



Anne Arundel County

Access Management Study

**Olson Road from Hammonds Lane to Atlantic
Transmission Service**

Contract No. H592003

Truck Access Management Report (TASK 2)

Prepared for:

Anne Arundel County Department of Public Works

Prepared by:

KCI Technologies Inc.

December 2025

**RISE TO THE
CHALLENGE**



TABLE OF CONTENTS

1. Introduction	1
1.1 Project Background	1
1.2 Project Area.....	1
2. Existing Conditions Overview	2
3. Stakeholder Meetings	3
4. Public Meeting	4
5. Recommendations	4
5.1 Alternative Truck Access.....	4
5.2 Near- to Mid-Term Truck Recommendations	6
5.3 Pedestrian, Bicycle, and Parking Recommendations.....	10
6. Next Steps	11

LIST OF FIGURES

Figure 1: Study Area	2
Figure 2: Southwest corner of Olson Road and Hammonds Lane	6
Figure 3: NB MD 2 at Bon Air Avenue (left) and NB MD 2 at Camrose Avenue (right)	7
Figure 4: Westbound Cresswell Road near MD 2.....	8
Figure 5: No Trucks Over 5T sign located on Olson Road just south of Holy Cross Road.....	9
Figure 6: Faded “No Parking” sign near Haile Avenue	10

APPENDICES

Appendix A – Task 1 – Existing Conditions Report

Appendix B – Public Meeting Comment Summary

Appendix C – Preliminary Olson Road Improvement Plans (from September 2025 Public Meeting)

1. INTRODUCTION

The Anne Arundel (AA) County Department of Public Works (DPW) requested KCI Technologies Inc. (KCI) to provide Architect / Engineer (A/E) Services to perform an access management study focusing on Olson Road between Hammonds Lane from the Atlantic Transmission Service property.

This study evaluates alternative access management and traffic control options for trucks going to and from the industrial areas along Olson Road. It also assesses pedestrian, bicycle, and parking needs along Olson Road. This report includes near-term, mid-term, and long-term recommendations for access management, pedestrian, bicycle, and parking needs of the community while addressing the priorities established in the Brooklyn Park Neighborhood Transportation Study.

This report provides an overview of the recommended improvements, including an alternative access for trucks and other recommendations aimed at improving safety for all users.

Relevant information that was included in the **Task 1-Existing Conditions** report (**Appendix A** to this report) is also provided to support the alternatives developed for the project.

1.1 Project Background

There have been numerous complaints from the community about trucks using Olson Road and the adjacent streets to access the industrial site at the southern end of Olson Road. The Brooklyn Park Neighborhood Transportation Study, completed in 2023, initially recommended improved pedestrian and bicycle facilities on Olson Road. However, this study prioritizes identifying alternative access options for trucks, while also seeking opportunities to improve the pedestrian and bicycle facilities.

1.2 Project Area

The project is in the Brooklyn Park area of Anne Arundel County. See **Figure 1** for an aerial view of the study area. The land uses within the study area are predominantly residential with a park, a cemetery, and industrial sites at the intersection of Olson Road and Cedar Hill Road and at the southern end of Olson Road.



Figure 1: Study Area

The study area covers Olson Road from Hammonds Lane to the Atlantic Transmission Service property. Olson Road is owned and maintained by Anne Arundel County.

2. EXISTING CONDITIONS OVERVIEW

The **Task 1-Existing Conditions** report provided a summary of the following existing roadway conditions and site observations. Below are the key findings from the **Task 1-Existing Conditions** report that guided the development of the proposed condition alternatives.

Anne Arundel County classifies Olson Road from Hammonds Lane to the Atlantic Transmission Service property as a collector with a posted speed limit of 25 MPH. Olson Road is unmarked and serves two-directional traffic. The roadway width varies from 20 feet to 40 feet wide, with areas where on-street parking is prohibited, areas where parking is allowed on one side of the street, and areas where parking is allowed on both sides of the street. There is limited sidewalk availability on Olson Road.

Olson Road is signed as a designated truck route, providing trucks ingress/egress from the industrial site at the southern end of Olson Road to Hammonds Lane. There are signs along northbound Olson Road directing trucks to use this route to access MD 2 (to the east) and MD 648 (to the west) via Hammonds Lane.

The turning radius of the southwest corner of the intersection of Hammonds Lane and Olson Road makes it difficult for trucks to make a right turn from eastbound Hammonds Lane onto southbound Olson Road. Trucks were observed lining up as far to the left as possible on Hammonds Lane (in the painted median) and using the entire width of Olson Road to complete their turn without impacting the southwest corner. Trucks were also observed waiting to turn onto Olson Road from Hammonds Lane for outbound Olson Road traffic to clear before making their turn to ensure they had the entire width of Olson Road to make their turn.

Based on the damage to the embankment, street sign, and fence located on the southwest corner of the intersection, there are times when the trucks do not turn out wide enough to avoid impacting this corner. This driver behavior was observed during the site visits and reported by members of the community.

Although through trucks are permitted on Olson Road, they are not permitted on any of the east-west roads that run parallel to Hammonds Lane between Olson Road and MD 2.

The County has received numerous complaints from community members regarding noise caused by trucks on Olson Road and reports of trucks using the roads running parallel to Hammonds Lane between MD 2 and Olson Road to access Olson Road. Residents have also reported property damage caused by trucks on Olson Road and the surrounding streets.

On-street parking is permitted along much of Olson Road. There are “No Parking” signs located at the corners of some intersections to reinforce the existing state law that vehicles shall not park within 20 feet of an intersection. These signs are located within 20 feet of the intersections at Bon Air Avenue (all legs) and Cedar Hill Road (south leg only). There is also a parking restriction between Hammonds Lane and Haile Avenue. Some of the “No Parking” signs are faded and in poor condition.

3. STAKEHOLDER MEETINGS

The project team has held two virtual meetings with community leaders via Google Meet. The first stakeholder meeting was held on March 25, 2025 and was focused on introducing the project, providing the stakeholders with the background and goals, and going over the project status and findings to date. Many issues were raised regarding trucks on Olson Road, including speeding, not obeying traffic signs, noise complaints, and property damage.

The second stakeholder meeting was held on July 30, 2025 and focused on the discussion of the existing conditions and site observations. Draft recommendations were also presented at this meeting. Stakeholders reiterated their concerns regarding trucks on Olson Road, citing safety concerns with trucks swinging out into the opposing travel lane to make turns and trucks causing damage to fences, electrical infrastructure, and personal vehicles. They also raised concerns about parking on Olson Road, including vehicles parking in front of fire hydrants and causing reduced visibility at intersections. Stakeholders requested increased police enforcement for trucks and parking issues on Olson Road.

The project team will participate in one additional meeting with stakeholders to discuss the public outreach efforts and the proposed recommendations for the corridor.

4. PUBLIC MEETING

A public meeting was held on September 16, 2025 at Park Elementary School to summarize the existing conditions, present the preliminary recommendations proposed for the corridor, and solicit feedback from the community. One set of display boards showed the entirety of the Olson Road study area, with the recommendations for the corridor overlaid on the existing aerial imagery. Another set of boards showed the alternative truck access from MD 2 through the Holy Cross Cemetery property to the industrial site. Approximately 30 residents attended the public meeting, engaged in discussion about the project, and provided their thoughts and ideas.

Some specific takeaways from the public meeting include:

- Many residents supported the alternative truck access from MD 2 through the Holy Cross Cemetery. There were some concerns about safety at the access point on MD 2.
- Some residents are dissatisfied with the current enforcement of speeding, truck restrictions, and parking along the corridor. There is a desire for consistent enforcement and stronger interagency coordination.

A summary of the public meeting comments is provided in **Appendix B**.

5. RECOMMENDATIONS

Based on the information gathered during Task 1, the stakeholder meetings and the public meeting, various proposed improvement alternatives were developed for the study area. Near-term (less than 12 months), mid-term (one to three years), and long-term (more than three years) recommendations are provided, along with a high-level cost estimate for each recommendation.

The Olson Road Improvement Plan graphics from the public meeting are provided in **Appendix C**. It should be noted that these plans reflect all of the initial recommendations. Based on review and feedback from the community and stakeholders, some clarifications on these recommendations are necessary for this report. Specifically, there is an existing No Trucks Over 5T GVW sign on northbound Olson Road at the Holy Cross Road intersection that is not shown on the plans, the proposed pedestrian signs, stop lines, and crosswalk markings shown in the plans are now recommended to be evaluated in a future study, and the improvements to the southwest corner of Hammonds Lane and Olson Road will be done without right-of-way acquisitions.

5.1 Alternative Truck Access

Multiple alternative truck access routes were considered during the study, and the most viable option is presented below.

Recommendation – Construct a new two-lane roadway for truck use only from MD 2 to the industrial site through the Holy Cross Cemetery property.

Description:

Providing direct access between MD 2 and the industrial site at the south end of Olson Road would require coordination among Anne Arundel County, the industrial area tenants, SHA, and the Holy Cross Cemetery. The County would likely need to purchase right-of-way from the Holy Cross Cemetery to construct a new roadway. A two-lane roadway measuring approximately 1,700 feet long would then need to be designed and constructed, between the residential/cemetery access point on MD 2 (approximately 820 feet north of the I-695 overpass) and the industrial site. The access point at MD 2 may also require traffic improvements, such as access restrictions or installing a traffic signal. Traffic and safety analysis, including signal warrant analysis are not part of the scope of this study.

This study assumes that the road would need to be at least 22 feet wide to provide two-way ingress and egress for the industrial site traffic. For the purpose of developing a planning-level cost estimate, an asphalt and subbase paving surface for an arterial roadway* was selected from the Anne Arundel County Section IV Paving Section manual, Standard P10. The paving thickness guidelines for this section include eight inches of graded aggregate base course (GAB), 5.5 inches of hot mix asphalt (HMA) base course, and 1.5 inches of HMA surface course.

* Note: The arterial roadway selection is due to the high volume of truck traffic that is expected to use the roadway.

Justification:

Olson Road is an unmarked roadway serving two-way traffic in a predominantly residential area between Hammonds Lane and the industrial area. The truck traffic has led to numerous complaints from residents about noise and damage caused by trucks on Olson Road and the surrounding roads. Constructing a new access road for the industrial site would provide the opportunity to prohibit trucks on Olson Road.

Estimated timeline:

This is considered a long-term improvement.

Estimated cost:

\$400,000 (includes graded aggregate base (GAB), base course, and surface course for the proposed roadway. This cost does **not** include right-of-way acquisition, clearing and grubbing, grading, utility relocations, or drainage costs.

5.2 Near- to Mid-Term Truck Recommendations

Recommendation – Reconstruct the southwest corner of the Hammonds Lane and Olson Road intersection

Description:

The tight turning radius at the southwest corner of the Hammonds Lane and Olson Road intersection makes it difficult for trucks to turn right from eastbound Hammonds Lane onto southbound Olson Road. As a result, there is considerable damage to the embankment on this corner. To safely accommodate those trucks that make this turn onto Olson Road and mitigate future damage, mountable curb and flexible delineator posts should be installed along the existing corner radius.

Justification:

The southwest corner of the intersection shows signs of considerable damage caused by truck off-tracking, see **Figure 2**. The asphalt curb is in poor condition and there is rutting just off the edge of pavement with tire tracks going up the embankment as far as the sign and utility pole. To prevent further erosion of the embankment and limit ongoing maintenance costs a mountable curb and/or flexible delineator posts should be installed. Due to right-of-way limitations, increasing the radius of this corner is not recommended at this time, but may be considered in the future if the alternative truck access road is not approved.



Figure 2: Southwest corner of Olson Road and Hammonds Lane

Estimated timeline:

This is considered a mid-term improvement.

Estimated cost:

\$2,000 (includes mountable curb and five flex post delineators).

Recommendation – Relocate the Olson Road Street name sign from the southwest corner of Hammonds Lane and Olson Road to the southeast corner of the intersection.

Description:

The street name sign located on the southwest corner of the intersection of Hammonds Lane and Olson Road should be relocated to the southeast corner.

Justification:

The street name sign on this corner has been knocked down and replaced by County Maintenance staff at least three times this year. Moving it to the other corner of the intersection should eliminate knockdowns and associated maintenance costs and ensure that Olson Road is easily identified at all times.

Estimated timeline:

This is considered a near-term improvement.

Estimated cost:

\$600 (includes relocation of existing ground mounted signs onto a new tubular steel support).

It should be noted that Anne Arundel County indicated they have completed this improvement.

Recommendation – Provide consistent regulatory sign messages for truck weight prohibitions on MD 2 and the east-west County roads between Olson Road and MD 2.

Description:

The east-west County roads that run between Olson Road and MD 2 (Cresswell Road, Bon Air Avenue, and Camrose Avenue) all have signs on the Olson Road end, and the MD 2 end that prohibit trucks over 5T. Northbound MD 2 has signs prohibiting trucks over 3/4 T from turning onto Bon Air Avenue and Camrose Avenue, as shown in **Figure 3**. The signs on MD 2 should be updated so that they are consistent with the signing on the County Roads. Additional coordination may be required between Anne Arundel County, the Department of Public Works Traffic Engineering Division (DPW TED), and SHA to establish consistent signing on all roadways.



Figure 3: NB MD 2 at Bon Air Avenue (left) and NB MD 2 at Camrose Avenue (right)

Justification:

Truck weight signing should be consistent on both State and County roadways.

Estimated timeline:

This is considered a near-term improvement.

Estimated cost:

\$1,500 (includes removal of two existing signs and installation of new signs on existing tubular steel supports).

Recommendation – Relocate the No Parking sign that is blocking the Speed Limit and Truck prohibition signs on westbound Cresswell Road (near MD 2)

Description:

The speed limit and truck prohibition signs for westbound Cresswell Road (near MD 2) are partially blocked by a “No Parking” sign; see **Figure 4**.



Figure 4: Westbound Cresswell Road near MD 2

Justification:

The “No Parking” sign should be relocated so that it does not block other sign messages.

Estimated timeline:

This is considered a near-term improvement.

Estimated cost:

\$400 (includes relocation of the existing ground mounted sign onto a new tubular steel support).

It should be noted that Anne Arundel County indicated they have completed this improvement.

Recommendation – Remove the No Trucks Over 5T sign located on Olson Road just south of Holy Cross Road**Description:**

There is a No Thru Trucks Over 5T GVW sign on Olson Road, just south of Holy Cross Road; see **Figure 5**. Trucks are permitted on Olson Road, so this sign should be removed.



Figure 5: No Trucks Over 5T sign located on Olson Road just south of Holy Cross Road

Justification:

The No Trucks sign should be removed since Olson Road is a designated truck route. The existing speed limit sign and post should remain.

Estimated timeline:

This is considered a near-term improvement.

Estimated cost:

\$150 (includes removal of the existing sign).

5.3 Pedestrian, Bicycle, and Parking Recommendations

Recommendation – Replacement of faded No Parking signs

Description:

Several of the No Parking signs along the Olson Road corridor are faded (see **Figure 6**) and should be replaced. Signs that need replacement include:

- Olson Road at Haile Avenue (northeast corner and northwest corner)
- Olson Road at Bon Air Avenue (all approaches)
- Bon Air Avenue at Olson Road (northeast corner and northwest corner)



Figure 6: Faded “No Parking” sign near Haile Avenue

Justification:

Parking is prohibited in some areas along the Olson Road corridor, but some of the signs are in poor condition which may contribute to vehicles parking in areas where they should not. The faded signs should be replaced to provide consistent messaging to drivers and ensure compliance.

Estimated timeline:

This is considered a near-term improvement.

Estimated cost:

\$800 (includes removal of eight existing signs and installation of new signs on existing tubular steel supports).

Recommendation – Addition of No Parking Signs at various intersections

Description:

At some intersections along the Olson Road corridor, vehicles were parked within 20 feet of the intersection, causing sightline issues for vehicles turning out from the side streets. At these locations, “No Parking” signs should be added to deter parking:

- Cedar Hill Road at Olson Road (northeast and southeast corners) – stop-controlled
- Olson Road at Cresswell Road (northwest corner and southeast corner) – stop-controlled
- Cresswell Road at Olson Road (northeast corner)
- Olson Road at Holy Cross Road (all corners)
- Holy Cross Road at Olson Road (all corners) – stop-controlled

Justification:

Maryland State law prohibits parking within 30 feet of a stop sign. “No Parking” signs should be added at the stop-controlled locations above to reinforce and ensure compliance with this existing state law. We also recommend implementing a parking restriction at the other locations listed above to ensure proper sight lines for vehicles navigating these intersections.

Estimated timeline:

This is considered a mid-term improvement.

Estimated cost:

\$4,500 (includes 13 new signs and tubular steel supports)

6. NEXT STEPS

Providing an alternative route for trucks to access the industrial site at the southern end of Olson Road will alleviate many of the concerns related to this roadway. Updating the signs and markings will ensure all users can safely navigate the corridor. In addition to these improvements, recommendations for additional study and/or coordination are provided below:

- Continue coordination between the County, SHA, the Industrial Site, and the Holy Cross Cemetery to determine if the alternative truck access road is feasible.
- Coordinate with the Maryland State Police and Anne Arundel County police to provide increased enforcement along the Olson Road corridor, specifically related to trucks, speeding, failing to stop at stop signs, and parking.
- Evaluate potential for adding sidewalks and crosswalks along Olson Road, particularly near Hammonds Lane Park playground, at school bus stops, and any other areas with significant pedestrian activity.
- As noted in the Hammonds Lane Traffic Calming Alternatives Report, a future study should be done to determine if a marked crosswalk across Hammonds Lane at Olson Road is justified. The study should include pedestrian counts, a crash data analysis, a sight distance evaluation, and the availability of a school crossing guard to cover this additional location.



Anne Arundel County

Access Management Study

**Olson Road from Hammonds Lane to
Atlantic Transmission Service**

Contract No. H592003

Appendices

**RISE TO THE
CHALLENGE**

Appendix A

Task 1 – Existing Conditions Report



Anne Arundel County

Access Management Study

**Olson Road from Hammonds Lane to Atlantic
Transmission Service**

Contract No. H592003

Existing Conditions Report (TASK 1)

Prepared for:

Anne Arundel County Department of Public Works

Prepared by:

KCI Technologies Inc.

September 2025

**RISE TO THE
CHALLENGE**



TABLE OF CONTENTS

1.	Introduction	1
1.1	Project Background	1
1.2	Project Area	1
2.	Existing Guidelines and Studies Review	2
2.1	Brooklyn Park Neighborhood Transportation Study	2
2.2	Move Anne Arundel!	3
2.3	Walk & Roll Anne Arundel!	3
2.4	Anne Arundel County Complete Streets Policy	3
2.5	Anne Arundel County Neighborhood Traffic Control Guidelines	3
2.6	FHWA STEP	4
3.	Existing Conditions	4
3.1	Roadway Conditions and Truck Observations	4
3.2	Sidewalks, Pedestrians, and Bicycles	8
3.3	On-Street Parking	9
4.	Public Outreach	10
5.	Task 1 Recommendations and Next Steps	11

LIST OF FIGURES

Figure 1:	Study Area	2
Figure 2:	Olson Road looking south from Haile Avenue	5
Figure 3:	Olson Road truck route signs	6
Figure 4:	Westbound Cresswell Road near MD 2	6
Figure 5:	NB MD 2 at Bon Air Avenue (left) and NB MD 2 at Camrose Avenue (right)	7
Figure 6:	Trucks turning right from eastbound Hammonds Lane onto Olson Road	7
Figure 7:	Southwest corner of Olson Road and Hammonds Lane	8
Figure 8:	Olson Road at Bon Air Avenue (left) and driveway between Bon Air Avenue and Cedar Hill Road (right)	8
Figure 9:	Olson Road at Holy Cross Road south leg	9
Figure 10:	Faded “No Parking” sign near Haile Avenue	10

1. INTRODUCTION

The Anne Arundel (AA) County Department of Public Works (DPW) requested KCI Technologies Inc. (KCI) to provide Architect / Engineer (A/E) Services to perform an access management study focusing on Olson Road between Hammonds Lane from the Atlantic Transmission Service property.

The main purpose of this study is to evaluate alternative access management and traffic control options for trucks going to and from the industrial areas along Olson Road. A secondary focus of the study will be to assess pedestrian, bicycle, and parking needs along Olson Road. The final product will include near-term, mid-term, and long-term recommendations for access management, pedestrian, bicycle, and parking needs of the community while addressing the priorities established in the Brooklyn Park Neighborhood Transportation Study.

This report provides a summary of the existing conditions and data that have been collected so far for the project. The information will be used in subsequent project tasks to develop various recommendations and build improvements to improve safety for all users and all modes of travel.

1.1 Project Background

There have been numerous complaints from the community about trucks using Olson Road and the adjacent streets to access the industrial site at the southern end of Olson Road. The Brooklyn Park Neighborhood Transportation Study, completed in 2023, initially recommended improved pedestrian and bicycle facilities on Olson Road. However, this study will prioritize identifying alternative access options for trucks, while also seeking opportunities to improve the pedestrian and bicycle facilities.

1.2 Project Area

The project is in the Brooklyn Park area of Anne Arundel County. See **Figure 1** for an aerial view of the study area. The land uses within the study area are predominantly residential with a park, a cemetery, and industrial sites at the intersection of Olson Road and Cedar Hill Road and at the southern end of Olson Road.



Figure 1: Study Area

The study area covers Olson Road from Hammonds Lane to the Atlantic Transmission Service property. Olson Road is owned and maintained by Anne Arundel County.

2. EXISTING GUIDELINES AND STUDIES REVIEW

KCI reviewed various documents including the Brooklyn Park Neighborhood Transportation Study, *Move Anne Arundel!*, *Walk & Roll Anne Arundel!*, AA County's Complete Streets Program, AA County's Neighborhood Traffic Control Guidelines, and the Federal Highway Administration (FHWA) Safe Transportation for Every Pedestrian (STEP) Guide, to see if any programs, initiatives, or improvements have been implemented or are relevant to the study area. Below is a brief synopsis of those reviews.

2.1 Brooklyn Park Neighborhood Transportation Study

The Brooklyn Park Neighborhood Transportation Study was completed in October 2023 for the Anne Arundel County DPW and aimed to engage the Brooklyn Park community in a discussion about transportation investments that will make their own neighborhood more accessible, navigable, and enjoyable.

This study initially recommended that a traffic calming study be done on Olson Road to ensure vehicle speeds are low and stay low since this is a priority pedestrian and bike street. Some types

of pedestrian/bicycle facilities were recommended on Olson Road to expand access to the larger county network. However, this Olson Road study will place more of priority on evaluating alternative access options for trucks to alleviate the concerns from local residents in addition to identifying pedestrian and bicycle improvements.

2.2 Move Anne Arundel!

Move Anne Arundel! is Anne Arundel County's Transportation Master Plan. In 2009, Anne Arundel County adopted its General Development Plan (GDP) to guide land use, transportation, environmental, and social infrastructure investments. The 2009 GDP recommended that specific issues be studied and consolidated into a Transportation Functional Master Plan, and rebranded the plan as *Move Anne Arundel!* This plan is a comprehensive framework for transportation policies, strategies, and implementation projects to serve as the basis for the County's next General Development Plan.

Within the *Move Anne Arundel!* plan, minor operational improvements including additional sidewalks, high visibility crosswalks, and improved lighting were recommended along MD 2 and the surrounding communities in Brooklyn Park.

2.3 Walk & Roll Anne Arundel!

Walk & Roll Anne Arundel! is Anne Arundel County's updated pedestrian and bicycle master plan. The document (dated January 2023) seeks to identify improvements to these transportation conditions. Anne Arundel County leaders, residents, and stakeholders can use *Walk & Roll Anne Arundel!* to advance active transportation infrastructure. The recommendations in the plan are intended to enable more people to walk and bicycle safely, comfortably, and efficiently.

The *Walk & Roll Anne Arundel!* plan did not provide specific recommendations for Olson Road.

2.4 Anne Arundel County Complete Streets Policy

The Anne Arundel County Complete Streets Policy intends to improve safety and transportation options for all users through the County. Once implemented, improvements must factor the mobility needs of all users and travel modes in a context sensitive manner, while providing appropriate facilities for each user for the specific circumstances. The Complete Streets Policy strives to achieve the most efficient use of the existing roadways to meet changing demographics.

The literature review did not identify any previous studies or specific applications of the Complete Streets policies for the Olson Road corridor.

2.5 Anne Arundel County Neighborhood Traffic Control Guidelines

The Anne Arundel County Neighborhood Traffic Control Guidelines (revised in September 2016) provides a general overview of the process which Anne Arundel County uses to address traffic concerns in residential areas. The process includes working with members of the community to define the problem, desired results, and any constraints. The County Traffic Engineering Division will then develop one or more options for consideration, work with the committee to decide on a

plan, and then present this to the larger community to develop community consent. Once this has been established, the plan can be implemented and the results documented.

Some techniques for slowing traffic in residential areas include educational measures such as speed trailers, fliers/newsletter articles, and demonstrations, as well as physical changes such as edge lines, islands/circles/chokers, diverters, one-way/do not enter traffic patterns, speed humps, raised crosswalks, and speed activated signs.

2.6 FHWA STEP

The Federal Highway Administration (FHWA) Safe Transportation for Every Pedestrian (STEP) guide is a compilation of resources, design guidance, research, and best practices for practitioners to identify appropriate countermeasures for improved pedestrian safety. The *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* provides guidance and best practices for identifying locations and installing countermeasures at uncontrolled pedestrian crossing locations. STEP proposes the following six effective and lower-cost countermeasures that may be selected based on the roadway configuration, vehicle average annual daily traffic (AADT), and posted speed limit:

- Crosswalk visibility enhancements (high-visibility crosswalk pavement markings, parking restriction on crosswalk approach, improved lighting, additional signing, and curb extension).
- Raised crosswalk.
- Pedestrian refuge island.
- Pedestrian Hybrid Beacon (PHB).
- Road Diet.
- Rectangular Rapid-Flashing Beacon (RRFB).

3. EXISTING CONDITIONS

Three site visits were conducted between March and June 2025. Traffic patterns and driver behavior were observed along the corridors and at the study intersections during the peak and non-peak periods. During the non-peak hours, existing conditions and measurements were obtained for roadway widths, lane configurations, presence of existing on-street parking, roadway, and intersection lighting, posted speed limits, and cursory sight distance checks.

3.1 Roadway Conditions and Truck Observations

The following is a summary of the existing roadway conditions for Olson Road, along with relevant observations taken during the site visits.

Anne Arundel County classifies Olson Road from Hammonds Lane to the Atlantic Transmission Service property as a collector with a posted speed limit of 25 mph. Olson Road is unmarked and serves two-directional traffic. The roadway width varies from 20 feet to 40 feet wide, with areas where on-street parking is prohibited, areas where parking is allowed on one side of the street, and areas where parking is allowed on both sides of the street. There is no continuous sidewalk on either side of Olson Road, but there is a 40-inch-wide sidewalk on the west side of Olson Road

between Bon Air Avenue and Cedar Hill Road and a 48-inch-wide sidewalk on both sides of Olson Road between Holy Cross Road and the beginning of the industrial area at the southern end of Olson Road. See **Figure 2** for a view of Olson Road looking south from Haile Avenue.



Figure 2: Olson Road looking south from Haile Avenue

Olson Road is signed as a designated truck route, providing trucks ingress/egress from the industrial site at the southern end of Olson Road to Hammonds Lane. There are signs along northbound Olson Road directing trucks to use this route to access MD 2 (to the east) and MD 648 (to the west) via Hammonds Lane; see **Figure 3**.



Figure 3: Olson Road truck route signs

Through trucks are not permitted on any of the east-west roads that run parallel to Hammonds Lane between Olson Road and MD 2. Camrose Avenue, Bon Air Avenue, and Cresswell Road have signs at the Olson Road end and the MD 2 end prohibiting through trucks over 5 tons. These signs are all in good condition, although the sign for westbound Cresswell Road (near MD 2) is partially blocked by a “No Parking” sign; see **Figure 4**. There are also truck restriction signs on Upland Road (near the intersection with Hammonds Lane), and on the following roads where they intersect with Ledurna Road: Haile Avenue, Camrose Avenue, Wallace Avenue, Bon Air Avenue, Cedar Hill Road, and Cresswell Road.



Figure 4: Westbound Cresswell Road near MD 2

There are also signs on northbound MD 2 prohibiting left turns for trucks over 3/4 ton onto Bon Air Avenue and Camrose Avenue, see **Figure 5**. There are no signs along southbound MD 2 prohibiting right turns onto these roads.



Figure 5: NB MD 2 at Bon Air Avenue (left) and NB MD 2 at Camrose Avenue (right)

The turning radius of the southwest corner of the intersection of Hammonds Lane and Olson Road makes it difficult for trucks to make a right turn from eastbound Hammonds Lane onto southbound Olson Road. Trucks were observed lining up as far to the left as possible on Hammonds Lane (in the painted median) and using the entire width of Olson Road to complete their turn without impacting the southwest corner. Trucks were also observed waiting to turn onto Olson Road from Hammonds Lane for outbound Olson Road traffic to clear before making their turn to ensure they had the entire width of Olson Road to make their turn; see **Figure 6**.



Figure 6: Trucks turning right from eastbound Hammonds Lane onto Olson Road

Based on the damage to the embankment, street sign, and fence located on the southwest corner of the intersection, there are times when the trucks do not turn out wide enough to avoid impacting this corner. This driver behavior was observed during the site visits and reported by members of the community. The Olson Road Street Name sign has been knocked down and replaced twice since this study began in March 2025. The asphalt curb is in poor condition and there is rutting just off the pavement with tire tracks going up the embankment as far as the sign and utility pole; see **Figure 7**. The chain link fence was also damaged at one point during the study, but the cause of that damage is unknown.



Figure 7: Southwest corner of Olson Road and Hammonds Lane

The County has received numerous complaints from community members regarding noise caused by trucks on Olson Road and reports of trucks using the roads running parallel to Hammonds Lane between MD 2 and Olson Road to access Olson Road. Residents have also reported property damage caused by trucks on Olson Road and the surrounding streets.

3.2 Sidewalks, Pedestrians, and Bicycles

In general, the sidewalks on Olson Road are in fair condition. The section between Bon Air Avenue and Cedar Hill Road does not have depressed landing areas or detectable warning surfaces at Bon Air Avenue, and the sidewalk does not continue across the driveway located midway between Bon Air Avenue and Cedar Hill Road as shown in **Figure 8**.



Figure 8: Olson Road at Bon Air Avenue (left) and driveway between Bon Air Avenue and Cedar Hill Road (right)

There are no stop lines or marked crosswalks on Olson Road. **Figure 9** shows the sidewalks at the intersection of Olson Road and Holy Cross Road.



Figure 9: Olson Road at Holy Cross Road south leg

Pedestrians were observed walking on both sides of Olson Road, regardless of whether sidewalks were present. They typically stayed on whichever side of the road they began walking and only crossed if their destination (such as the park) was on the opposite side of the road from where they started. There were a wide range of ages represented in the pedestrian population, with mostly adults observed in the early mornings and later in the evenings walking pets or exercising, middle school-aged children walking to/from during school arrival and dismissal times, and adults with young children walking to the Hammonds Lane Park playground.

There are no bicycle facilities or other accommodations such as signing or pavement markings on Olson Road. Only one adult was observed riding a bicycle on Olson Road; they rode with traffic from the industrial site at the southern end of Olson Road to Hammonds Lane.

3.3 On-Street Parking

On-street parking is permitted along much of Olson Road. There are “No Parking” signs located at the corners of some intersections to reinforce the existing state law that vehicles shall not park within 20 feet of an intersection. These signs are located within 20 feet of the intersections at Bon Air Avenue (all legs) and Cedar Hill Road (south leg only). There is also a parking restriction between Hammonds Lane and Haile Avenue. Some of the “No Parking” signs are faded and in poor condition; see **Figure 10**.



Figure 10: Faded “No Parking” sign near Haile Avenue

Due to the varied pavement widths on Olson Road, vehicles were typically parked on only one side of the road. Between Haile Avenue and Camrose Avenue (23.5-foot roadway width), vehicles parked on the east side of Olson Road (partially in the grass). No vehicles were parked between Camrose Avenue and Cedar Hill Road (21-foot roadway width). Some vehicles were parked on the west side of Olson Road between Cedar Hill Road and Holy Cross Road (27.5-foot roadway width). Some vehicles were parked on both sides of the road south of Holy Cross Road (40-foot roadway width).

4. PUBLIC OUTREACH

The project team has held two meetings with community leaders to introduce the project, discuss the initial approach to the analysis and recommendations, and review initial project activities, the project schedule, and next steps. These meetings were held on March 25, 2025 and July 30, 2025. The project team will participate in one additional meeting with stakeholders to discuss the public outreach efforts including virtual outreach and the proposed recommendations for the corridor. The project team will provide support to County-led community engagement efforts addressing specific content areas including providing content for a project webpage.

A public meeting is scheduled for September 16, 2025 to be held within the project limits to summarize the existing conditions, present the preliminary recommendations proposed for the corridor, and solicit feedback from the community.

5. TASK 1 RECOMMENDATIONS AND NEXT STEPS

The next steps in the project are to identify alternative alignment options to route truck traffic from the industrial area and to evaluate potential improvements for pedestrians, bicycles, and on-street parking along Olson Road, especially at the Olson Road and Holy Cross intersection. Specifically, the aim is to identify near-term or phased improvements addressing pedestrian and bicycle safety.

In the near- to mid-term or until trucks can be rerouted, improvements may include:

- Intersection improvements at Hammonds Lane and Olson Road.
- Updates to signing and pavement markings on Olson Road.
- Evaluate potential for adding sidewalk along Olson Road
- Increasing police presence and enforcement.

Olson Road is scheduled to be resurfaced in fiscal year 2027. This may help reduce noise attributed to trucks and other vehicles with trailers or equipment traveling on Olson Road.

Appendix B

Public Meeting Comment Summary

Olson Road - Public Comments				
Please enter your first name and last name.	Please provide your street address.	Please enter your email address.	Please enter your phone number.	Please share your feedback and provide any additional details in the space provided.
				<p>Dear Mr. Greenstein,</p> <p>Thank you for giving our community the opportunity to view the Olson road study drawings. My husband and I live on the southwest side of Holy Cross and Olson Roads. We are the second house in. When our home was purchased 25 years ago there was a small amount of traffic on Olson to the business park behind our home. The park did not have as many businesses as today.</p> <p>Over the years we have seen an uptick in traffic. In or around 2021 the owners of the business park expanded and added businesses. We in the community did not want that, but our say went unheeded. That is when the traffic became unsustainable for this community.</p> <p>I was the secretary for our community association, Arundel Gardens for several years and saw and heard firsthand all of the complaints coming from community because of all the large truck traffic - houses shaking and so much vehicle and fence/property damage that I lost track. Tractor trailers that can't make turns sharp turns and have trouble navigating residential streets much less with parked cars on those streets have absolutely no business driving through communities.</p> <p>For me personally the traffic has made it difficult to sit on my back deck due to the exhausts coming from the many trucks (class 4 to class 8).</p> <p>I exercise every morning in my front corner bedroom and can see the children standing on the northeast corner waiting for the bus during the school year. Vehicles of all sizes driving by. Some faster than others. There are no sidewalks at that bus stop. These are elementary school kids. The older kids coming from Holy Cross walk down Olson to the middle school. Again, not safe.</p> <p>Please make it a priority to add a road through the business park and onto Ritchie Highway for all of the business park traffic.</p>

Olson Road - KCI Notes				
Please enter your first name and last name.	Please provide your street address.	Please enter your email address.	Please enter your phone number.	Please share your feedback and provide any additional details in the space provided.
				<p>Lots of interest in what we're doing at Holy Cross and with all the no parking signs. Those that I spoke with didn't really seem to have strong feelings about these improvements one way or the other. One gentleman whose truck was repeatedly hit while parked on Holy Cross now parks his old truck on Holy Cross close to the corner and places his trash bin there in an attempt to deter people from making the turn too quickly (and to deter trucks). His truck has been hit 5 times but he did not seem concerned about this. He suggested a curb bump out at this location to tighten the radius and provide protection for vehicles that park there. KCI found the truck on google imagery.</p> <p>I did not hear any requests for sidewalk or additional crosswalks on Olson.</p>
				<p>There was a few people who were upset about the pavement condition on Olson and thought we were repaving the roadway as part of our improvements. KCI staff explained that Olson Road was due to be repaved in FY 2027, and they felt that was too far out given the unevenness of the roadway today.</p>
				<p>People were most interested in the truck access road, and generally seemed to support this. One gentleman expressed concerns about safety at the MD 2 intersection where we are tying in, saying there have already been a few accidents related to U-turns at this location. They are concerned that adding the truck access road may cause more safety issues, and may also result in vehicles using the truck access road and Olson to cut through to Hammonds. If this alternative moves forward, the County may want to consider whether Olson should remain open to the industrial site or terminate south of Holy Cross.</p>
				<p>A few residents seemed in favor of the parking signs to better delineate where legal on-street parking should be maintained. Delegate Simmons also felt these were reasonable recommendations. In general, he was frustrated that some people purchase properties that cannot accommodate the number of vehicles they own, which can lead to issues with on-street parking.</p>
				<p>Related to the truck issues on Olson Road, a few attendees mentioned that they felt there were no truck restriction signs on MD 2 to prohibit turns onto the east-west roads between MD 2 and Olson. Or if there are signs present, they are either not being obeyed by drivers (possible language barrier) or the truck drivers do not know they vehicle weight. It was discussed that the weight limits for the signs on MD 2 do not match the messages on the signs found on the east-west road such as Bon Air Avenue and Camrose Avenue. By the time a truck would turn onto those roads, any truck restrictions would be too late. There likely needs to be more education and enforcement of the truck issues.</p>
				<p>Related to the truck access road, one resident asked if the following was ever considered (while this concept was not drawn out at the meeting, this is basically my interpretation of what she was describing, shown below, basically asking if a road could be constructed from within the industrial area to serve outbound traffic, connect to I-895 ramp (as shown) and then have their own exit to access Hammonds Lane – the person thought there was lots of “open space” north of Hammonds to accommodate a loop ramp, but admitted she did not know how much room you need to construct one)</p>

Olson Road - Display Board Comments				
Please enter your first name and last name.	Please provide your street address.	Please enter your email address.	Please enter your phone number.	Please share your feedback and provide any additional details in the space provided.
				Truck Access Road Board: "Amend for Line of Sight" – not sure what this means.
				Board 1 of 2: 1) Along EB Holy Cross at Olson, "Stop line too far back". 2) At Olson Road at Holy Cross Road, Choke Point. 3) At Olson Road at Cresswell Road, More Sidewalks.
				Board 2 of 2: Add sidewalk along Bon Air Avenue to the Hammonds Park

Appendix C

Preliminary Olson Road Improvement Plans (from September 2025 Public Meeting)

Olson Road - Truck Access Alternative



DPW & YOU
— Making a difference, together —



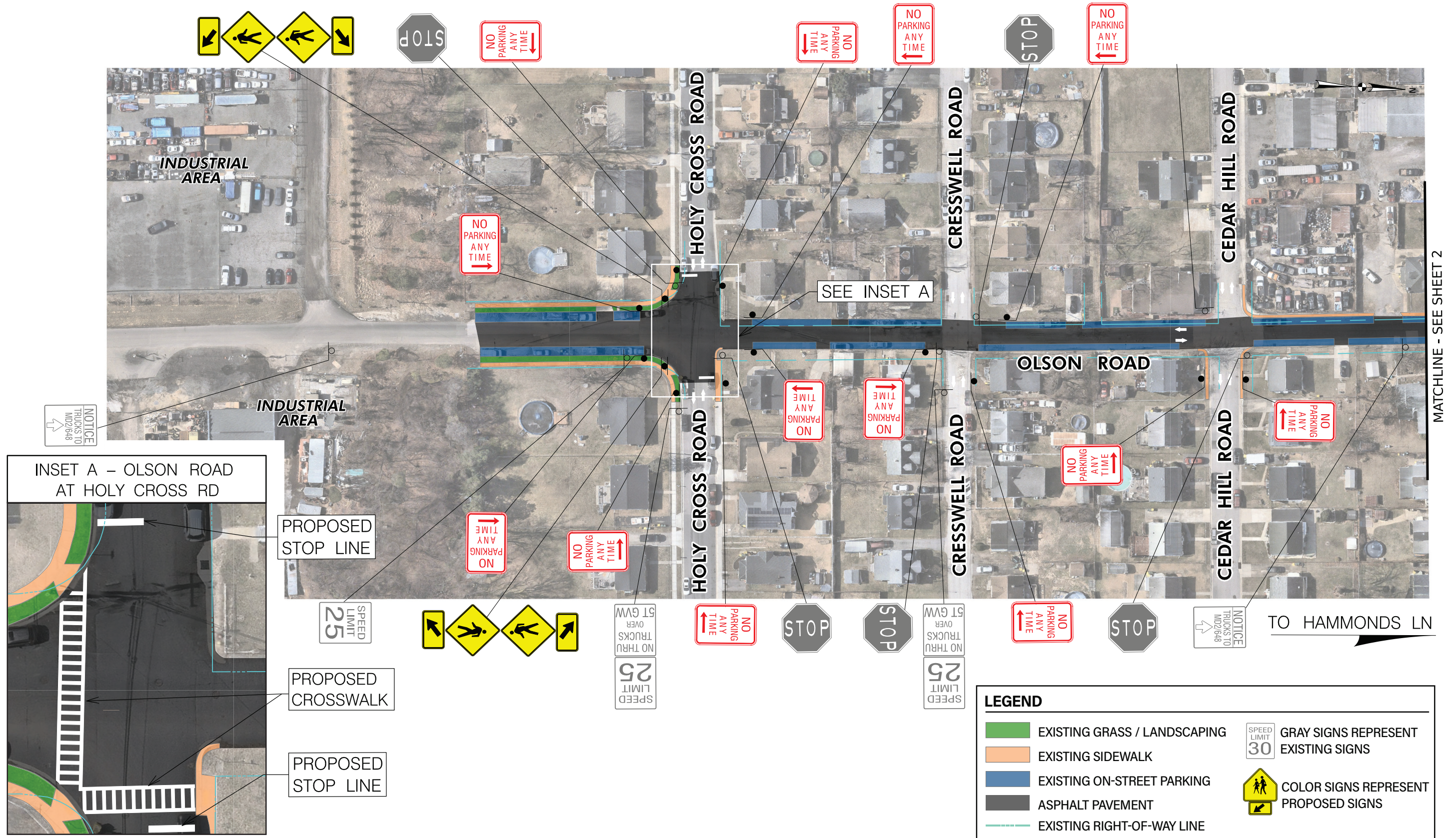
Note: This roadway alignment is conceptual and not approved at this time. Future coordination will be required between Anne Arundel County, SHA, the Industrial Park, Holy Cross Cemetery and others to determine if this roadway is feasible.

Board 1 of 2



DPW & YOU

Making a difference, together

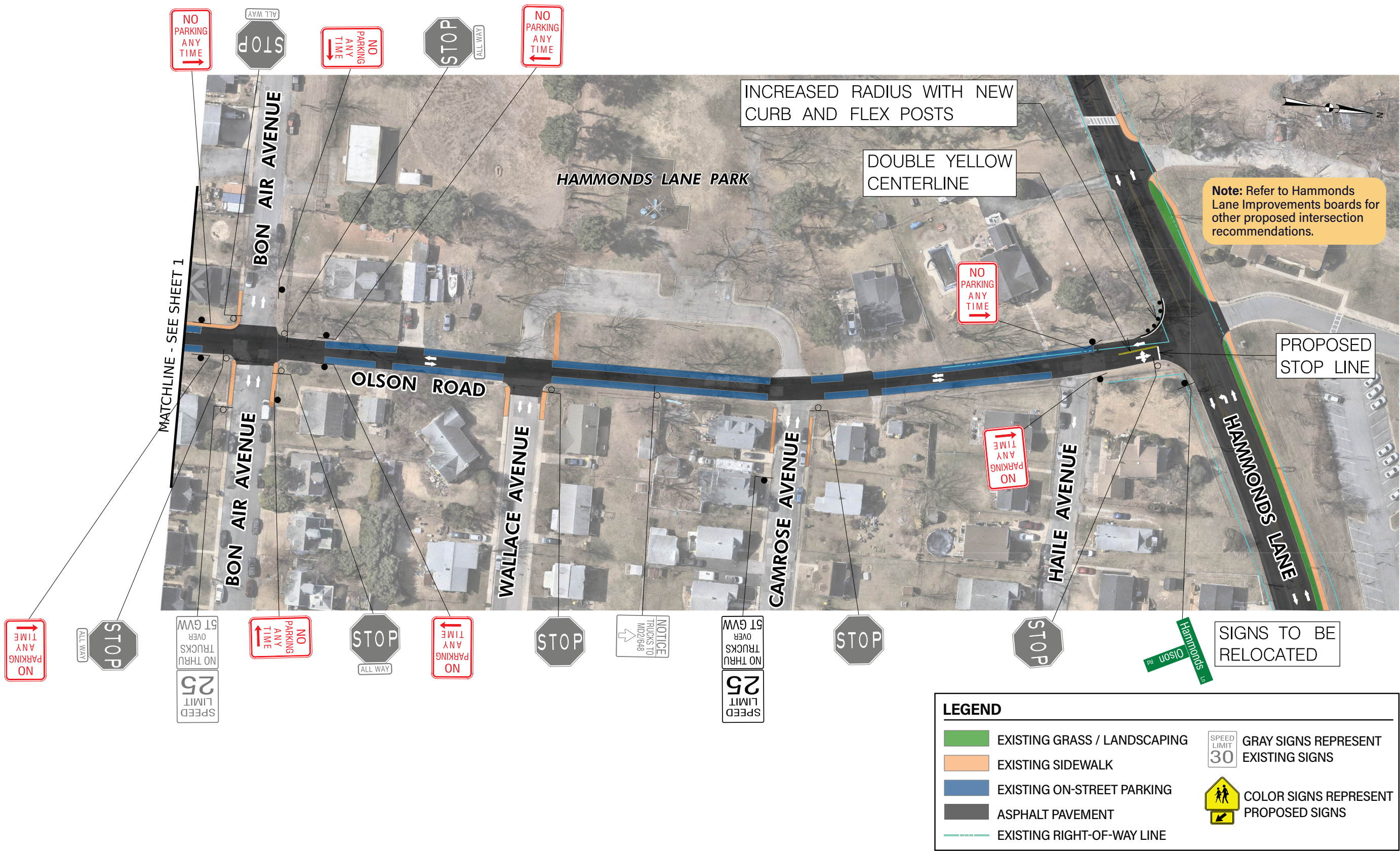


Olson Road Improvements

Board 2 of 2



DPW & YOU
Making a difference, together



Hammonds Lane at Olson Road

Combined Intersection Improvements



DPW & YOU

Making a difference, together

