

Appendix C – Potential Pedestrian Projects

Location	Improvements	Comments
Short-Term (Less than four years)		
US 1 from Whiskey Bottom to Gorman	Sidewalk southbound from Gorman Rd. to Freestate Pedestrian crossings	Pedestrian corridor location Development of Corridor Employment east of US 1 should increase Pedestrian demand New development/retrofit Private financing
US 1/Montgomery Rd Intersection	Improve Pedestrian crossing	Increasing Pedestrian demand requires improved visibility and operations Relative low cost Retrofit SHA financing, private contribution possible
Old Waterloo Rd west of US 1	Pathway connection to US 1, reconstructed per ADA	Connect existing retail with developing SFD community adjacent to I - 95 Primarily new development Public financing
Pine Rd-pathway connection to Columbia Junction Plaza/US 1	Sidewalk	Pathway to divert Pedestrian traffic off of Guilford Rd. Easement needed thru private property on north side of Guilford Rd. Possible new development/retrofit Public financing
Dorsey Run Rd/Junction Dr intersection	Pedestrian crossing	Access to Savage MARC SHA owns Dorsey Run Rd right-of-way. Traffic signal needed to ensure safe crossing Public financing
Howard St west of US 1	Sidewalk	Short sidewalk section needed - new convenience store will attract pedestrians, especially young people Retrofit Public financing
Gorman Rd from Skylark Blvd to Stephens Rd eastbound	Sidewalk Appropriate pedestrian crossings	Community developing rapidly - demand for pedestrian facilities will be great Developer should provide major improvements New development/retrofit Private/Public financing
Whiskey Bottom west of US 1	Sidewalk or pathway	Short section of sidewalks to connect to existing side walk Retrofit Public financing
MD 175 east of US 1 to Pocomoke, Assateague e of US 1 to Pocomoke Ave	Sidewalk	Pedestrian corridor location Development if New Market at Burlington site Transit access Possible funding with US 1 grants Retrofit Public financing
US 1 from Corridor to Gorman	Sidewalk or pathway Pedestrian crossings	Connection to planned sidewalk between Gorman and Freestate on southbound US 1. Retrofit Private/public financing

Location	Improvements	Comments
Mid-Term (5 to 10 years)		
Hanover Rd corridor via Canbury Woods, Hanover Crossing, Hanover Woods, etc	Sidewalk or pathway	Need BG&E permission to cross transmission tower right-of-way sidewalk currently exists in subdivisions Private/Public financing
US 1, MD 175 to Cedar Ave southbound	Sidewalk	Short section of sidewalk needed to connect the existing sidewalk Retrofit Public financing
US 1 from Whiskey Bottom Rd to Prince George's County including median	Sidewalk Appropriate pedestrian crossings	Pedestrian corridor location Development of Corridor Employment Commercial Activity and Transit Oriented Development will bring both pedestrian demand and improvements New development Private/Public financing
US 1 southbound north of Montgomery Rd to Elkridge Crossing	Sidewalk	Elkridge Crossing/access to Elkridge Corners planned CAC development (350 residential plus commercial) Possible redevelopment of adjacent B-1 & M-1 parcels Public financing
Montgomery Rd west of US 1 to I-95	Sidewalk or pathway Pedestrian crossings	Improve pedestrian safety Access & mobility for schools & Elkridge Corners Some right of way required Possible design & cost issues Public financing
US 1 north or south of Montgomery Road	Pedestrian Bridge	Proposed by Greater Elkridge Community Association Very expensive, more cost effective when demand increases
Loudon east of US 1	Sidewalk	Short link from Loudon sidewalk to US 1 Right-of-way needed Require with redevelopment of properties at US1/Loudon Retrofit Private/Public financing
Port Capital Dr west of US 1	Sidewalk	Aladdin Village and other residential and commercial redevelopment Access to US 1 will need redesign Private/Public financing
Mission Rd from Pleasant Chase to US 1	Shoulder improvements	Short term to mid term improvements Cost effective with road resurfacing New development/retrofit Public financing
Assateague Ave east of Pocomoke Ave	Sidewalk Pedestrian crossing	Pedestrian corridor location Access to transit and restaurant Need to separate Pedestrians from tractor trailers/truck traffic Financing from Maryland Food Authority and private developers New development/retrofit Public/private financing

Location	Improvements	Comments
Mid-Term (5 to 10 years) continued		
Junction Drive	Sidewalk	Pedestrian activity on Junction Dr. Owner of the commercial office park previously indicated willingness to grant easements for sidewalk construction Access to MARC station Retrofit Public/private financing
Gorman Rd from Falling Water Ct to Foundry St westbound	Pedestrian improvements as appropriate	Access to Bollman Bridge, Savage Park and Savage Mill. Private/public financing
Old Waterloo Rd	Sidewalk or pathway	Benson East/Gateway Overlook Connections to school, park and existing commercial properties Retrofit Private/Public financing
Guilford Rd at Twilight Court and Mission Road	Pedestrian crossing	Unsignalized Pedestrian crossing Access to Guilford Park and Oakland Mills Rd Retrofit
Kit Kat Road	Possible future signal and pedestrian crossing at US 1	Kit Kat Road extension to Dorsey Run Road being evaluated
Ducketts La/Bauman Dr:	Combo Sidewalk or pathway	Pathway or widened shoulder along Bauman Dr. to connect to existing sidewalk on Ducketts La. Install with road resurfacing/repaving (retrofit) Public or private financing
MD 103 east of US 1 to Anne Arundel County	Sidewalk or pathway	Access to Dorsey MARC and Lennox Park BWI grant and possible developer may be needed for funding new development/retrofit Private/Public financing
Dorsey Run Rd from MD 175 to Guilford Rd	Sidewalk Pedestrian crossings	Cost effective as part of road redesign/reconstruction Few residential impacts Access to transit at Patuxent Range Rd. Public financing
Pine Rd, Jones Rd, Mary La	Sidewalk	Future connections to Chase/Gould MXD and existing Mission Rd. neighborhood Capital Project J-4201, design FY 06, construction FY 07(only Mary La) Retrofit Public/private financing
Corridor Rd	Shoulder improvements Pathway	Shoulder improvement would also serve vehicular traffic Adequate right of way and road cross section Retrofit Public financing
Corridor Rd/Junction Dr intersection	Pedestrian crossing	Adjacent to and complements Dorsey Run Rd/Junction Dr. Retrofit Public financing
Dorsey Run Rd south of MD 32	Wide shoulders	Access to/from MARC Vehicular benefits Adequate right-of-way and road cross section MD 32 bridge problematic New development/retrofit Public financing

Location	Improvements	Comments
Mid-Term (5 to 10 years) continued		
Winter Sun Rd.(east side), from Skylark Blvd. to Murray Hill Middle School	Sidewalk	Requested by HCPSS Sidewalk exists on west side of road Public financing
MD 103/Montgomery Rd south side - Stonecrest Dr to Avoca Ave	Sidewalk	Connecting sidewalk Retrofit Public financing
Gorman Rd - various segments	Sidewalk or pathway	Proposed by HCPSS Residential impacts and right of way constraints New development/retrofit
Long-Term (more than 10 years)		
US 1 south of MD 175 to Guilford Rd	Sidewalk Pedestrian crossings	Pedestrian corridor location Cost effective as part of CE and MXD redevelopment Few residential impacts Access to new community uses Redevelopment/retrofit Private/Public financing
US 1/Guilford Rd inter-section	Pedestrian crossing	Cost effective as part of intersection redesign/reconstruction Private/Public financing
Mission Rd from US 1 to Guilford Rd (and intersecting community streets)	Sidewalk	Pedestrian corridor location Development of Chase/Gould MXD is not expected for a decade or more New development/retrofit Primarily private/some public financing
US 1/Rowanberry Inter-section	Signalized Pedestrian crossing	Redevelopment of CE & M-1 property opposite the County Library/Senior center Increasing residential in Elkridge and demand for Library Development/redevelopment Private/Public financing
US 1 southbound south of Hunt Club Rd. to Ducketts La	Sidewalk link	Missing link along US 1 Possible BWI grant funds No negative residential impact Retrofit Public financing
US 1 northbound Troy Hill to Loudon Ave	Sidewalk	Pedestrian corridor location Community Activity Center (CAC) development improvements New/redevelopment Private financing
US 1 from MD 103 to MD 175	Sidewalk	Pedestrian corridor location Community employment and CAC development contribute and benefit It is unlikely that continuous facility on both sides of US 1 can be built Redevelopment/retrofit Private/Public financing

Location	Improvements	Comments
Long-Term (more than 10 years) continued		
US 1/MD 175 intersection	Pedestrian crossing, possible grade separation	Cost effective if part of roadway/interchange project for grade separation Private/Public financing
US 1/Corridor Rd	Pedestrian crossing improvements	Intersection needs overall improvements and pedestrian improvements should be included Public financing
US 1 northbound north of Montgomery Rd to Levering Ave:	Sidewalk	Primarily non-residential; B-2 & CAC adjacent uses Right-of-way required Retrofit Public financing
US 1 southbound Loudon to Ducketts La.	Sidewalk	Expensive culvert crossing Cost effective with redevelopment of adjacent M-1 property Public financing
US 1 southbound Ducketts La to Troy Hill -	Sidewalk US 1 Pedestrian crossing	Right-of-way available Pedestrian crossing with redevelopment of CAC on US 1 northbound No residential impacts Redevelopment & retrofit Private/Public financing
US 1 northbound from Loudon Ave. to Old Washington Blvd.	Sidewalk Pedestrian crossing at Rowanberry Dr	Pedestrian corridor location CAC development involvement should be required to fund these improvements Development/redevelopment Private/Public financing
S Hanover Rd, US 1 to Loudon Ave	Sidewalk or pathway	Rezoning of Parrott Property to R-12 Redevelopment should include sidewalk New development/retrofit Private/Public financing
MD 103 east of I-95 to US 1	Sidewalk or pathway	Possible eastbound but westbound utilities problem Redevelopment/retrofit Public financing
US 1 in Elkridge, North Laurel, etc.	Pedestrian Bridge(s)	Enhances safety but capital and maintenance expenditures high Recommended by residents in Elkridge and North Laurel
Montevideo Rd - US 1 to Anne Arundel County	Sidewalk or pathway	Pedestrian corridor location Only with developer funding Development/redevelopment Private financing only
Dorsey Run Rd/bridge over MD 32	Wide shoulder for Pedestrians	Access to Savage MARC No residential impacts Problematic MD 32 bridge crossing due to bridge width Restripe vehicle travel lanes Public financing
MD 175 east of Pocomoke Ave	Wide shoulders or sidewalk or pathway Pedestrian crossings	Access to prison, County detention, transit, etc. Retrofit Public financing

Location	Improvements	Comments
Long-Term (more than 10 years) continued		
Patuxent Range Rd	Sidewalk	Access to transit Connect US 1 with Dorsey Run Rd. Likely public financing only given this employment area is built out Retrofit Public financing
US 1 - Gorman Rd to Guilford Rd	Pathway	Path thru US 1/MD 32 interchange area needed but difficult Retrofit Public financing

Source: Howard County Department of Planning and Zoning, Pedestrian Study. February 2006.