

Jumpers Hole Road Improvements, MD 2 to MD 177
Anne Arundel County Capital Project No. H586901
Office of Planning Zoning Community Meeting for Presentation of the 30% Schematic Design
Public Input Period: 10/15/24 - 11/20/24

Date Received	Name	Comment/Question	Response
11/6/24	Cynthia Claus	<p>1. Does county "own" property to be used?</p> <p>2. What if any maintenance of path or walk is responsibility of homeowner, ie winter snow and ice?</p> <p>3. If a resident's driveway is impacted and they obstruct path is there a penalty?</p> <p>4. What happened to connect roads for Woodholme called out in feasibility study?</p> <p>5. How will WC and jhr intersection be marked to minimize blocking intersection?</p> <p>6. How will utilities be relocated and where? Are all those cost in budget</p> <p>7. Will current barriers walls guard rails be replaced to protect residents on jhr? These were installed to increase safety</p> <p>8. Will evening star be 2 lanes exiting as is Ashberry? Marking in plan not clear. Did county update their traffic study with new counts and modeling?</p> <p>9. Does traffic engineering send out counters- during rush hour/ non rush to see back up MT RD to left turn segment at Jumpers</p> <p>10. design on line = different from.</p> <p>11. Can they line + squeeze down before they concrete and commit.</p> <p>12. No Access to Eveningstar and Expect Woodholme resident to cut thru to B.J's-</p> <p>13. If traffic is going to get worse what will you do to relieve traffic.</p>	<p>1. The majority of improvements are proposed within public right-of-way (owned by the County or SHA). Impacts to private properties will be minimized, but temporary easements and permanent right-of-way takes are necessary with the design.</p> <p>2. Per County Code, removal of snow and ice on sidewalks and paths adjacent to roadways are the responsibility of the homeowner.</p> <p>3. Parked vehicles cannot block sidewalks or paths. Design & impacts to driveways will be evaluated to minimize reduction of driveway storage. The County will coordinate with individual property owners on the construction schedule.</p> <p>4. The project team is evaluating connections from Woodholme Circle to surrounding streets - the previously identified connection to Evening Star Dr is no longer feasible due to the purchase and development of a single family home lot, unless another property becomes available for purchase that the County could consider. The connection to Ashberry Ln requires significant coordination and right-of-way takes.</p> <p>5. Signing and pavement marking plans will be developed in future phases of design. Signs and pavement markings will be evaluated to minimize the risk of intersections being blocked by traffic.</p> <p>6. Utilities will require relocation along the corridor, but the County will not be able to confirm how this will be achieved and associated costs until a later stage of design.</p> <p>7. The need for guardrail and other barriers will be evaluated as part of the next stage of design.</p> <p>8. The County has updated traffic models at the intersection of Evening Star Dr / Ashberry Ln & Jumpers Hole Rd. Evening Star Dr will be marked as 2 lanes; signing & pavement marking plans will be included in the next design phase.</p> <p>9. A request can be made to the County Traffic Engineering Division and/or SHA to evaluate queues and delays at intersections along the project corridor. These were evaluated during the feasibility study completed in 2022, including an estimation of changes to delays and queues at all intersections under build conditions, including retiming all signals.</p> <p>10. 30% design plans and documentation / exhibits are located on the project website</p> <p>11. The County can install interim measures to estimate impacts to traffic before construction begins, but a follow-up traffic study would be needed. Please contact the County Traffic Engineering Division to make the request.</p> <p>12 & 13. Traffic analysis indicates the addition of the signal at Evening Star Dr will provide sufficient gaps along the corridor for safer turns from Woodhole Circle. The County intends to install the signal prior to beginning construction of the remainder of the capital improvements to confirm if this happens in the field.</p>
11/12/24	Brendan Maltese	<p>Overall, I strongly support this project. The area served by it has changed drastically over the years, particularly in the recent decade. Modernization is absolutely necessary for the safety and efficiency of the corridor. Improving this road for all road users is important. Here are some changes from the 30% design that I would like to see, generally listed from southwest/left to northeast/right:</p> <p>1. While outside the scope, the southwestern terminus of this project needs to be aligned in a way that is most compatible with any likely plans for enhancements to the Ritchie/Jumpers intersection. Safe ped/bike access to the B&A trail is contingent on this.</p> <p>2. Reconfigure the island at the first entrance to WalMart to allow easier car access in, while further discouraging left turn traffic out. Signage currently exists, but people often ignore it.</p> <p>3. The Jumpers right turn lane on to 2N needs to be extended. I often find myself waiting at the red light in the straight lane. It looks like this can be accommodated by decreasing the grass buffer between the lane and the shared use path, although it might require moving the telephone pole at the car dealer back entrance.</p> <p>4. Is there enough space to add a northbound right turn only lane at the light near SECU? The stretch between here and Ritchie sometimes backs up and causes Southbound MD2 left turn traffic to get stuck in the intersection. A right turn lane into WalMart might keep some of that traffic flowing better.</p> <p>5. The proposed concrete barrier through the bridge section is worrisome to me. While the tighter lanes through the curve will slow traffic, I'm concerned that drivers won't have anywhere to go if an oncoming vehicle crosses the center line. I don't know if it's the right solution, but narrowing the shared use path to the 8 foot minimum could reduce the risk of head on collisions. Another solution, presumably more expensive, would be to route the path and/or sidewalk behind the bridge supports. An example of this can be found where Crain Hwy goes under MD 100.</p> <p>6. The Eastbound Mountain Rd stop line should be extended closer to the intersection so that the right turn on to Jumpers isn't so far away.</p> <p>7. In its current configuration, westbound Mountain Rd left turn traffic often cuts into the northbound Jumpers left turn lane. You can see evidence of this by the worn down yellow center line. The new design moves the Jumpers stop line closer to the intersection, which will make this a sharper turn and worsen the issue. I don't know what the solution is for this. Can the curve in the road at Jumpers be straightened out and shifted eastward by a few feet in order to make the receiving lane (Jumpers southbound) wider? Given that the design only has one eastbound Mountain Rd lane going through to the intersection, one of the receiving lanes on the other side of Mountain can be removed. That could shift the southeast corner island to the north.</p> <p>8. I know it's a reach fiscally, but burying power lines throughout the project would save some space, improve reliability of service, and improve aesthetics.</p>	<p>1. Although the scope does not directly impact the intersection, we are keeping in mind how to improve conditions. Signal timing will need to be coordinated with the new signal at Evening Star Drive. There will be impacts during construction. Any needs during or beyond this project will be coordinated with SHA. More details on impacts will be shared during the next design phase.</p> <p>2. We are considering options to modify the island and may incorporate updates in the 65% design plans.</p> <p>3. We can evaluate the feasibility of extending the right-turn lane. However, this needs to be balanced with safety for all road users, including maintaining a grass buffer between the path and motorist lanes where possible, in addition to tradeoffs with impacts like utilities, stormwater management, and costs.</p> <p>4. Although there appears to be space to widen and acknowledge possible benefits, there are risks in doing so. There would be impacts to utilities, stormwater management, environmental features, ROW, and costs, and thus constructability and public buy-in. Although there are already anticipated ROW impacts, our goal is to minimize further impacts. We can evaluate further.</p> <p>5. We can further investigate options for alternate path/sidewalk alignments through the underpass.</p> <p>6. Despite possible benefits, this would require modifying the crosswalk alignment, which would impact the existing signal. The crosswalk would be less perpendicular to MD 177, making the crossing longer and exposing pedestrians to traffic for a longer period of time. This is a tradeoff to having crossing users closer to the intersection with better visibility by turning motorists. We can consider signing improvements to increase motorist awareness of crosswalk users. We will investigate this further.</p> <p>7. Shifting the south leg to the east would increase crash risk for some users since it would offset the north and south legs. This also establishes a risky precedent since we would not address the issue on the north side. This would also require more ROW. The lane use on the eastbound MD 177 approach in the color roll map is incorrect and will be fixed -- the existing lane use will remain. Upgrades to the intersection may better guide movements through the intersection.</p> <p>8. Despite the benefits, the high cost makes it difficult to justify. We will continue discussing this throughout the project and beyond.</p>
11/17/24	Robert Ignat	<p>I am an resident that lives in the Creekstone Village Community right off of Jumpers Hole Road and I wanted to share some of my thoughts/feelings on this improvement. I think that this plan is a great idea to not only improve the safety but also the accessibility to get from one end of the road to another on bike or by walking.</p> <p>I can personally say that trying to turn onto Jumper's hole, especially when crossing two lanes of traffic, can be a very trying process during rush hour and with the addition of the street light this will make the process of leaving the community easier and safer (the traffic coming from Mountain road is hard to see with the bend near the bridge).</p> <p>I think this addition will also make walking up and down the road much more safer (I have walked to the Walmart going down Jumper's Hole and I can say it doesn't feel very safe) and actually allow someone to get to the B/A trail from our community area using actual crosswalks and side walks.</p>	<p>A goal of the project is to improve mobility and circulation for all users, including pedestrians and cyclists, throughout the corridor.</p> <p>The proposed signal at Evening Star Dr / Ashberry Ln is intended to increase safety and accessibility of the communities along Evening Star Dr and Ashberry Ln from Jumpers Hole Rd. Additionally, the project team has performed a traffic analysis of the future conditions with the new traffic signal in coordination with the existing signal at the Walmart Entrance and have concluded sufficient gaps will be provided in traffic along Jumpers Hole Rd to effectively allow drivers to exit the Woodholme Circle neighborhood.</p> <p>Dedicated bicycle and pedestrian facilities are also proposed to increase safety and general connectivity / accessibility for vulnerable users along the corridor.</p>
11/12/24	Hayley Sypniewski	<p>Thank you for coming out to Pasadena last week to host a public session on the Jumpers Hole project. It was very informative and I am looking forward to seeing the upgrades to our community's walkability.</p> <p>I am following up to both voice my support for this project and share ideas from our community coming out of that meeting.</p> <p>Having walking access to nearby bus stations and stores is huge. I am personally a regular user of the B&A trail and am looking forward to the multi-purpose path to allow safe biking there. I regularly see people walking along the road shoulder carrying groceries from the store to the bus stop. This road shoulder becomes particularly precarious under the highway overpass due to both the narrowness of the road and low visibility as it turns. I would love to see either reflectors or low-light-pollution lights added to give better visibility in space constrained regions.</p> <p>I really liked the idea of having pedestrian crosswalks added near the neighborhoods, as it creates much safer crossing conditions. Traffic turning on/off Jumpers Hole is an increasing problem, particularly at rush hours. As a resident of Creekstone Village, the stop light directly solves this problem for our community.</p>	<p>A goal of the project is to increase accessibility and safety for pedestrians and cyclists along the corridor.</p> <p>Future design phases of the project will include lighting design (including at the MD 100 / MD 10 underpasses) and signing and pavement marking design to further reduce crash risk for vulnerable users along the corridor.</p>

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11/15/24	Debby Hartten	<p>I want to share my appreciation of the hard work that has taken place to date in working towards a solution to address the safety and roadway efficiency on Jumpers Hole Road between Mountain Road and Ritchie Highway.</p> <p>This road current design in no way can accommodate the drastic increase in use over the years especially given the expansion of Creekstone Village and new developments such as the Highlands that will only push more traffic along this route.</p> <p>As an owner in Creekstone Village Townhomes 2 it is extremely difficult to utilize Jumpers Hole to exit towards Ritchie throughout the day and is quite dangerous. Our school bus pick up and drop off on Evening Star near Jumpers Hole also adds to safety concerns.</p> <p>There are many people who traverse Jumpers Hole on foot as well which is exceedingly dangerous.</p> <p>Improvement to the traffic pattern with synchronized lights and addition of sidewalk will make this roadway much safer and utilized as it needs to be given new development. Reducing truck travel would also help.</p> <p>It is unreasonable and dangerous for so many residents of Creekstone Village overall to have to utilize the adjoining shopping center for movement in and out as the most efficient means.</p> <p>I applaud the plans and hope we can get this project moving forward. While older residents along Jumpers Hole need to be considered, it is vital to recognize that growth has already occurred which has created the situation and need to find the best solution possible for the current and future use of this roadway.</p>	<p>A goal of the proposed signal at Evening Star Dr / Ashberry Ln is to improve quality of access to and from Jumpers Hole Rd for the adjacent communities. The addition of the signal will provide controlled movement to both northbound and southbound Jumpers Hole Rd for residents along Ashberry Ln and Evening Star Dr. This signal will also be timed and coordinated with the existing signal at the Walmart Entrance to improve circulation along the Jumpers Hole Rd corridor.</p> <p>Coordination is ongoing with Anne Arundel County Public Schools related to school bus stops and access along the Jumpers Hole Road corridor and within adjacent neighborhoods.</p> <p>The County is currently evaluating truck restrictions (both existing restrictions and possible modifications along the corridor).</p>
11/13/24	David Bilodeau	<p>Jumpers Hole Road is a heavily congested and dangerous road. This glorified county road hasn't changed in my 60 plus years of living in Anne Arundel County. What has changed dramatically is the population density living in that stretch of Jumpers Hole Road and the increase in commuter traffic. In the past 10 years at least 1000 drivers have been added locally. Yet, there has been no change to Jumpers Hole Road from Ritchie Highway to Mountain Road.</p> <p>Additionally, the number of rush hour commuters driving the road has skyrocketed. During rush hour it is extremely dangerous due to the volume of traffic, and speeding commuters who change lanes or drive on the road shoulders. Little of the traffic on Jumpers Hole comes from locals. The volume of commuter traffic on Jumpers Hole needs to be significantly decreased.</p> <p>My family and I have lived in Creekstone Village for over four years. During that time we've found it difficult and increasingly dangerous to exit onto Jumpers Hole as well as to drive the road. Drivers coming from the Mountain Rd area often speed and come around a blind curve which combined with heavy traffic from the Ritch Hwy direction then requires me to make a split second decision on whether to make a turn onto Jumpers Hole. Furthermore, people from Woodholme park trucks close to the Creekmore Village exit which obscures oncoming traffic from the Ritchie side. You can't see them coming from the Ritchie side until the last second and you are eyeballing the Mountain Rd side hoping you can get a break to exit. It's dangerous.</p> <p>Let's talk about how hazardous it is when cars are turning into Creekmore or the Asbury apartment complexes. Vehicles cut around the turning vehicles into oncoming traffic or drive onto the road shoulder. Add in a speeding vehicle and it's treacherous. If you are walking on the road you have to be extremely careful when walking on the road shoulders. Jumpers Hole is a mess.</p> <p>Please get this project approved and move forward!</p>	<p>The County has experienced significant growth in regional and local traffic, which is expected to continue. There are limited north-south routes for additional traffic between Mountain Road and MD 2, which has resulted in an increase in traffic volumes along Jumpers Hole Rd.</p> <p>An anticipated byproduct of timing the proposed traffic signal at Evening Star Dr / Ashberry Ln in coordination with the existing signal at the Walmart Entrance is a decrease in prevailing vehicle speeds throughout the corridor because mainline Jumpers Hole Rd will be required to stop during the red phase of the proposed signal.</p> <p>The addition of the traffic signal will provide controlled movements for traffic coming from Evening Star Dr and Ashberry Ln to Jumpers Hole Rd. Dedicated turn lanes are proposed on Jumpers Hole Rd to better define vehicular movements at the intersection and to move stopped vehicles waiting to turn out of the through travel lanes.</p> <p>The addition of sidewalks and a shared-use path along Jumpers Hole Rd will also provide dedicated facilities for more vulnerable users, raising driver awareness of the potential presence of pedestrians and cyclists.</p>
11/14/24	Sheila Leone	<p>I am strongly in support of the Jumpers Hole Road Improvements! The road in its current configuration can no longer support the high density of traffic using the road. Also, the road is dangerous due to blind curves and lack of turning lanes. Additionally, the lack of sidewalks and traffic lights make walking very dangerous. I don't see how a person can ride a bicycle on Jumpers Hole Road as there is no room for a bike to be safely ridden. Lastly, Children from Creekmore Village access school buses on Jumpers Hole. Children are children - they play alongside the road while waiting for their buses.</p> <p>Jumpers Hole Road is a heavily congested and dangerous road. The road needs modernization badly. The number of rush hour commuters driving on the road has skyrocketed over the years. During rush hour it is extremely dangerous due to the volume of traffic, and speeding commuters who change lanes or drive on the road shoulders. The volume of commuter traffic on Jumpers Hole needs to be significantly decreased. Additionally, local traffic has also increased since the construction of Creekstone Village in the past 10 years, which has added at least 1,000 local drivers.</p> <p>It is very hazardous when cars are turning into Creekstone Village or the Asbury apartment complexes. Vehicles cut around the turning vehicles into oncoming traffic or drive onto the road shoulder.</p> <p>Please get this project approved and move forward!</p>	<p>A goal of the project is to reduce crash risk along the corridor for all users. Dedicated pedestrian and bicycle facilities aim to increase driver awareness of more vulnerable users along the corridor. The project team is coordinating with Anne Arundel County Public Schools regarding the locations of school bus stops within the project limits.</p> <p>Traffic calming along the corridor is an anticipated byproduct of coordinating the timing of the proposed traffic signal at Evening Star Dr / Ashberry Ln with the existing signal at the Walmart Entrance, likely resulting in the decrease of prevailing vehicle speeds throughout the corridor. Provision of curb-and-gutter along with pedestrian and bicycle amenities are also likely to reduce prevailing speeds.</p> <p>In addition to the traffic signal, left turn lanes will be provided on Jumpers Hole Rd at the Evening Star Dr / Ashberry Ln intersection to provide dedicated space for queued turning vehicles to move out of the way of through traffic.</p>

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11/21/24	Jared Krichevsky	<p>I wanted to thank you and the team for presenting to the communities about the preliminary (30%) design for the stretch of Jumpers Hole Road between MD-2 and MD-177. Although there were lots of complaints raised, I firmly believe that the project will be a net positive for the communities and residents both in the project area and directly adjacent.</p> <p>The road needs significant safety improvements which it appears that this project plans to implement from sidewalks to a grade separated multi-use path. The addition of a crosswalk with a refuge island will allow for safer street crossings in addition to the crosswalks at the existing signalized intersections of Mountain Road and the Walmart entrance as well as the crosswalk at the proposed signalized intersection Evening Star. The improvements for pedestrians and other vulnerable road users should not only improve safety for those who already walk, bike, or wheelchair along this corridor, but it should also encourage others who do not feel comfortable utilizing this corridor to start using it without the need to drive.</p> <p>The amount of through traffic is unacceptable and leads to many of the problems that we are experiencing. Please add to the plans that the road not be open to through traffic as well as reducing the road's speed limit to that of a residential street, 20 miles per hour (30 km/h). These two (2) changes will lead to an exponential increase in safety. Your own studies leading up to this project found that cars are travelling far in excess of the current speed limit. Combining the excessive speeds found during the study with the lack of protective infrastructure leads to exceedingly dangerous situations with residents who live directly on Jumpers Hole Road describing vehicles hitting their houses.</p> <p>I encourage the team to continue to think of ways to optimize this design by not limiting the options to those that are in archaic design guides, often written in the 1950s and '60s. We need to make the safety of people the priority as this is a residential area. Giving cars preferential treatment is quite literally minimizing human life and degrading those of us who live in the project area.</p> <p>Some specific recommendations that I have for the project would be to include bike boxes at the termini of the multi-use path so that cyclists can filter to the front of the line to safely re-enter traffic as they travel to the existing cycling infrastructure. Ideally, having the multi-use path extend all the way to the B&A trail will increase safety and usage. Please ensure that the beg buttons at the signalized intersections are given the highest priority; providing dummy beg buttons does nothing but encourage users to ignore the signals that do not respond to the presence of pedestrians and other vulnerable road users. Wherever possible, please include maximum protection for pedestrians from vehicles such as hard and extra tall curbs, trees, or fixed bollards. Consider adding crosswalk markings at the business entrances on the Mountain Road side of the project area. Please add that the markings on Evening Star Drive should include separate turn lanes to mirror the existing installation on the Ashberry Lane side of the same intersection.</p>	<p>Safety and accessibility for vulnerable road users is one of the primary goals of the project and will continually be evaluated during future phases of the project. The project team will confirm the appropriateness of the posted speed limit and the feasibility of additional traffic calming measures along the corridor. We also recommend you contact the County Traffic Engineering Division to make a separate request, where an evaluation can be done independently of the capital project. Possible recommended actions could be implemented through a combination of short-term improvements through operations and maintenances forces and incorporation into the capital project design.</p> <ul style="list-style-type: none"> - Bike boxes will be included with pavement marking design at the intersection with Mountain Road to connect cyclists to the existing bike lane infrastructure along MD 648. - Extending the proposed shared use path to the B&A trail is outside the scope of this project, but connectivity will be evaluated by the County through a future separate effort. - Pedestrian push buttons will be included with the upgrades to the existing signal at the Walmart Entrance and at Mountain Road and with the proposed signal at Evening Star Dr / Ashberry Ln - Pavement marking design will be included in future phases of design of the project and will include lane demarcation on Evening Star Dr. We will evaluate the need for crosswalks at business entrances.
10/17/24	Greg Cox	<p>1. Can you explain how this project will impact my property at 8040 JHR? I mainly want to know if I should expect to lose any property</p> <p>2. How are resident properties identified in the plans? Parcel number or what?</p> <p>3. I use Verizon Fiber-optic cable for Internet and business. Will there be downtime associated with that?</p>	<p>1. The current plans do not show the need for any permanent right-of-way takes at 8040 Jumpers Hole Road, but please note that this is subject to change. In the next design phase, we will develop a more detailed design layout, including a right-of-way drawing that will better estimate the likelihood of right-of-way needs. Along your property frontage, there are callouts that show the existing right-of-way line along with the draft proposed right-of-way line, which are almost exactly the same at this stage of design. However, in the case of no right-of-way needs, there may still be needs for easements, which could be permanent or temporary. That will also be determined in the next design phase.</p> <p>2. Private properties are identified based on parcel and lot numbers along with the owner name. Color-coded graphics are provided on the project website that provide more clarification of the current design layout (early stage, high-level) potential impacts.</p> <p>3. Downtime associated with utilities is possible, but the County is not able to confirm until a later stage of design & coordination with utility providers. Any utility service interruptions will be coordinated directly with impacted property owners.</p>
10/29/2024	Greg Cox	<p>What is driving the need for this project? I don't recall residents petitioning for this.</p> <p>I would be very concerned about replacing the shoulders with curbed sidewalks. When there is an accident where would the cars go? Maybe put sidewalks just on one side to see how this works out. To illustrate, I will attach a couple of snapshots of accidents in front of my house. Even with existing shoulders the southbound traffic has a risky maneuver going around because of busy northbound traffic.</p>	<p>The need for the project is driven by a number of concerns raised by the local communities over several years, resulting in recommendations being developed through completion of a feasibility study in 2022. Community associations, advocacy groups, and individual residents requested that the County provide improvements along the corridor, supported by County Council. County master plans have identified needs to address transportation mobility, safety, and accessibility issues along the corridor, built on the County's Complete Streets and Vision Zero programs.</p> <p>Curb and gutter with sidewalks/paths are measures proven to reduce speeds and provide safer and less stressful travel options for all road users. In the case of an incident within the traveled way, if one lane is blocked, motorists can use unblocked space at the direction of police officers or other authorized personnel. State law prohibits the use of shoulders for moving traffic unless directed by authorized personnel. We understand that motorists will typically use space available to them to go around incidents until authorized personnel arrive to direct traffic. We would not likely remove curb-and-gutter from the design due to concerns on incident management, but we do consider the associated impacts – we are coordinating with County Fire and County Police.</p>
11/6/24	Sticky note from public meeting	Extra right turn turn lane [southbound Jumpers Hole Rd approaching intersection at MD 2]	The project team will evaluate extending the right turn lane on SB Jumpers Hole Rd at MD 2 to increase storage and minimize blocking of adjacent lanes.
11/6/24	Sticky note from public meeting	Modify island to physically prohibit illegal lefts [Southern Walmart Entrance on Jumpers Hole Rd]	This entrance is currently signed as no left turns out. The project team will evaluate the possibility of modifying the island to provide physical barrier to left turns or make left turns more difficult.
11/6/24	Sticky note from public meeting	Close down entrance way to Walmart on Jumpers Hole	Coordination is needed with several other County entities, SHA, Walmart, and the shopping center's property owner to discuss this, as it would impact traffic patterns at adjacent intersections and driveway access points, including routing of truck traffic through the shopping center parking lot. The project team will discuss this further.
11/6/24	Sticky note from public meeting	Left turn to Walmart is often blocking through movement [Southbound Jumpers Hole Rd at signalized Walmart Entrance]	Lane configurations and turn lane lengths at the Walmart Entrance will be evaluated to consider the possibility of increasing storage for turn movements.
11/6/24	Sticky note from public meeting	Thru lane blocks right turn lane [southbound Jumpers Hole Rd from AMF Southdale Lanes to MD 2]	Lane configurations and turn lane lengths will be evaluated.
11/6/24	Sticky note from public meeting	From MTA - move bus stop to far side of AMF entrance [along southbound Jumpers Hole Rd between AMF Southdale Lanes entrances]	Bus stop will be relocated to far side of signalized intersection
11/6/24	Sticky note from public meeting	Can we add a digital speed awareness sign? [along Jumpers Hole Road - between Woodholme Circle]	The County Traffic Engineering Division is aware of speeding concerns along the corridor, and the project team has discussed the need to consider several short-term measures, including speed awareness signing, and may implement some measures in the short term. However, we recommend you contact the Traffic Engineering Division directly to make this request.
11/6/24	Sticky note from public meeting	Children play/walk in street - don't want cut-through to parking lot [in the area of 8007 Woodholme Circle]	Connections to Woodholme Circle are being further evaluated by the project team and will be coordinated with the community.
11/6/24	Sticky note from public meeting	Sight distance issue [at the intersection of Jumpers Hole Rd and the southmost entrance of Woodholme Circle]	Sight Distance will be evaluated at all intersections along Jumpers Hole Road, and any deficiencies will be corrected with the project. Anticipated reductions in travel speeds with the incorporation of several major design elements will reduce the required sight distance for certain movements and reduce crash risk for those movements.

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11/6/24	<i>Sticky note from public meeting</i>	Add Red Light at Jumper Hole and Woodholme [at the intersection of Jumpers Hole Rd and the southmost entrance of Woodholme Circle]	The intersection with southern Woodholme Circle is less than 500' from the existing Walmart signalized intersection, significantly less than the advised 1000' minimum spacing of coordinated traffic signals per County and SHA guidance. The feasibility study completed in 2022 included signal needs analyses for the Woodholme Circle intersections and determined they are not justified.
11/6/24	<i>Sticky note from public meeting</i>	Additional crosswalks [at the intersection of Jumpers Hole Rd and the southmost entrance of Woodholme Circle]	To increase pedestrian visibility and safety, a crosswalk is currently only proposed at the northern Woodholme Circle intersection with a refuge island. An unsignalized crosswalk at the southern intersection can be re-evaluated.
11/6/24	<i>Sticky note from public meeting</i>	Please add temporary bollards as a test to see if narrowing the "stroad" will actually slow the excessive through traffic [along Jumpers Hold Rd between the Woodholme circle entrances]	The project team is coordinating with the County Traffic Engineering Division to consider the feasibility of implementing short term measures, including signs, pavement markings, and flexible tubular markers ("flex posts") that may serve as a pilot project to determine their impact on managing speeds. Please note that bollards are considered vertical fixed objects and would not be installed in the same manner as tubular markers since they pose an additional crash risk.
11/6/24	<i>Sticky note from public meeting</i>	Guests park on street in front of houses [along Jumpers Hold Rd between Woodholme Circle]	Existing shoulders will be removed along Jumpers Hole Road in order to accommodate the sidewalk and shared-use path. Sidewalks will provide connections for visitors to park on neighboring streets and walk to their destination. Driveway lengths are not anticipated to decrease significantly with the proposed improvements.
11/6/24	<i>Sticky note from public meeting</i>	Signage to not block intersection [at the intersection of Jumpers Hole Rd and northern Woodholme Circle]	Signing and pavement marking design, including attention to intersections, will be included in future phases of design.
11/6/24	<i>Sticky note from public meeting</i>	Mark road for traffic Awareness and to encourage Don't Block the Box [at the intersection of Jumpers Hole Rd and northern Woodholme Circle]	Signing and pavement marking design, including attention to intersections, will be included in future phases of design.
11/6/24	<i>Sticky note from public meeting</i>	Can this crosswalk be moved or eliminated - too close to Evening Star Intersection and also moves sidewalk closer to this house. School buses have another route [at the intersection of Jumpers Hole Rd and northern Woodholme Circle]	The addition of the uncontrolled crosswalk at this location allows for the installation of a refuge island, reducing crash risk for pedestrians crossing Jumpers Hole Road since they can cross one direction of traffic at a time. Curb radii at intersections will be further evaluated with vehicle turning templates in future phases of design to minimize impacts to private properties.
11/6/24	<i>Sticky note from public meeting</i>	Wrong address 8033 [at the property labeled 8063 at intersection of Jumpers Hole Rd and northern Woodholme Circle]	Acknowledge - future graphics will be updated to depict correct address
11/6/24	<i>Sticky note from public meeting</i>	Please put in hard curbs to protect the Multi Use Path [in the area of the intersection Evening Star Drive, Ashberry Lane, and Jumpers Hole Rd]	Concrete curb and gutter is proposed along both sides of the corridor adjacent to the shared use path and sidewalk.
11/6/24	<i>Sticky note from public meeting</i>	Could signal be flashing at nighttime? [at the intersection Evening Star Drive, Ashberry Lane, and Jumpers Hole Rd]	Once the County installs the new signal and it becomes fully operational, the County can conduct a study during nighttime hours to determine if flashing operation is feasible.
11/6/24	<i>Sticky note from public meeting</i>	Can this have a left turn lane, people already do 2-lanes here [along Evening Star Drive at the intersection Evening Star Drive and Jumpers Hole Rd]	Signing and pavement marking plans will be included in future phases of design - lane configuration of Evening Star Drive will be evaluated to consider dedicated lanes.
11/6/24	<i>Sticky note from public meeting</i>	Lighting under bridges [under the bridges of MD100 and MD10]	Lighting design will be included in future phases of the project
11/6/24	<i>Sticky note from public meeting</i>	Confusing [the northbound right turn lane and thru lane along Jumper Hole Rd approaching the intersection at MD 177]	Signing and pavement marking plans will be included in future phases of design. Pavement marking design will aim to maximize clarity of lane use.
11/6/24	<i>Sticky note from public meeting</i>	Add a bike box to allow people to transition to bike lane [south leg of Jumpers Hole Rd at MD 177]	Bike boxes will be included with pavement marking design at the intersection with Mountain Road to connect cyclists to the existing bike lane infrastructure along MD 648.
11/6/24	<i>Sticky note from public meeting</i>	Blind Turn. Right turning vehicles can't see through Tropical Smoothie [Right turn - EB MD 177 to SB Jumpers Hole Rd]	Sight distance will be evaluated at the intersection, and design will be updated to improve visibility.
11/6/24	<i>Sticky note from public meeting</i>	Mountain Rd EB to Jumpers Hole Rd SB right turn does not yield to left turn arrow [WB Mountain Rd to SB Jumpers Hole Rd]. [Jumpers Hole Rd & MD 177 intersection]	The project team will coordinate with SHA on signing and other measures to maximize traffic law compliance at the Jumpers Hole Rd / MD 177 intersection. Signing plans will be included in a future phase of design.
11/6/24	<i>Sticky note from public meeting</i>	Add crosswalk to north leg [Jumpers Hole Rd & MD 177 intersection]	The project team will evaluate pedestrian accommodations across the northern leg of the intersection.
11/6/24	<i>Sticky note from public meeting</i>	Right turning vehicles don't stop for left turns/ arrows [SB MD 648 to WB MD 177]	The project team will coordinate with SHA on signing and other measures to maximize traffic law compliance at the Jumpers Hole Rd / MD 177 intersection. Signing plans will be included in a future phase of design.
11/6/24	<i>Sticky note from public meeting</i>	There is a bike lane here. Please renew the paint & add bollards [north leg of MD 648 at Jumpers Hole Rd / MD 177 intersection]	The northern limit of this project is MD 177. The project team will evaluate improvements for the bike lane at MD 177 / MD 648 and will forward this concern to SHA to address concerns north of the intersection. Please note that bollards are considered vertical fixed objects and are not used to supplement longitudinal pavement markings since they increase crash risk, but flexible tubular markers ("flex posts") could be considered, contingent on the results of future evaluations by SHA.