleviate traffic jams already!  
I wonder if a full traffic circle could help the issues I described at W Main Street/Uniontown/Old New Windsor Pike. If not a traffic circle, then definitely better signage and maybe even a pedestrian crossing signal could improve things.  
For the middle schoolers, I think crossing guards would be best.

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**DISTRICT 7**

**Frederick County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
WOODSBORO PIKE	MD 194 (Woodsboro Pike) from Antietam Dr to Nicodemus Rd	high speed, nearby high school with high risk new/young drivers during school year	high rate of speed, debris on shoulders, no designated bike lanes, nearby high school with high risk new/young drivers during school year, shoulder varies in width	designated crosswalk, designated bike lanes, clear signage and lights that correspond		Goes by several schools and a fire company 194 through Walkersville has been a problem in the county. Developments expanding very quickly in the area, using this road to get to the highway. MD 194 is a dangerous road in this area. High speeds. Fredrick County rural roads/multi use roads. Part of the Rustic Roads Commission of Fredrick County. Bike route in the northeast part of the county bike bridge.
W PATRICK ST	US 40 (Baltimore National Pike/W Patrick St) from Kehne Rd to US 15 (Frederick Freeway)	Sidewalks are too narrow and missing in spots This Section of W. Patrick Street and many of the other listed Corridor's in Frederick County are located within the City of Frederick. There are many MDOT/SHA projects affecting Frederick County's multi-use slow roads that MDOT needs to analyze how best to improve the structures without negatively impacting the other-use patterns. Hessong Bridge Road Bridge is one such project, the other is closing a ford (one of only 2 remaining in F.C.) on Prices Distillery Rd. Thank you. Wide, multi-lane roadway takes a long time to cross Minimal pedestrian crossing options and the lights are not long enough. Sidewalk within feet of 8 lanes of car traffic	Too much traffic, road too narrow for bicycles. We need wide pathways along roadsides to accommodate walkers and riders. Are we creating these bike lanes for amateur bike groups or the true public to ride bikes for pleasure, school, work, errands? Asking because they don't work for the general public. Not safe enough. We need a better solution to encourage more walkers and riders. Even though the speed limit was recently lowered, the high volume of traffic and lack of bike lanes makes this a road cyclists avoid. You would have to have a death wish to cycle along this stretch of US-40. It is a multilane stroad, that by its physical design invites high speed car travel, not to mention all the strip malls that people are turning into and out of. No bike lanes, no infrastructure, 8 lanes of car traffic	Wide sidewalks/pathways for all non-motorized use, both sides of road, more traffic control, more safe clear road crossing opportunities. Separate bike/pedestrian lane would be ideal. In lieu of that, a bike lane (ideally protected) on each side of the road. Pedestrians would benefit from extra time via a head start (ped x-ing signal with delayed green) It would need to be part of a broad re-zoning of the Golden Mile, but a central lane for dedicated bus and cycling travel where the median is now. Along with shelters in that median. Remove lanes, road diet, bike and bus lanes and widened (double at least) sidewalks. Plus, get rid of some lights and do roundabouts instead.	I have included my safety concerns and MDOT/SHA actions above. Please include here if this is helpful. Thank you.	VRU project underway There are two lanes with a median strip in between. City put up a fence to deter midblock crossings and accidents. There is a place where cars can make a U-turn and pedestrians try to cross there. There is residential on one side and commercial on the other so crossing the corridor is important to focus on. The community has interest in a ped/bike bridge or tunnel to cross US 40 as a lot of people work on the other side. The Golden Mile Alliance is a great partner for this corridor.

**DISTRICT 7**

**Frederick County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
HILLCREST DR	Hillcrest Dr from Butterfly La to US 40 (W Patrick St)	<p>There is heavy pedestrian traffic along Hillcrest. Sidewalks seem adequate but there are not enough crosswalks and pedestrians often cross in very unsafe places. US 40 and Hillcrest is a HUGE concern as there is a LOT of traffic and a lot of pedestrians. A pedestrian bridge at hillcrest and 40 is greatly needed. No pedestrians at all or very few. I live in the corner of Butterfly Ln and Hillcrest Dr and there is not much activity of people walking or riding bikes. excess speed, parks cars leading to inability of drivers to see pedestrians or cyclists. need for flashing lights and proper signage at crosswalks. possible designated bike lanes would benefit students and cyclists alike</p> <p>Narrow, gapped sidewalk</p> <p>I think things are OK for pedestrians along Hillcrest.</p>	<p>No bike lanes along Hillcrest</p> <p>I don't see any cyclist around my neighborhood. In our NAC 8 meetings, it was said that they were looking for a bike lane, however, I don't see where to since the density of vehicles here is insane. If you build a bike lane, you will take a lot of off-street parking and that will be an issue and accidents will happen</p> <p>speeders, visibility, blind spots, no designated bike lanes</p> <p>No cycling infrastructure, fast cars</p> <p>The key cyclist safety concerns are that there are many cars parked on both sides of the street that cause cyclists to need to use the main travel lanes for cars and trucks. That creates some extra risk at those pinch points.</p>	<p>A pedestrian bridge at hillcrest and going across 40 is greatly needed.</p> <p>We don't need a pedestrian lane or bike lane in this neighborhood. But we need speed cameras or bumps. Better invest money on that</p> <p>see above</p> <p>Protected bike lanes, widened sidewalks, road diet to slow down traffic</p> <p>This is a route used to reach the Rock Creek trail off of Key Parkway. It would be nice if there was a bike lane marked on Hillcrest and on McCain Dr., and some sort of traffic control at the intersection of Orchard Dr. and McCain. One gets to the Rock Creek trail from Hillcrest by turning on Orchard to McCain then across Rt. 40 and down to the Key Parkway. Some signage and/or bike lane would improve the safety on this corridor.</p>		<p>Butterfly La is a really busy Rd as is US 40. There is an elementary school and a park. Many people walking to shopping center. A curvy road creates problems with sight distance around the bends. Not a wide road, built more like it was for suburban but used as a throughfare.</p>
S JEFFERSON ST	S Jefferson St from Prospect Blvd to MD 144 (W Patrick St)	<p>You can't really roll a stroller on the sidewalk, and there is no shade. The sidewalk has no protection from the road.</p> <p>high speeds</p> <p>The corner of Jefferson and Prospect Blvd does not have any pedestrian crossing on the north side between the Prospect Plaza to the west and Prospect Blvd/Pearl Street to the East. There is also no signal or crossing north to south on the west side of that intersection.</p>	<p>It's terrifying to ride a bike here. Cars are going too fast and get very annoyed at bikes because the street is not designed to support cycling at all. I sometimes commute to the CVS on Jefferson Street by bike, and I take a route that's about twice as long as it needs to be just so I can avoid Jefferson Street.</p> <p>high traffic speeds, lack of lane for cyclists</p> <p>There is no protected cycling infrastructure whatsoever. There is also no way to continue cycling south on Jefferson Street to connect to either Himes Ave or Jefferson Pike.</p>	<p>Figure out ways to reduce car speed, Narrow the space for cars, Add trees to provide shade and strategically reduce visibility, Make the sidewalk wider and smoother so that strollers can actually use the sidewalks</p> <p>traffic lane narrowing, addition of a bicycle lanes improved pedestrian crosswalks WITHOUT bump outs.</p> <p>Add a pedestrian crossing the north side of the intersection of Jefferson Street and Prospect Blvd. Add a protected counterflow bike lane to either side of Jefferson Street from Prospect up to Patrick Street. Painted cycling symbols on the road do nothing to reduce speed or protect cyclists.</p>		<p>This is the major road for people leaving the city and accessing route 15 or 70</p> <p>There are a lot of walkers and bikers using the sidewalks on the corridor, getting to the shopping center to the northwest.</p>

**DISTRICT 7**

**Frederick County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
W SOUTH ST	W South St from W Patrick St to Market St	Difficulty crossing the street due to the heavy amount of traffic. high traffic speeds, bad crosswalks	Amount of traffic, speed of traffic, parking along street which restricts ease of movement and makes "dooming" a concern. high traffic speeds	Less parking along the street narrow traffic lanes, add bike lane, improve crosswalks.		Major route for east-west travel. The speeding is more like it is a boulevard.
WILLOWDALE DR	Willowdale Dr from US 40 (W Patrick St) to Schaffer Dr	There is a narrow sidewalk along Willowdale but the major pedestrian safety concern is the intersection of Willowdale and US 40. There is heavy pedestrian traffic crossing US 40 and have seen a LOT of close calls with pedestrian vs vehicle. A walking bridge over US 40 would make things significantly better in that area with heavy pedestrian use.	There are no bike lanes on Willowdale and the traffic lanes are narrow. It is not safe to cycle on the road down Willowdale.	A pedestrian bridge over US 40 at Willowdale is greatly needed.		No comments

**DISTRICT 7**

**Howard County**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
OLD ANNAPOLIS RD	MD 108 (Old Annapolis Rd) from Red Branch Rd to MD 104 (Waterloo Rd)	<p>Not terrible as a pedestrian Cars turning right-on-red onto 108 from Centre Park Drive interfering with pedestrian traffic. Bicyclists using the narrow pedestrian sidewalks to avoid vehicular traffic. Lack of crosswalks at many controlled intersections No crossing points between Red Branch and Centre Park The main safety concern for pedestrians here is getting struck by vehicle drivers. The vehicle right hand turns at 108/centre park dr/phelps luck dr intersection often results in pedestrians being in danger. There is also a high number of young people walking and driving since this is close to Howard HS. The intersection of 108 and centre park drive (Phelps luck drive on the other side) is extremely dangerous to pedestrians. There should be no turn on red. People do not pay attention to pedestrians crossing at the cross walks. I've seen many close calls and it's a matter of time before someone is hit. Safe areas to walk thru the roundabout to the high school and the shops and businesses along 108. Recent road work has made the pedestrian walkways even narrower and closer to the road. Minor. Fast moving cars, right hand turn on red, and walk signal doesn't work for cross walk to cross 108 at Howard high school.</p>	<p>There's no shoulder on this road for most of this stretch in both directions, and you could extend this corridor west to Mellonbrook/Bendix. The only time it is relatively "safe" to ride on this road is very early weekend mornings, however, even at these times, the few cars on the roads often exceed the speed limit. That said, there are alternative routes that cyclists can use (and probably should use). The only stretch where an investment in improvements is absolutely necessary is between Phelps Luck Drive and 104 in front of Howard High School. One of the Columbia multi-use pathways dumps out at an awkward angle across the street from the school. Many cyclists seeking ride between the end of the trail and 104 north of 100 need to negotiate this short stretch of 108 that has no shoulder most of the way, and then the 104-100 interchange is also not set-up to accommodate cyclists. It appears that modest, though less than ideal, efforts have been made to at least make this stretch safer for pedestrians (mostly high school students I'm sure) to cross 108 safely between Howard High School and the Columbia pathway terminus. But even this set up has its flaws, as the path to reach the pedestrian crossing consists of a switchback. Both user groups have "cut the triangle," which has created an eroding "social" path that more directly connects the pathway to the pedestrian crosswalk. the roads are narrow with limited or no shoulder so cars get antsy and want to pass aggressively as times There is nowhere for cyclists to go on the road. Traffic is heavy and there are no shoulders.</p>	<p>Improving 108 and between Phelps Luck Road and 104 is a must given the reasons stated above. This stretch of road should have shoulders in each direction, though land ownership issues (including a historic church that is only a few feet from the road) might complicate things. At the very least, the way in which the Columbia pathway ties into 108 should be reimaged. I'm not certain there is enough traffic volume to require four travel lanes to cross the 104 bridge at 100. The south bound side could be reduced to a single lane and the travel lane positions adjusted to create riding shoulders. As for west of Phelps Luck Drive, a narrow sidewalk has been place on the road between Centre Park Drive and Bendix the entire stretch on the northside, though this sidewalk is right next to the westbound travel lane, so I'm not sure how comfortable a pedestrian feels using this corridor. This, of course, doesn't help cyclists. However, there is a gas line right-of-way that runs between Phelps Luck Drive and Mellonbrook just south of 108. If the utility is willing to be accommodating, this would be a logical place to install a paved multi-use trail, which would probably get most cyclists off of 108. slower speeds and of course dedicated space to ride When I bike there, I use the sidewalk. I suggest widening the sidewalk and designate it for pedestrian and cyclist use. Replace the sidewalks with multi-use paths, especially on the portions of 108 that only have a single lane for vehicle traffic. Signage to let drivers know that cyclists are vehicles as well and the road should</p>	<p>Can I suggest additional corridors that weren't identified on this survey map? In Cecil County, I would take a long look at MD 222 between Moore Road and Port Deposit. Thanks! The Rt. 104 bridge is one of the few places VRUs can cross Rt. 100. Some drivers drive aggressively approaching the double lane traffic circle on the north side of the bridge, perhaps seeing the two lanes as an opportunity to pass slower moving vehicles. The double lane traffic circle is a dangerous intersection for all users. Making it a single lane (and use the space for a dedicated bike lane) should help pacify that intersection. This is the main way for cyclists to get from Ellicott City to the amazing pathway system in Columbia. Especially across the route 29 interchange (west of this area), I feel like I'm taking my life in my hands when I ride there. I'm a very experienced commuting cyclist and know the laws and how to be safe. Drivers don't. I ride this road a lot. I find the more dangerous part of this section is just beyond the stated corridor. When the sidewalk ends at Bendix Rd., it is terrifying to ride my bike through the I-29 on- and off-ramps and the right hand turn lane for Columbia Rd with speeding vehicle drivers who aren't looking for me!!! It is extremely difficult to get to doctor appointments and other things on Columbia Rd on my bike even though it is less than 2 miles from my house. There are also many cyclists who would like to ride this road (108) to get to Centennial Park or places farther west in Howard county, but this section of the road just does not feel safe! Many high schoolers use the cross walks at route 108 and centre park drive as</p>	<p>Fatal ped crash to the west. There is a high school on the corridor. Need to get bike facilities along and across the road. There are no facilities along the corridor. Red Brach Rd area is converting from industrial to more pedestrian generator. Trail system around Red Branch.</p>

The corridor west of Centre Park Drive and in front of Howard High School lack adequate shoulders for vehicles to safely pass cyclists.

No shoulder or share the road signage heading east. Cyclists could ride on sidewalk heading west but that's not ideal and we risk being ignored at controlled intersections

Narrow roadway, inconsistent lane width from Thunder Hill eastbound

Riding on the road here is dangerous due to the hard curbs and no shoulder to allow room to escape danger. The vehicle speed is high, and the road is often congested with vehicle traffic.

There is only a sidewalk on one side of the road (in case cyclists use the sidewalk). Crossing at the intersections of 108 and red branch rd, when using the sidewalk, can also be dangerous and require a long wait when those roads are busy. Drivers are not often looking for cyclists or pedestrians crossing at those crosswalks. Cycling around the 100 interchange also get really tricky and scary when using the sidewalk.

The intersection of 108 and Centre Park Drive - its very difficult for bikes to safely navigate.

Going westbound on 108 at the intersection with Center Park drive, as you cross the intersection there is no bike lane and the westbound traffic lane becomes very narrow because of the turn lane onto Center Park from the eastbound direction. When the light turns green, this causes potential accidents as both cars and bicycles must share the one eastbound lane.

The risk to cyclists is exacerbated as there is a large storm grate in this lane as well.

This corridor is only able to be transversed during off peak hours (i.e., very early in the morning). It is very narrow at portions of the corridor for cycling in a safe manner.

Fast moving cars, no bike lane, high curb with no shoulder.

be shared appropriately.

At very lease, widen roadway enough to have bike lanes or a consistent center lane for motor vehicle passing (e.g., there is none such at Centre Park heading west), but better would be to improve existing sidewalk to be a 10 ft shared use path

There should be a shared use path in the BGE gas line easement. This would allow additional safe accommodation for cyclists and pedestrians on both sides of the street, and would great enhance the walk zones for Phelps Luck Elementary and Howard HS. Raised crosswalks at on Red Branch Rd would increase safety for people cycling and walking on the existing sidewalk. Do no allow right hand turn on red at the 108/centre park dr/phelps luck dr intersection. Put a raised crossing for the main pedestrian crossing for Howard High School. Many non-highschoolers also use this crossing since it is safer than crossing at the centre park dr intersection. Increase safety for the crosswalks that span the 100 interchange/on-ramps/off-ramps. Raised crosswalks, no turns on red,. Limiting cars turning right on red. Ive seen near accidents with pedestrians. My mother was almost hit by a car making a right on red.

The westbound lane must be widened at this intersection to allow bicycles and cars to go through the intersection at the same time.

A multi-use path or cycling path would be a useful inclusion. A protected multi-use path would open up the businesses along this corridor to non-vehicular traffic. An expansion of the road to include a cycling lane would not be as safe given the high speeds along this corridor and the heavy vehicular traffic.

No turn on red. Pedestrian prioritization at high school light. (And at minimum a walk signal that works. I'm not sure how students and others are supposed to cross safely if traffic is never stopped for them to cross at the crosswalk.) raised cross walks. Bike lane.

Howard High is right near it on 108. There is significant foot traffic from the Phelps luck neighborhood of Columbia as well.

**DISTRICT 7**

**Howard County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
ROUSE PKWY	MD 175 (Waterloo Rd/Rouse Pkwy) from IS 95 to US 29 (Columbia Pike)	<p>There is NO (zero, zip, nada) pedestrian access on this stretch of 175, but there are lots of stores, etc. that it would be nice for people to access without a car. I've seen pedestrians walking on 175 a on this stretch, and it's not safe as cars speed on 175. In addition, there are few ways to cross 29 on foot. It essentially separates east and west Columbia. no sidewalks from 29 -&gt; 95 would be a death sentence</p> <p>There are zero sidewalks at any point along the entire segment.</p> <p>No way to use this for many segments</p> <p>No facilities at all.</p> <p>My primary concern is how dangerous it is for pedestrians to be able to cross at the big intersections along 175. The right hand turn slip lanes offer ZERO protection for pedestrians since they can't even rely on beg buttons until after they have already crossed over the slip lane to an island. Standing immediately next to traffic that is flowing over 50 mph is extremely stressful and hostile. The beg buttons are also VERY close to the moving traffic. Recently new lights were installed, and the new beg buttons were placed even closer towards the moving traffic than the old buttons. It is even trickier to try to navigate the narrow, sidewalks and way-too-close-to the road beg buttons when on a bike. Crossing with children can be terrifying.</p>	<p>Same as pedestrian issues. There is no safe way to bike on this stretch of 175. Zero paths/trails or sidewalks. speed limits are too high and this road has too much traffic to feel safe</p> <p>There are zero bicycle facilities at any point along the entire segment.</p> <p>No way to safely use this across the entire segment. Multiple interchanges and no bike signage for the most part makes it impossible to travel along this, despite it being the most direct path. In some areas shoulders are wide and usable, but lack of signage and bike lanes, especially at intersections, again means we're taking our lives in our own hands.</p> <p>Very busy, very fast traffic, with intersections at Rt 108, Gateway and Snowden designed only for motor vehicles going very fast.</p> <p>There should be bike lanes at the intersections so that people on bikes have a spot that feels safe as they wait to cross over 175 at the intersections. Tamar, dobbin, and Thunder hill all have a high volume of bicyclists. The right hand turn slip lanes are also very scary to ride by when crossing 175, since I'm not sure whether the drivers see me when they are coming straight towards me at high speeds to turn right onto dobbin, Tamar, thunder hill.</p>	<p>Protected bike lanes, elevated non-car bridge to cross 29 and 95 (with ramps for wheelchairs and bikes), sideways. There is NOTHING.</p> <p>dedicated protected lane</p> <p>The surrounding land use for this segment of roadway is terrible for the entire length of this segment of roadway. I would prefer money be spent on bike/ped improvements on parallel roads with better adjacent land use. A Bike/Ped only bridge over I-95 reconnecting the two segments of Old Waterloo Road would close a bike/ped gap &amp; connect thousands of people in the new-ish residential developments east of I-95 to the Park and commercial development west of I-95. This would be a better use of money than an duplicate SUP along a corridor that already has good parallel fully separated bike/ped infrastructure.</p> <p>That said, if you want to put a 12' Shared Use Path along the north or south side, I would absolutely use it. Treat the needs of cyclists as highly as those of other vehicles and provide the necessary signage and road markings to inform drivers that we are there and share the road</p> <p>Alternatives to actually traversing Rt 175</p> <p>Raised crosswalks and automatic beacon lights to indicate when a pedestrian or cyclist is crossing a slip lane. Better beg buttons that don't entice pedestrians and cyclists so close to fast moving traffic before they can reach the beg buttons on the islands. MUCH wider pedestrian area and bollards to protect pedestrians and cyclists as they wait to cross at a crosswalk.</p>	<p>I would love it if I could do all of my Ellicott City/Columbia errands by bike. I didn't own a car when I was in the Netherlands and got all my exercise by biking everywhere. I know we're not going to hit Netherlands status anytime soon, but think of how much healthier we would be if we didn't have to drive and got an hour of exercise every time we biked.</p> <p>I would love to see more tunnels under 175 to reduce stress and conflict with vehicle drivers.</p>	<p>Mostly a crossing of 175 issue. No bike or ped facilities along MD 175, and don't see many along the corridor. Improving the crossing problems</p> <p>There are workers that ride bikes to work along MD 175. There is a roadblock for the county doing bike facilities on county roads as they cross state maintained roads.</p>

**DISTRICT 7**

**Howard County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
WASHINGTON BLVD	US 1 (Washington Blvd) from MD 100 to Montgomery Rd	<p>Overall lack of ADA-compliant facilities. Existing public transit stops are inconsistently spaced and do not provide shelters, benches, etc. Sidewalks cross multiple commercial driveways where the driveway aprons are not ADA-compliant. Residents are cut off from opposite sides of the roadway by having to cross at far distances. Sidewalks are not provided along both sides throughout the corridor. No facilities from Troy Hill to Rt 100 N/A</p>	<p>cars drive way too fast to feel safe to ride and share with vehicles This comment applies to all 3 of the Rte 1 segments in Howard County. As a cyclist, I look at the Route 1 corridor as a completely walled off area with very few safe entrances or exits. A pedestrian or cyclist who wants to get to or from a spot along Route 1 has to walk or cycle along route 1 to a safe crossing of I-95, the BW parkway, and/or the railroad. The only reasonably safe connections between Rte 1 and areas west of I-95 in this area are River Road, Montgomery Road, Meadowridge Road and Gorman Road. The other possibilities are either much less safe (Guilford Road) or require navigating a maze or twisty passages. Therefore all of the cyclist and pedestrian traffic has to go along route 1 to get to one of these roads to get west of the I-95 wall. So we're already requiring up to miles of detouring just to get over the wall; the fact that the detour has to be done on Route 1 which doesn't even have continuous sidewalks, let alone real cycling infrastructure is adding insult to injury. The situation is no better (some would say much worse) for cyclists and pedestrians trying to get from route 1 to areas east of Route 1. Basically, we've walled off Route 1 from employment centers at Fort Meade and Gateway, as well as retail at Arundel Mills, Columbia Crossing, and points west. Add to this the speed of traffic, heavy truck traffic, disappearing shoulders, high speed merge lanes from 100, 175, 32, and frequent commercial driveways, infrequent pedestrian crossings, even more infrequent signalized pedestrian crossings, and its no wonder that Route 1 keeps rising to the top of the</p>	<p>dedicated lanes or slower speeds for vehicles 1) The whole of Route 1 needs a well planned, well-connected path for cyclists and pedestrians. 2) Route 1 needs more signalized crossings, including mid-block crossings 3) Route 1 needs another connection to the west side of Rte 95 at Gateway. The use of the Old CSX tunnel should be accelerated. Shared-use paths on both sides of US-1 or dedicated two-way cycle track would be the only options based on the posted speed and motorist volumes. Widen and connect existing sidewalks to be a 10 ft shared use path A protected cycling lane/multi-use path. The current sidewalk along Route 1 in the corridor could be widened into a multi-use path protected from the road. Installing a bike lane or shoulder on Route 1 would not represent a safe approach given the speeds that occur along the corridor and the unsafe lane changes that are routinely witnessed as cars try to go around turning vehicles.</p>	<p>I actually had a school in the Route 1 corridor decline our offer of free bicycles and helmets for their children in need due to safety concerns in the corridor--the only school in Howard County to do so!</p>	<p>Howard County has a few things going on in this segment. The State just started a construction project to improve an intersection at Rowanberry and sidewalks on US 1. Should be complete by next spring. Southern end of segment at Troy park is a county priority to provide connectivity to the park. The northern end of the segment Rowanberry, a community center is being put in near there as part of the BiPPA project that is in the area.</p>

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dangerous roads lists. More vulnerable road users have died on Route 1 than people dies in the Ellicott City floods during the same period of time, and it's time to fix this.

Cyclists only ride on the sidewalk because there are no bicycle facilities provided. Posted 45 MPH is too high for bike lanes.

Heavy traffic, most especially trucks I have looked for ways to cycle safely along this corridor. There is no cycling infrastructure to safely ride the Route 1 corridor. Troy Park is realistically only accessible by car. We should be able to access parks via non-motorized vehicles. In general there are very few ways to get from west of Route 1 to east of Route 1.

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**DISTRICT 7**

**Howard County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
WASHINGTON BLVD	US 1 (Washington Blvd) from MD 175 (Waterloo Rd) to MD 103 (Meadowridge Rd/Dorsey Rd)	<p>The area is dangerous for drivers. Pedestrian and cyclist would need a catwalk with open areas for safety. Too often cars drive on the shoulder this area has and extensive amount of box trucks and 18 wheelers. The area should be redesigned by people who drive the area not just HoCo Department of Transportation employees. Often they don't drive anywhere but home and aren't area of the traffic patterns that can be safe/r for all.</p> <p>Lack of continuous pedestrian sidewalk on either sides of Route 1, and a lack of crosswalks at signalized intersections. Limited sidewalks and no shoulders. Overall lack of ADA-compliant facilities. Existing public transit stops are inconsistently spaced and do not provide shelters, benches, etc. Sidewalks cross multiple commercial driveways where the driveway aprons are not ADA-compliant. Residents are cut off from opposite sides of the roadway by having to cross at far distances. Sidewalks are not provided along both sides throughout the corridor. Inconsistent facilities, crossings few and far between</p>	<p>This intersection and area mirrors the pedestrian safety concerns. The walking and biking should be in a 'capsule' away from cars that weigh tons, 18 wheelers who have limited sight safety distance views. Improve the intersection for decades to come. Not just a yester year approach.</p> <p>Lack of a separated bicycle lane on Route 1. Existing painted lanes are inadequate and put bicyclists at risk of getting run over by vehicles traveling ~50 mph speeds.</p> <p>Limited bike lanes and bad forward sightlines for drivers due to vertical grade changes at crests of hills. Cyclists only ride on the sidewalk because there are no bicycle facilities provided. Posted 45 MPH is too high for bike lanes.</p> <p>Very busy, bad road surface. Rt 100 interchange is a nightmare</p>	<p>As mentioned above. Other countries Paris, Singapore, Vietnam, Cape Town have traffic but have managed to design intersections that work for all. Broaden your view.</p> <p>Lower the speed limits. The context of this section of Route 1 has evolved this past decade with the increase in high-density residential developments leading to increased pedestrian and bicycle activity. A continuous sidewalk on both northbound and southbound Route 1 is a critical need. A separated bicycle lane (similar what DC has installed) would also go a long way in ensuring the safety and comfort of cyclists.</p> <p>Shared Use Path + lane narrowing between Blue Stream Drive and Port Capital Drive. This segment of road contains a bridge with zero shoulders, curb-tight guardrails, and no possible alternative route. I see people walking in the street into traffic lanes occasionally and I cycle on this segment 2-3 times per week.</p> <p>Shared-use paths on both sides of US-1 or dedicated two-way cycle track would be the only options based on the posted speed and motorist volumes.</p> <p>Shared use trail</p>	<p>Four about 2-ish months in the fall the sun is aligned almost perfectly with this segment of road near sunset making it very dangerous for bicycles to use because there's a higher chance a driver won't see them. On-road bike lanes are not appropriate infrastructure even for LTS-4 cyclists.</p>	<p>The intersection with Montevideo Road, the county has looked at fixing the sidewalk gaps in this area. The crossing of the creek does not have sidewalk on the bridge, this is a big need to connect the sidewalk.</p> <p>That bridge over deep run is one of the priorities along US 1. A road diet could happen once Montevideo improvements are made, where the existing intersection will be right-in/right-out.</p> <p>There is a lot of traffic. Cyclists are riding on US 1 in the roadway because they have no other options.</p>
WASHINGTON BLVD	US 1 (Washington Blvd) from Montgomery Rd to Bonnie View La	<p>Overall lack of ADA-compliant facilities. Existing public transit stops are inconsistently spaced and do not provide shelters, benches, etc. Sidewalks cross multiple commercial driveways where the driveway aprons are not ADA-compliant. Residents are cut off from opposite sides of the roadway by having to cross at far distances. Sidewalks are not provided along both sides throughout the corridor.</p> <p>No way to cross Rt 1</p>	<p>Cyclists only ride on the sidewalk because there are no bicycle facilities provided. Posted 45 MPH is too high for bike lanes.</p> <p>No way to cross Rt 1, turning left from Rt 1 to Bonnie View dangerous</p>	<p>Shared-use paths on both sides of US-1 or dedicated two-way cycle track would be the only options based on the posted speed and motorist volumes.</p>		<p>D7 is adding a new signal at Doctor Patel Dr and crossing improvements in this segment. There are sidewalk gaps. Lighting is an issue on this segment and others. Dark roadway with many pedestrians</p>

**DISTRICT 7**

**Howard County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
WASHINGTON BLVD	US 1 (Washington Blvd) from Wilbert La to Little Patuxent River Bridge	<p>Lack of a safe facility on a high-speed, high-need corridor with heavy VRU population. Also the corridor has no logical northern terminus to which local government (me in this case) can build linked projects. HoCo DPW has several requests for improvements to Howard St. (W of US-1 N of the N end of this segment.) It would be safer to link these project together.</p> <p>This is a scary place. It's crazy that there is three lanes of traffic to BUILD, INSTALL &amp; MAINTAIN sidewalks on BOTH sides with Adequate (HAWK SIGNAL SYSTEM) for pedestrian crossing of the lanes as the area continues to develop.</p> <p>Inconsistent facilities with too few crossings</p>	<p>Lack of a safe facility on a high-speed, high-need corridor with heavy VRU population. Also the corridor has no logical northern terminus to which local government (me in this case) can build linked projects. HoCo DPW has several requests for improvements to Howard St. (W of US-1 N of the N end of this segment.) It would be safer to link these project together.</p> <p>It would be absolutely terrifying...technically I could try to bike this way from the Laurel MARC to APL but it would be very scary because the road encourages people to speed at 60 mph</p> <p>Protected bike lanes along both sides of travel to help ease the stress of traffic along the area. increasing safe infrastructure will influence more use of the bike lanes.</p> <p>Heavy traffic, no shoulders, decaying road surface</p>	<p>PSAP is a Great, no, let me say FANTASTIC, start. Next, let's work northward on US-1 to get folks across 32 (scene of a ped fatality) up to Whiskey Bottom Rd. Simultaneously, we (HoCo) can work on planning a facility along Corridor Rd. to better activate the MARC station at Savage. Network BAY-BEE!!!</p> <p>Protected bike lanes extending all the way to the MARC station at Laurel. It's great this touches Corridor Rd. which leads to the Savage MARC.</p> <p>Protected bike lanes &amp; sidewalks available to access the local shops in our community without the risk any of injury due to an automobile due to the current lack of sidewalks or pedestrian safety measures</p>	<p>HoCo DPW greatly appreciates the partnership we've been deepening with SHA.</p> <p>We need multimodal transit connections from MARC to Maple Lawn and APL! It's the largest employer in the county and yet there is no infrastructure (though the FLASH is very exciting, but only serves those coming from the West).</p>	No comments

**DISTRICT 7**

**Howard County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
GORMAN RD	Gorman Rd from Johns Hopkins Rd to Falling Waters Ct	<p>Pedestrian's should be ticketed if they have their phone and are paying attention to the phone rather than their own safety.</p> <p>Lack of a safe facility on a higher-speed, high-use corridor. This corridor ties in to a just started County capital project to add ped / bike improvements on Gorman from Rock Ripple Ln. to the eastern end of this corridor at Falling Waters. The driver for our project is increased elementary school access, so this corridor is expected to have higher use by the most vulnerable of VRUs. No sidewalks, narrow roads with no shoulders and tall trees limiting visibility. Cars speed.</p> <p>No sidewalks/paths. Most of this neighborhood is on septic and prefer not to have curbs to increase runoff. Asphalt paths on side of road would be adequate, and would keep natural runoff in lawns. No visible crosswalk at Old Columbia Rd and Johns Hopkins Rd. I don't use pedestrian facilities here there are no safe places to walk, there are no sidewalks and a high speed road traversing the round about is challenging for pedestrians</p> <p>No connected pathways for walking. Large residential areas are cut off from services - including north across to King's Contrivance and East towards Johns Hopkins APL and various shopping/eating in this area, including Maple Lawn.</p> <p>There doesn't seem to be much of a shoulder and there isn't a sidewalk either. A few private businesses on this route (daycare mostly) seem to aggressively force their way onto the road during rush hour.</p> <p>A substantial portion of the road has no shoulder or sidewalk for pedestrians to</p>	<p>They impede traffic. Cyclists belong in their own bike lane, NOT obstructing vehicles that owners have PAID for tags, insurance, etc. to use roads. If cyclists want to use the roadway they need to also pay for tags and insurance and OBEY the traffic laws. They don't stop at stop signs or traffic signals which leads to them being hit by a car because they come out of nowhere!</p> <p>Lack of a safe facility on a higher-speed, high-use corridor. This corridor ties in to a just started County capital project to add ped / bike improvements on Gorman from Rock Ripple Ln. to the eastern end of this corridor at Falling Waters. The driver for our project is increased elementary school access, so this corridor is expected to have higher use by the most vulnerable of VRUs. Narrow lanes through windy road with no shoulders for much of the way. Sharp turn right by Gorman Farms. Stop signs for fourway stops at Leishear and Murray Hill road are hard to negotiate on a bicycle and get driver's attention. Narrow roads, no shoulders, limited visibility due to trees and curves, cars go above speed limit and high traffic means near-misses when passing cyclists, leading to driver aggravation with cyclists.</p> <p>No bike lanes, narrow road, overhanging branches. Dangerous traffic circle configuration.</p> <p>The section from APL to the traffic circle on Johns Hopkins Rd/Gorman Rd is one of the scariest places I ride. If you are eastbound, you have to merge across three lanes of rush hour traffic to make it to the one lane that enters the traffic circle. The channelization bollards diverting traffic to the US-29 Northbound on ramp mean you have to do this extremely early and ride in the</p>	<p>you can't make pedestrians safer because they can't keep their faces out of their phones</p> <p>cyclists need their own lane, the most of them have the mindset that they OWN the roads</p> <p>separated facility would be nice, but marked bike lanes and narrowed vehicle lanes may suffice.</p> <p>Protected bike lanes, well-maintained roads, wide shoulders. It's a connection to Howard County's largest employers and the additional thousands of people working/living in Maple Lawn. Let's see some infrastructure!</p> <p>Bike lanes or pedestrian/cyclist sidewalks put in! Lower speed limit (or more stop signs along the route, reducing overall speed) and speed limit enforcement.</p> <p>No curbs! Add asphalt or permeable paths to sides of road or in front lawns near road. Add protected bike lanes or incorporate into pedestrian path off the road. Visible/protected crosswalks.</p> <p>A separated lane ("bike path") on the north side of the road from Montpelier Rd to the east side of the traffic circle; yield to cyclists and pedestrians lights when they are nearing intersections that a car would have to cross the lane.</p> <p>Protected bike lanes dedicated lanes</p> <p>I wider bike lane would greatly improve safety for the commuting cyclists.</p> <p>expand road width to accommodate bike lane</p> <p>Traffic calming/lowered speed limits, dedicated and protected bike lanes.</p> <p>Critically, these need to be connected to final destination locations, or the infrastructure will remain fragmented and of reduced utility.</p>	<p>This corridor ties in to a just started County capital project to add ped / bike improvements on Gorman from Rock Ripple Ln. to the eastern end of this corridor at Falling Waters.</p> <p>This stretch of road is how I bike when connecting to the Savage MARC. Bike projects that connect to the Savage and Laurel MARC to Maple Lawn and APL are sorely needed!</p> <p>I use a rear radar on my bike and can provide you with typical overtaking speed data if that is valuable.</p> <p>nearby Johns Hopkins Rd/Sanner Rd. is just as dangerous because of no bike line and blind hills</p> <p>Connecting modes of transportation that are available to reduce congestion and commute times would be idea.</p> <p>Currently my car commute is 45 minutes, but to take the MARC and wait for the shuttle it's close to 1hr 30 minutes.</p>	<p>Road changes throughout corridor.</p> <p>County project to resurface Gorman Rd to the west and add bike markings/lanes.</p> <p>Roundabout in design at Gorman Rd and Skylark Rd.</p>

<p>walk. Going east, no shoulder is present from Leishear to just before Wincopia Farms Way, and the shoulder is gone again just after Wilderness Ln. No sidewalks, no bike lanes, sharp turns with no visibility No sidewalk - I often see people walking on the shoulder of the road along Gorman Road 1. No pedestrian facilities at all between Persimmon and I-95. 2. Extremely limited sight lines and sharp turns</p>	<p>traffic for about a quarter mile. It is terrifying if the car drivers don't decide to be considerate. There are no protected bike lanes and cars tend to go very fast, especially around curves. road conditions tend to be poor and no there is no consistent shoulder to ride on. The vehicle speed is also pretty high at times. it is very dangerous for cyclists to travel from Gorman Rd to Johns Hopkins as there is very little shoulder. There are about 9,000 employees at Johns Hopkins APL and several people ride their bicycles to work on that route. single lane road each direction with no shoulder. feels highly dangerous for cyclists. Narrow corridor with traffic often moving much faster than cyclists. Cars pass at unsafe distances, insufficient traffic calming discourages any pedestrian or cyclist use. There is no safe way to connect from the MARC Laurel stop to work at John's Hopkins road. The shoulders are not exactly wide enough to effectively feel safe, and the speeds at which cars pass are concerning. A substantial portion of the road has no shoulder or sidewalk for cyclists to use safely. This is especially concerning for younger or older riders who might be uncomfortable sharing the road with cars. Going east, no shoulder is present from Leishear to just before Wincopia Farms Way, and the shoulder is gone again just after Wilderness Ln. Narrow road, unsafe for cyclists No shoulder - I often see cyclists on Gorman Road, some cars zip right next to them, other cars wait and frustrate traffic behind them 1. Extremely limited sight lines, sharp turns, and narrow lanes from Declan to Murray Hill MS, including steep climb to Murray Hill 2. Inconsistent roadway width from Old Columbia to Declan 3. Crumbling roadway edges</p>	<p>A designated bike path would be ideal that is separate from a sidewalk and road. Fully connecting from the MARC to John's Hopkins (employing 8k+ people) would also be ideal. Widening the roads in the mentioned areas to include a 3ft shoulder would allow cyclists to comfortably use Gorman Rd to travel East-West along one of the few lower traffic/volume roads in the area. Safe pedestrian usage would require a sidewalk of some kind along the road. Add sidewalks Shoulder and sidewalk Slight lane widening, not enough to permit parking but enough to give 3 ft shoulder</p>
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**DISTRICT 7**

**Howard County (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
LITTLE PATUXENT PKWY	Little Patuxent Pkwy/MD 175 (Rouse Pkwy) from Hickory Ridge Rd to US 29 (Columbia Pike)	<p>There is no sidewalk here and you do see people who do walk along here and it is very dangerous the section on rouse from 29 to 95 is a death sentence if you want to walk uneven sidewalks</p> <p>None. Full sidewalks exist on both sides of the road for the entire segment. The lack of consistent ADA-compliant facilities which connect to public transit. Public transit stops are inconsistently equipped with benches, shelters, etc. Not enough crosswalks in the Little Patuxent Pkwy loop. Cars drive very fast and when one is coming out of the pathways, is very dangerous to cross the street</p> <p>No pedestrian path whatsoever. The growth around Merriweather has increased traffic making safe passage difficult</p> <p>Crossing at w running Brook rd - this is a main crossing since there is a pathway that leads to this intersection. There are a lot of lanes to cross, and right and left turning vehicles to contend with during the walk signal.</p> <p>There are way too few crossings to get between the mall and to the things on the Lake side.</p> <p>We were nearly hit by a right turning vehicle while crossing at the broken land intersection.</p> <p>The intersection with campus Dr has been extremely scary for us since there are right turn slip lanes with no signals. People won't stop for us to cross at the slip lanes crosswalks, and you can't access the walk button until AFTER crossing the slip lane.</p>	<p>Again, as with pedestrians, you have the same problem with people who were riding their bikes, they don't pay much attention. They think they are more or less. The owners of the road and can impede traffic and it also becomes very hazardous trying to maneuver around them</p> <p>I would never ride on this stretch from 29 to 95, the speed limit is 50mph with vehicles often much higher. no bike lanes and very small shoulders</p> <p>There are long stretches in the corridor without place for cyclists, such as the multi-user path, to ride safely. One example is Little Patuxent Parkway from South Entrance Road to Rt 29. The opposite direction has the same, even worse, problem. Sidewalks are narrow, uneven, and occupied by pedestrians. The roadway has no shoulder. It is, I think, very unsafe.</p> <p>None. A wide Shared Use Path exists along the south side for the entire segment.</p> <p>Posted and observed motorists speeds are too high for most cyclists to feel comfortable riding in the street. This results in them riding on the sidewalks with pedestrians. Existing paths maintained by Columbia Association are a combination of too steep and narrow for passing comfortably.</p> <p>Not enough bike lanes</p> <p>Rt 175/Rt 29 interchange from Vantage Point Rd to Thunderhill Rd is a nightmare.</p> <p>Lack of protected bike lanes</p> <p>The primary concern is merging high speed traffic coming on and off US29. Cars drive at very high speeds and frequently change lanes to get to on and off US29.</p>	<p>I would like to see more of an area where the bicyclists are directed to kind of like the bike pass that were built for Columbia. Maryland I'd like to see the pedestrians move to that area. And I would like to see more access for congestion relief</p> <p>dedicated lanes but I don't even know how you could do it for the entire corridor</p> <p>a wider bike lane and more even sidewalks</p> <p>Perhaps the traffic lanes could be narrowed or even reduced in number and a bicycle lane could be introduced. Remove the vehicle slip lanes at two intersections: Banneker Road and Campus Drive. This is one of the major bicycle east/west corridors in the county. It is inappropriate to have slip lanes anywhere in the corridor.</p> <p>Shared-use path construction which provides residential connections to commercial and recreational uses. Clearly marked electronic walkways, and mandatory helmets for children. I see too many children riding without helmets</p> <p>Fix the Rt 175/Rt 29 interchange</p> <p>Add protected bike lanes</p> <p>Separated bicycle lanes. Fewer lane merges.</p> <p>Sequestered pathways and lanes that improve driver, pedestrian and cycling safety</p> <p>add bike lane between LP and Cedar Lane</p> <p>More crosswalks, preferably raised crosswalks, near the mall.</p> <p>Raised crosswalks in the right turn slip lanes near campus Dr. also automatic beacon lights to alert them when someone is present and trying to cross.</p>	<p>Many of the traffic signals crossing Rouse do not react to cyclist waiting by themselves at lights</p> <p>Many roads in the area are unsafe for cyclists, Gov Warfield Pkwy is a great example. Cedar Lane is another. Sanner Road was recently improved but still is not completely safe. There are many bicycle commuters who live in the Columbia area and work at APL.</p> <p>I am one of the 0.5% and even I will not ride the Rt 175/Rt 29 interchange. I would prefer using tunnels to cross these major intersections. I don't like crossing little Patuxent parkway when I have my kids with me. It's too stressful.</p>	No comments

<p>Drivers are distracted and there is little protection</p> <p>No bike path from Little Patuxent to Cedar Lane - this would be really helpful for commuting (including taking students to Swansfield Elementary)</p> <p>Crossing w running brook rd. This is a very common bike route that I use to get from east Columbia to west Columbia since the pathway leads to the intersection. The walk button is very difficult to push while on a bike, and the placement of the button puts people too close to fast moving traffic.</p> <p>My pedestrian concerns above also apply here since we use the shared use pathway, which crosses using the pedestrian crosswalks. Broken land and campus Dr intersections can be scary to navigate with right turn vehicles.</p> <p>Many of the non-signalized "driveway" crossings for business, like Zips, are very treacherous since drivers enter and exit the shopping areas without seeing me on the pathway.</p>	<p>No turn on red at broken land.</p> <p>Improved walk signal button location at w running brook rd. And don't allow turning traffic while the walk signal is on.</p>
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**DISTRICT 7**

**General Comments**

- Would like to see more sufficient horizontal separation between vehicles and VRUs, particularly on roadways with high speeds.
- It's important to set proper speed limits.

**BALTIMORE CITY**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
DRUID HILL AVE	MD 129 (Druid Hill Ave) from Martin Luther King Jr Blvd to W North Ave					No comments
MCCULLOH ST	MD 129 (McCulloh St/Park Heights Ave) from US 1 (North Ave) to Druid Park Dr					No comments
REISTERSTOWN RD	MD 140 (Reisterstown Rd) from Druid Park Dr to Patterson Ave					Road is narrow at points inconsistent with speed, which is bad for cyclists. Inconsistent sidewalks.
EASTERN AVE	MD 150 (Eastern Ave) from IS 895 (Harbor Tunnel Thruway) to County Line					No comments
PERRING PKWY	MD 41 (Perring Pkwy) from Hillen Rd to County Line	No dedicated sidewalks in many parts of this stretch, slip lanes at McClean Blvd, speed of drivers	No dedicated bike lanes, speed of drivers Primary concern of a cyclist here is I better ride on the sidewalk or I'll die. Google sent me on PP on my bike from Joppa and never again. Not bike lanes everywhere I need to use them. Ecodale, for example. I cut through neighborhoods or use sidewalks if no bike lanes. Also, need more bike rack locations.	Sidewalks throughout the stretch, dedicated bike lanes that are protected by concrete barriers If bikes are supposed to be welcome here, the hostess has failed. Bike racks. Keep bike lanes clear.	Keep bike lanes clear.	No comments
YORK RD	MD 45 (York Rd) from Glenwood Ave to County Line	Many Dangerous for pedestrians. Speeding and reckless drivers are the primary concern.	Cyclists really don't use it Unsure why it it exists Dangerous for cyclists. Speeding and reckless drivers are the primary concern.	Return the lane to cars Lower speed limit. Speed and red light cameras.		No comments
FULTON AVE	US 1 (Fulton Ave) from US 1 (Wilkens Ave) to Hollins St/Frederick Ave					No comments

**Baltimore City (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
NORTH AVE	US 1 (North Ave) from Greenmount Ave to Harford Ave					No comments
NORTH AVE	US 1 (North Ave) from Harford Ave to US 1 (Belair Rd)/N Gay St					No comments
NORTH AVE	US 1 (North Ave) from MD 129 (McCulloh St) to MD 25 (Falls Rd)					North Ave (US 1) has a planned protected bike lane in the BBR
NORTH AVE	US 1 (North Ave) from MD 140 (N Fulton Ave) to MD 129 (McCulloh St)					There is a bus lane that is labelled as bike lane. Poorly labeled bus/right turn lane, making it confusing for drivers and cyclists. US 1 North Ave here has a planned protected bike lane in the BBR. (all of these are in the "Proposed Bike Network" tab of the BBR: <a href="https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b">https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b</a> )
EDMONDSON AVE	US 40 (Edmondson Ave) from Old Orchard Rd to US 40 (Franklin St)					Needs separated bicycle infrastructure for bike and peds. Part of bike network that would go to western MARC station. Separated sidepath. A corridor that is high priority to address. US 40 (Edmonson Ave) also has a sidepath planned in the BBR

**Baltimore City (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
FRANKLIN ST	US 40 (Franklin St) from Edmondson Ave to US 1 (Fulton Ave)	No bike lanes, no merge space for oncoming vehicles, pedestrian sidewalks are poorly maintained with cracks, trash and debris and frequently blocked by overgrown foliage, few pedestrian crosswalks, no bus stop seating or shelter, low visibility for pedestrians around the West Baltimore Amtrak/marc station.	No bike lanes , low visibility for bikers around the West Baltimore Marc station, no bike stations to store or park bikes , no merge or shoulder area for bikes to ride .	Bike lane around the West Baltimore Marc station, maintained sidewalk free of debris and overgrown foliage, pedestrian sidewalks and crosswalks around West Baltimore Marc station, repair of damaged light poles, pedestrian bridge over areas of high traffic around West Baltimore Marc, handicap accessible sidewalks and ramps.		<p>Near West Baltimore MARC station. Decent amount of bike and ped activity. There are several projects happening, Red Line, Amtrak tunnel, Highway to nowhere.</p> <p>Part of this corridor is a planned Regional Bikeway on the Baltimore Metro's Bikeable Baltimore Region network: <a href="https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b">https://storymaps.arcgis.com/stories/5f8e051d2490448f91c00a4d4e32791b</a></p> <p>There is a multi-use path starting at Fulton going east. There should be a multi-use path from Fulton out along 40 as well</p> <p>All US 40 and especially US 40 in the city are very important to west Baltimore and the MARC station</p> <p>Second that. Near Coppin State there is a lot of development.</p>
CEDONIA AVE	Cedonia Ave from Cedgate Rd to US 1 (Belair Rd)	Ped signals needed at Cedonia and Radecke. Also crosswalks	None. There are no cyclists in this area. No bike lanes needed		Ped signals and crosswalks	Cedonia is designated as a "Local Bikeway" in the BBR (but has the highest stress level currently of LTS 4)
E BALTIMORE ST	E Baltimore St from MD 2 (Calvert St) to MD 150 (N Haven St)	<p>There is an odd and confusing mix of traffic control and pedestrian safety signs and signals.</p> <p>Cars not paying attention at stop signs.</p> <p>Cars do not stop for pedestrians in marked crosswalks . Cars park so close to crosswalks that pedestrians and motorists cannot see one another.</p> <p>Vehicles speed and bully other drivers and pedestrians and there is no enforcement to prevent speeding and aggressive driving.</p> <p>Between Central and Wolfe</p> <p>With many people entering and exiting the park, the intersection with Patterson Park Ave is dangerous. Cars consistently speed, run red lights, and hop the curb into the park sidewalk.</p>	<p>There are better east/west cycling routes in the area.</p> <p>Road not wide enough for bike lane.</p> <p>Cars do not allow bikes adequate space</p> <p>Insufficient space for bicycles to travel safely</p> <p>Although it is a suggested bike route with sharrows, this road is amping the most dangerous to bike east/west in the area. It has cars constantly speeding, running red lights, and running stop signs. I have almost been hit and "doored" several times. In the past 1.5 years, I witnessed two serious bike accidents (one at Patterson Park Ave and one at Lakewood Ave). I try to avoid it entirely and bike in the park as much as possible.</p>		<p>Better or different pedestrian crosswalk signage.</p> <p>Traffic calming at corners and dedicated bike lane.</p> <p>Automated or human enforcement to prevent speeding and aggressive driving. Prohibit parking near crosswalks to improve sight lines. Raise crosswalks to discourage speeding.</p> <p>More clear signage, bollards or flexposts, full crosswalks rather than those where drivers are told to stop only if there's a pedestrian (they usually either don't see pedestrians or ignore the sign altogether).</p> <p>Make a protected bike lane in between the parked cars and the sidewalk; traffic slowing measures; bump outs/posts/mural crosswalks at Patterson Park Ave intersection.</p>	No comments

**Baltimore City (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
E FAYETTE ST	E Fayette St from IS 83 (Jones Falls Expwy/N President St) to N Wolfe St	Motorist are not obeying traffic signals. Too many motorist are driving while using a mobile phone and without a seatbelt.	I don't cycle but I walk a lot, and cyclists face some of the same dangers as pedestrians. Even when there are designated lanes for cyclists, if not blocked cars can be found driving in those lanes.		Better signage for motorists. Better light timing for pedestrians. Enforcement of traffic laws! Red light cameras!	No comments
E MONUMENT ST	E Monument St from N Washington St to Edison Hwy					The land use on the corridor shifts E Monument St has a planned Standard Bike Lane in the BBR
E PRESTON ST	E Preston St from MD 2 (Calvert St) to Edison Hwy					No comments
GWYNNNS FALLS PKWY	Gwynns Falls Pkwy from N Hilton St to N Monroe St	Large curb radii, aggressive drivers Students of Frederick Douglass High School have an unsafe crossing of Gwynns Falls Parkway. They need a light, or a pedestrian crossing button.	The bike lane plan got canceled. We need protected bike lanes on this stretch of road: cars drive fast and don't watch for bikes, especially where there are curves  Cycling is most dangerous between Monroe and Tioga Pkwy, where traffic congestion is highest, and riding on the sidewalk is not a great option either because there are bus stops and school students on that stretch of road.		Shorter crosswalks/smaller curb radii at intersections, and a protected bike lane 1. A safer crosswalk for school students of Frederick Douglass and Coppin State. 2. A bus/bike only lane on Gwynns Falls Parkway between Reisterstown Rd and Tioga Parkway	Pretty narrow with high rates of speed. Stressful bike ride along the corridor. No separated bicycle infrastructure. Gwynns Falls Pkwy has a planned protected bike lane and would link the Baltimore Greenway Trails Network (planned in the Bikeable Baltimore Region network)
MARTIN LUTHER KING JR BLVD	Martin Luther King Jr Blvd from W Lombard St to N Mulberry St	Traffic speed and volume Crossing MLK corner of W Baltimore from Northern crosswalk with greenlight for eastbound Drivers turning left onto MLK is extremely hazardous for pedestrians who have the walk signal. Unable to cross at other the southern crosswalk due to closed sidewalk for construction.  Intersections. Curb radii are often huge, cars turn without looking for pedestrians, and signals are not always long enough to safely cross the cross streets.	None Cars drive fast and aggressively on this 6-lane highway. It is not remotely safe to be a bike on the road. The path along the road is also not suitable for biking. The bricks are uneven, often missing, and dangerous to ride on at any reasonable speed. That's all without even addressing the near impossibility of safely navigating highway style exits at Mulberry Street without being a motorized vehicle.		Well marked and enforced pedestrian walkways  Turn signal should be installed. New 4MLK building will add 1000 more jobs. MLK should have a bike lane or bike path and safety improvements at intersections to prioritize crosswalks and reduce the number of lanes pedestrians must cross. The junction at Mulberry Street./US 40 in particular needs pedestrian and bike, friendly redesign	MLK Jr Blvd is also on the network with a planned sidepath -- to go from LTS 3 to LTS 1

**Baltimore City (continued)**

High-Risk Area	Limits	In your experience, what are the primary PEDESTRIAN safety concerns on this corridor?	In your experience, what are the primary CYCLIST safety concerns on this corridor?	What types of improvements would you like to see along the corridor to enhance the safety of pedestrians and cyclists?	Please provide other information that would aid in understanding VRU safety concerns or actions needed to improve VRU safety in this area.	Consultation meeting comments
MARTIN LUTHER KING JR BLVD	Martin Luther King Jr Blvd from W Mulberry St to MD 129 (Druid Hill Ave)	Speed of cars, 3 lanes of traffic, frequent crashes at intersections, not enough time to cross  Intersections. Curb radii are often huge, cars turn without looking for pedestrians, and signals are not always long enough to safely cross the cross streets.	Speed of cars, no dedicated bike lanes, 3 lanes of traffic  Cars drive fast and aggressively on this 6-lane highway. It is not remotely safe to be a bike on the road. The path along the road is also not suitable for biking. The bricks are uneven, often missing, and dangerous to ride on at any reasonable speed. That's all without even addressing the near impossibility of safely navigating highway style exits at Mulberry Street without being a motorized vehicle.	Reduce speeds, reduce to 2 lanes in both directions, dedicated bike lanes protected by concrete barriers  MLK should have a bike lane or bike path and safety improvements at intersections to prioritize crosswalks and reduce the number of lanes pedestrians must cross. The junction at Mulberry Street./US 40 in particular needs pedestrian and bike, friendly redesign		No comments
N WOLFE ST	N Wolfe St from US 40 (Orleans St) to US 1 (North Ave)					Baltimore City has projects in design for Wolfe and Washington for traffic calming
PENNSYLVANIA AVE	Pennsylvania Ave from Martin Luther King Jr Blvd to US 1 (North Ave)					The trash and debris are likely the biggest challenges to VRUs on this segment.  Pennsylvania Ave is listed in the Bikeable Baltimore Region network as having a planned bike lane and needing safety improvements
RETREAT ST	Retreat St from US 1 (North Ave) to MD 129 (Druid Hill Ave)					No comments
W LANVALE ST	W Lanvale St from N Calhoun St to Wilmer Ct					No comments
WASHINGTON BLVD	Washington Blvd from S Monroe St to Martin Luther King Jr Blvd	Cars treat Washington Blvd as a major thru road and ignore and often bully pedestrians out of crossings.	There is no cycling infrastructure and too much traffic. Private cars will veer into the incoming travel lane to get around stopped citylink yellow busses.		Hardened concrete curb extensions and raised crosswalks to act as speed bumps in intersections, and pedestrian lead signals. If you place bioswales or tree pits in the street parking lanes it opens up room to restore the full sidewalks - in	Washington Blvd is used to drive through Pigtown, and this thru traffic holds the neighborhood back. The ultimate solution would be a modal filter at Carey St to break the through traffic but that would break up the bus

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many places the Washington Blvd sidewalks are too narrow with tree pits and house steps for ADA access. For bikes, we need alternative corridors for safe cycling. There is too much car traffic on Washington Blvd for a majority of people to feel comfortable or safe cycling there. Ramsay & James St is a local road well suited for a one way conversion and protected cycle track to give micromobility a safe route from MLK Blvd to Carroll Park.

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and its a truck route. So the next best thing is to separate uses - if Washington Blvd is a road, consider not trying to have it be a street of pedestrian activity. The traffic actively stops the street from being inviting and desirable.

## BALTIMORE CITY

### General Comments

- None.

