

## Appendix A – Draft Guiding Principles

### Maintain mobility and improve safety

- Recognize that US 1 will continue to be an important route for local and regional traffic
- Identify capacity and safety improvements to accommodate projected growth
- Identify and enhance bicycle and pedestrian routes
- Provide an Access Management strategy focused on creating intersection access and reducing driveway access

### Create an environment legible to users: Make the roadway character reinforce the adjacent uses and users

- Recognize that the land uses and activities change along the corridor so the roadway character should reinforce those changes
- Provide clear gateways to indicate when the roadway and adjacent uses and activities change
- Introduce design elements to indicate the intended function and users
- Consider right-of-way constraints/opportunities when making decisions

### Create an environment that is comfortable, attractive and safe for all modes.

- Identify opportunities to create or enhance pedestrian and bicycle networks throughout the study area
- Identify multimodal nodes along the corridor where pedestrian, bicycle, and transit improvements will be concentrated
- Coordinate redevelopment to provide efficient access to destinations throughout the study area including pedestrian access to transit
- Require bicycle, pedestrian and transit amenities to be included in development planning

### Reduce functional conflicts between truck traffic and other users

- Support the full variety of land uses within the study area
- Develop a local circulation network to serve pedestrians, bicycles, and local auto trips
- Ensure truck routing and access from the regional network is safe and efficient in a clear roadway hierarchy

### Establish a more unified and connected pattern of streets and paths.

- Consider the relationships between land uses and the local implications of changing connectivity and access
- Develop a local transportation network to reduce dependence on US 1 for local trips
- Connect isolated community facilities and neighborhoods to provide logical & comprehensive circulation
- Consider functional context of transportation elements within new developments
- Provide urban design principles to create walkable, bikable places particularly in targeted CE, CAC & TOD zones

**Guide County, State and developer decisions so that each project contributes to a unified vision.**

- Establish a consistent corridor vision that can be shared and reinforced by Howard County and SHA
- Build commitment to the vision to ensure dedications from developers, establish clear building setback policies, and generally guide developer plans
- Establish a process to ensure that the vision is communicated while development and redevelopment is taking place along US 1
- Use case studies to illustrate potential issues and opportunities with current redevelopment practices
- Consider opportunities to catalyze economic development
- Develop order of magnitude costs for phased Capital Improvement Projects, including burying utilities

Minimize negative impacts to existing business locations and residential communities