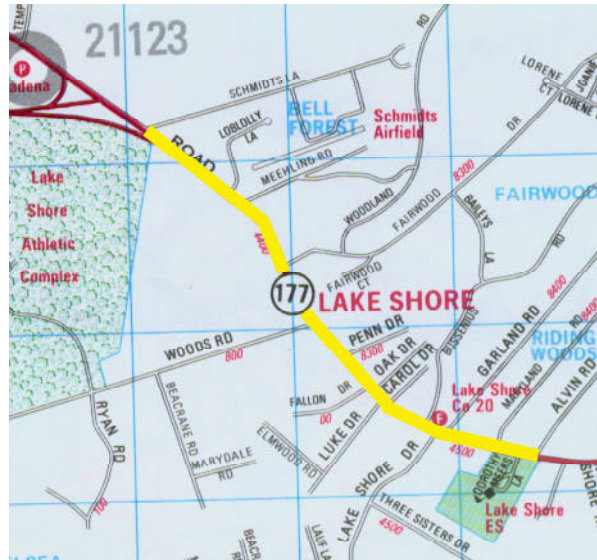


Pedestrian and Bicycle Corridor Profiles: Mountain Road Rt 177. Lake Shore

Location: Mountain Road Route 177 from Maryland St./Lake Shore Elementary to Schmidts Lane.

Mountain Road is a major arterial road connecting the Lake Shore Area to Governor Ritchie Highway (Route 2). This road provides access to variety of residential and commercial zones, including Lake Shore Elementary, Lakeshore Volunteer Fire Department and a variety of service-oriented businesses. The study corridor begins near Maryland St. and the Lake Shore Elementary School and ends just short of Hogs Neck Road at Schmidts Lane.



Location Map (Corridor in Yellow)

ADC The Map People pun # 20202113

Existing Conditions

Mountain Road (MD 177) is a two lane arterial road with a middle turning lane during designated hours. The middle lane changes from a turning lane to a west bound only lane during morning rush hours and to an east bound only lane during evening rush hours. The road ranges in width from 39.5 feet to 46 feet. It has two 12-foot travel lanes and an 11-foot wide middle turning lane. The variable shoulder ranges from 6 feet wide to 3 feet wide throughout the corridor. The existing speed limit is 40 m.p.h., but the observed speed seems to be closer to 50 mph. There are limited and discontinuous sidewalks located on both sides of the road and some pedestrian access at the major intersections. Currently there are no designated bicycle facilities on the route.



Wide shoulder in the commercial area looking west



Near Lake Shore Elementary, looking east

Potential Pedestrian Improvements

Install and connect sidewalks

The corridor has strong potential for encouraging pedestrian travel. However, the few sidewalks that do exist are short and unconnected. Sidewalks should be connected and/or constructed through the commercial area of the segment and should also be extended to the Lake Shore Elementary School. A curb should be installed along with new sidewalks to increase the comfort level of pedestrians and protect them from traffic along the corridor.

Install Curb Ramps

Current design guidelines recommend that two curb ramps be installed on each corner of an intersection to serve street crossing in both directions. The intersection located in front of the Lake Shore VFD does not have a curb ramp to provide access through a curbed median. As sidewalks are developed, curb ramps will be required at all intersections

Pedestrian Signal Accessibility

The pedestrian signal provided at the Lake Shore VFD intersection should be free of obstructions and universally accessible. The pedestrian push button should be in compliance ADA guidelines.

Increased Shoulder Width

Providing a separation for pedestrians and motorists helps increase the safety and comfort level of pedestrians. In situations where sidewalks are not feasible to construct, widened shoulders could provide an alternative for pedestrian movement throughout the corridor.



Heading west, past the commercial district

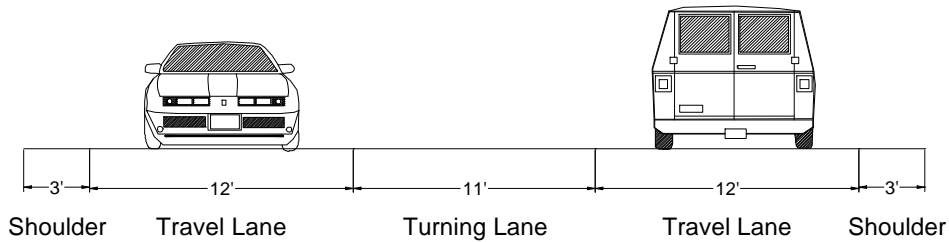


Existing shoulder in front of Royal Farms, heading east

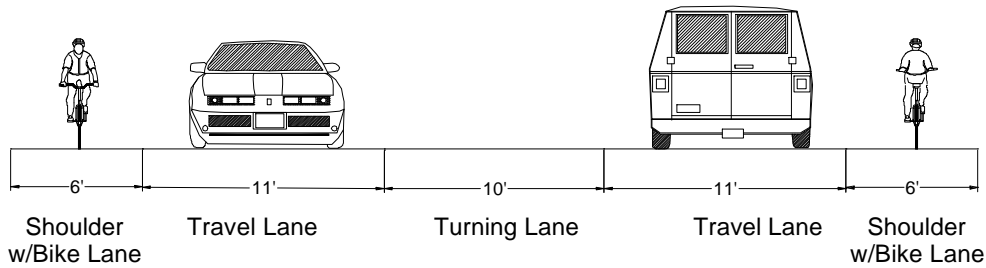
Potential Bicycle Improvements

Increase the shoulder width along the corridor to provide for bicycle use. Providing a shoulder at least six -feet wide will greatly improve bicycle conditions in the corridor. In most sections of the corridor this can be accomplished by restriping the travel lanes to 11 feet, the middle turning lane to 10 feet and adding additional shoulder pavement. The design and striping of the shoulders through the commercial area near Lake Shore Elementary School will require special attention due to the variable width of the existing pavement and numerous existing driveways. Additional study is recommended for this corrdior in order to develop recommendations for traffic direction designations, signal changes, traffic volumes and speed.

Existing Conditions



Proposed Improvements



Bicycle Level of Service

In order to increase the level of service grade on Mountain Road several improvements will have to be made. This includes decreasing the width of travel and turning lanes and providing a minimum of seven feet of shoulder width for each travel direction. These improvements will improve the level of service grade by two increments.

Route Name	From	To	Lanes (L)		Traffic Vol. (AADT)	Pct. (HV %)	Post. Spd. (SPp) mph	Width of Pavement			Occu. Park. (OSP) (%)	Pvmt. Cond. (PC ₅) (5..1)	Bicycle LOS	
			Th #	Con.				(Wt) (ft)	(Wl) (ft)	(Wps) (ft)			Score (1...7)	Grade (A..F)
Mountain Rd.	Alvind Rd.	Schmidts Ln.	2	S	28,204	8	40	15.0	3.0	0	0	3.0	5.80	F
Alternative			2	S	28,204	8	40	18.0	7.0	0	0	5.0	3.81	D