

## Pedestrian and Bicycle Corridor Profiles: MD 198-Laurel/Maryland City

**Location:** MD 198: from Corridor Rd to the Patuxent Research Reserve

Maryland Route 198 is an important arterial road serving west/central Anne Arundel County, connecting MD 32 and the Maryland City/Laurel area. The west end of the corridor is primarily a commercial area, and the road becomes more rural to the east of the Baltimore/Washington Parkway near MD 32. The corridor runs between the commercial center on Corridor Road and the Patuxent Research Reserve.



Location Map (Corridor in Yellow) ADC The Map People pun # 20202113

### Existing Conditions

Conditions along MD 198 vary throughout the corridor. At Corridor Road, MD 198 is 48-foot wide and has two through lanes and right and left turn lanes. Westbound the road is 43-foot wide with two through lanes, a right turn lane and a separated left turn lane. East of Baltimore Washington Parkway the road narrows and becomes a two-lane facility, with two 12-foot travel lanes and two 10.5-foot shoulders. Posted speed limits are 35 m.p.h. west of the Parkway and 50 m.p.h. to the east. Currently, MD 198 is a project in the Regional Long Range Plan.



Looking west towards the  
BW Pkwy Exchange



Wide shoulder, looking west towards  
Welch's Ct.

## Potential Pedestrian Improvements

### Install and connect sidewalks

Sidewalks and sidewalk connections should be implemented at the intersection of Route 198 and Corridor Road. Currently there are unconnected or nonexistent sidewalks in all four quadrants of the intersection. This lack of sidewalk continuity discourages pedestrian travel between the Russett Community on the north and shopping areas on the south.



Lack of sidewalk connections on Corridor Rd.

### Install Curb Ramps

The Corridor Road/MD198 intersection does not have accessible curb ramps serving all corners of the intersection. Two curb ramps should be installed at each corner to serve pedestrian traffic traveling in all directions. Providing these curb ramps will help to encourage pedestrian travel in the area.

### Pedestrian Refuges

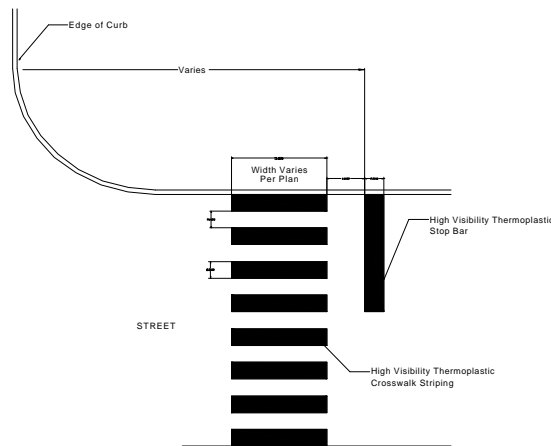
Pedestrian refuges should be constructed to help facilitate crossing MD 198 at the 198/Corridor Road intersection. The existing grass medians should be improved to have fully accessible, concrete median islands at the intersection. These median islands allow pedestrians to address one direction of traffic at a time, and allow slower moving pedestrians to only have to cross one direction of traffic per signal cycle.



Corridor Rd. and MD 198 Intersection

### Install High Visibility Crosswalks

High visibility crosswalks should be located on all four legs of the intersection. The crosswalks should direct pedestrian traffic to the specified access points to the adjacent sidewalks.



## Potential Bicycle Improvements

East of the Baltimore Washington Parkway, the existing shoulders should be marked as bike lanes. Some modification of the road striping will be needed in areas where the shoulder is striped to allow thru traffic to pass vehicles waiting to turn left at T-intersections. This section of MD 198 already has a good bicycle level of service (BLOS), but signing and marking the road with bike lanes will make this segment more attractive to bicyclists. Where MD 198 widens to a four-lane facility crossing over the Parkway, bike lanes should also be added. There is sufficient space for bikes using the existing shoulders as the road passes over the Parkway in both lanes and in the eastbound lane. Particular attention to the design of the bike lanes as they cross exit and entrance ramps to the Parkway will be required. The eastbound lane, west of the Parkway, can be restriped to allow two 12-foot through lanes, a 12-foot right turn lane and a 5-foot bike lane. The added bike lanes west of the Parkway will improve the BLOS from B to A.

### Bicycle Level of Service: Russet Green Rd. to Portland Rd.

In order to increase the bicycle level of service on Laurel/Ft. Meade Rd. between Russet Green Rd. and to MD 295, the following improvements will have to be made. These improvements include adding shoulder width via restriping and construction and designing for access bicycle access over the MD 295 bridge.

Route Name	From	To	Lanes (L)		Traffic Vol.	Pct.	Post. Spd.	Width of Pavement			Occu. Park.	Pvmt. Cond.	Bicycle LOS	
			Th #	Con.	(AADT)	(HV %)	(SPp) mph	(Wt) (ft)	(Wl) (ft)	(Wps) (ft)	(OSP) (%)	(PC <sub>5</sub> ) (5..1)	Score (1..7)	Grade (A..F)
Laurel/Ft. Meade Rd MD 198	Russett Green Rd	MD 295	6	D	39,175	10	35	15.0	0.0	0	0	3.0	<b>6.30</b>	<b>F</b>
<b>Alternative</b>			6	D	39,175	10	35	22.0	7.0	0	0	5.0	<b>2.73</b>	<b>C</b>

### Bicycle Level of Service: Portland Rd to Bald Eagle Dr.

The level of service grade for the segment from Portland Rd. to Bald Eagle Dr. is currently a "C" grade. In order to lower the LOS grade, restriping the travel lanes to 11' and improving the pavement condition would be necessary.

Route Name	From	To	Lanes (L)		Traffic Vol.	Pct.	Post. Spd.	Width of Pavement			Occu. Park.	Pvmt. Cond.	Bicycle LOS	
			Th #	Con.	(AADT)	(HV %)	(SPp) mph	(Wt) (ft)	(Wl) (ft)	(Wps) (ft)	(OSP) (%)	(PC <sub>5</sub> ) (5..1)	Score (1..7)	Grade (A..F)
Laurel/Ft. Meade Rd MD 198	Portland Rd.	Bald Eagle Dr.	2	U	27,325	10	50	22.5	10.5	0	0	3.0	<b>3.00</b>	<b>C</b>
<b>Alternative</b>			2	U	27,325	10	50	22.5	11.5	0	0	5.0	<b>2.17</b>	<b>B</b>