

## APPENDIX C – Pedestrian and Bicycle Priorities

### PRIORITIES FOR PEDESTRIAN & BICYCLE ISSUES IN THE SEVERN PLANNING AREA

The following table is based on several premises (see SSAP plan for basic justifications). These are as follows:

- Since Severn is a “growth area”, its needs for pedestrian and bicycle accessibility for the people coming to live and work here must be among the County’s highest priorities.
- These pathways must be reserved, if not built, as soon as possible, before commercial and residential development is allowed without factoring in walkways and bikeways for commutes and recreation.
- When site plans come in for review, the Office of Planning and Zoning (OPZ) should consult the list of Pathways Connecting Neighborhoods and Activity Centers in the Severn Small Area Plan (see Map 11 Legend) and act to get the pathways established.
- Whenever improvements or other changes in designated routes are proposed, OPZ should consult the list of Shared-Road Bikeway Routes in the Severn Small Area Plan (see Map 11 Legend) to assure safe accessibility for pedestrians and bicycles.
- Shared-use roadways and pathways that provide links to existing or planned schools, parks, shopping centers and places of employment are particularly useful, and should get priority in funding and planning.
- Though the table below suggests reasonable funding objectives for the next few years, a different order for Capital Projects may be preferable if right-of-way or technical considerations so indicate.

#### SOME MAJOR PROPOSALS IN PRIORITY ORDER

Proposed Corridor/Trail	Proposed FY Expense	Signage Needed	Striping Needed	New Signals Needed at Intersections	Right of Way Issues	Build a Trail	Comments
Shared-Road Bikeway: Reece Road/Donaldson Avenue, from Jacobs Road at Fort Meade to Quarterfield Road 4.1 miles.	2003	X	X	X			Both sides of existing road. Intersection with MD 170 to be studied. See the suggestion regarding the railroad bridge in the map legend.

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Shared-Road Bikeway: Ridge Road (or Ridge Road/Watts Avenue), connecting the Provinces Library to Arundel Mills. 1.9 miles.	2003	X	X	X			This and the above are very valuable but relatively inexpensive.
Multi-purpose path, WB&A Trail: connect the BWI Loop Trail, north of Severn, to the proposed West County Trail, south of Severn.	2003-04				X		Investigate 66' railroad right-of-way. Resolve any technical issues. 4 phases of construction are proposed below.
Shared-Road Bikeway: New Disney & Disney Roads, from Reece Road to Provinces Park 1.8 miles.	2004	X	X	X			Would involve re-striping part of Disney Road to provide bike lanes. Another high effect, low cost proposal.
Other Shared-Road Bikeway routes (see Map 11 Legend)	2004-05	X	X	X If needed.			As noted above, these are low cost, high value provisions. See comment below for "Other connecting pathways."
Multi-purpose path, WB&A Trail: Construction Phase 1- Dorsey Road to Donaldson Avenue 1.9 miles.	2005	X	X	X		X	First section: Will connect the BWI Loop Trail to the Severn Area's primary shared-road bikeway. See comment below for Phase 2.

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Shared-Road Bikeway (or parallel pathway): Quarterfield Road from Donaldson Avenue to I-97, extending the Reece/Donaldson Corridor by .6 mi. to reach commercial/residential properties.	2005-06	X	X		X		Will require additional pavement or re-striping to make room for designated bike lanes. The north side may be most appropriate if more space is needed.
Multi-purpose path, WB&A Trail: Construction Phase 2 – Donaldson Avenue south to Quarterfield Road 1.4 miles.	2006				X	X	This could be done before Phase 1 (above) if right-of-way or technical considerations so indicate.
Multi-purpose path, WB&A Trail: Construction Phase 3– Quarterfield Road south to Severn Run 1 mile.	2007				X	X	
Multi-purpose path- WB&A Trail: Construction Phase 4– connection from Severn Run to proposed West County Trail (WCT)	By 2010				X	X	May tie in with Fort Meade or the Odenton Small Area Plan
Connecting Pathway: Quarterfield & I-97 (Osprey Property) to Queenstown Park and to Friendship Park	By 2010		X		X	X	Can use existing tunnel under MD 100 to link parks. Will be using airport land for much of path.

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Other Connecting Pathways (see Map 11 Legend)	2015 or sooner, see comment.		X		X	X	There should be annual appropriations for relatively minor projects connecting neighborhoods and activity centers.