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To: Scott Pomento, PE  
Director Office of Planning and Preliminary Engineering

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Arnold Preservation Council (APC) is aware that a high-level feasibility study is underway for both the Route 3 and Route 2 corridors from Baltimore to the Route 50 connection.

Our initial concern for adding lanes to Routes 2 and 3 is that they will generate more traffic within our neighborhoods, making crossing lanes significantly difficult for pedestrians and cyclists. Our apprehension to the proposal is that potential alternative traffic flow studies, assessing new lanes on controlled access roads such as 100, 32, 97 and 50, may not be considered as part of the potential solution. Instead the study seems to leap to a suggestion that (new lanes) are 'needed' vs. thoughtful study and consideration of the potential options. A stronger collaboration between SHA and the County could produce safer roads for all manners of transportation as well as crossings for bikers and pedestrians.

We do not believe our position is unique or unusual in the country. Another increasingly popular method communities are using across the nation to improve the safety of their roads for all users is the "road diet," which reconfigures a road, reducing the number of lanes and adding safety features. We understand the Federal Highway Administration's Highway Safety Improvement Program (HSIP) collects data, performs research, and provides funding to states to implement these infrastructure-based safety measures.

Safety analysts today have pointed out that 3-lane roads are noticeably safer than 4+lane roads, in part because, when comparing 3 lanes to 4, average vehicle speeds are reduced, there is less variability in vehicle speeds, and there is less speeding. In addition, there is a significant reduction in what engineer's call "conflict" points, and an increase in "sight distance" for turning and crossing traffic on a 3 lane versus a 4+ lane road. The US Department of Transportation has cited studies that equate an increase in emergency response times when roadway lanes are increased. ([https://safety.fhwa.dot.gov/road\\_diets/resources/fhwasa16074/](https://safety.fhwa.dot.gov/road_diets/resources/fhwasa16074/))

APC is especially concerned about Route 2 traffic. One of the most frequent types of fatal crashes on Route 2 "is the multiple threats when a driver stops to let individuals cross on a multi-lane road, and they are struck by a driver passing in the adjacent lane." We would like to point out that this type of crash is not possible if there is no adjacent lane. Lane crossings from Route 2 southbound which access both Giant Food in Severna Park and Dunkin Donuts across from Fishpaws are just two examples where such configurations have resulted in just such avoidable fatalities.

Your proposal assumes that wider roads are safer roads. We believe your assumption in this case is in question. APC would like the opportunity to discuss this further with you and would welcome an open dialogue as you move through your study.

Elizabeth Rosborg  
President

Richard Ensor  
Past President