

Transportation

Existing Conditions

The Severn Small Area is served by a variety of transportation modes including heavy rail transit, bus transit, as well as vehicular travel. Although not directly located in the Severn Small Area, the Baltimore Washington International (BWI) Airport, and its noise zone, has a profound influence on the area (Map 3 Airport Noise Zones). It directly influences the land use and zoning in the northeastern portion of the Planning Area as well as vehicular and truck movements that are destined for the airport or the ancillary businesses that are associated with it.

The highway network serving the Severn Small Area consists of four limited access highways: I-97, the Baltimore Washington Parkway (BW Parkway) MD 32, and MD 100. Numerous arterial roadways also serve the area. Two limited access highways, I-97 and the BW Parkway, handle the majority of north/south interregional traffic. Secondary arterial access to and through the area is provided by MD 713 (Ridge Road), MD 170 (Telegraph Road), and New Cut/Gambrills Road/Crain Highway. East/West access through the area is provided by MD 100, a recently completed major limited access facility in the northern part of the planning area and MD 32, a mostly limited access facility that is in the process of being upgraded. Both of these facilities accommodate interregional, as well as, local traffic. Three arterial roadways, MD 176 (Dorsey Road), MD 175 (Annapolis Road), and MD 174 (Severn Road/Reece Road) serve the majority of the remaining east/west traffic movements. Map 10 shows the existing road network.

The Corridor Transportation Corporation (CTC) provides limited transit service to serve the businesses along the MD 170 corridor between the Odenton MARC Station and Cunningham Road, as well as the businesses along Crossroads Drive. It also has taken over some of the routes formerly served by the Nixon Bus Service, covering MD 2 and MD 176. The LINK, a shuttle run by the BWI Business Partnership Inc., provides service to NSA, Fort Meade, FANX, the BWI area, the BWI Business District Light Rail Station at Elkridge Landing Road and MD 170 and the BWI MARC/AMTRAK Rail Station. These transit service providers offer very limited service, once, or at most twice, daily.

The Arundel Mills Mall will continue to have a significant effect on the area, as the development builds out. Arundel Mills Boulevard, a four-lane median divided roadway, has been constructed connecting the BW Parkway and MD 100 via Ridge Road. The Mills development will also provide a 600-vehicle commuter Park and Ride Lot and an increase in transit service to the area.

MARC/AMTRAK has two major stations just beyond the northern and southern borders of the Severn Small Area. They are located to the north at the BWI Airport and to the south at the Odenton Town Center. These stations serve the commuter needs of the Baltimore/Washington Region, as well as those of the interstate traveler. Both facilities are used extensively.

Page left blank for Map. 11 Existing Road Network

There are no multi-purpose pedestrian and bicycle pathways within the Severn Small Area. The BWI Hiker/Biker trail borders the northern part of the Planning Area along MD 176 providing a non-motorized connection to the airport, as well as access to the Baltimore & Annapolis (B&A) Trail Park.

Assets and Issues

The MD 170 corridor needs sidewalk and safety improvements, especially in the area of Ridgeway Elementary School. In addition, possible widening for MD 170 should be considered with special attention to safety at its intersections with Florida Avenue and Evergreen Avenue.

Most of the existing providers of shuttle service offer limited service of only once or twice daily. The immediate need for a full service transit service, operating all day and evening (to provide for those employed in shift work) is critical.

Short-term plans call for high-speed rail service to pass through the area in conjunction with the Northeast Corridor AMTRAK upgrades. Current plans call for the high-speed train to stop at the BWI AMTRAK/MARC Station. Long term plans are being considered for a fixed transit (possibly light rail) connection from the BWI Airport to the Arundel Mills Mall and Howard County. There are several alignments under consideration, some of which may directly impact the Severn Small Area.

Hiker/biker trail connectivity is a very important issue for the residents of Severn. This issue was a top priority of the Committee and a common sentiment heard from citizens at the numerous public outreach meetings and forums the Committee hosted. Although the BWI Hiker/Biker Trail serves residents of Severn, it lies just outside the Severn Small Area Boundary. There aren't any multi-purpose pedestrian and bicycle pathways in the area. In addition, many important roads lack sidewalks, lanes or shoulders appropriate for bicycles. Some newer residential sites do not integrate well into older neighborhoods because of lack of connectivity—road and sidewalk connections. Maps 13 through 16 address these issues, and a prioritization table is included in Appendix C.

Severn residents have expressed deep concern about the impacts on Clark Road, Ridge Road and Watts Avenue from current and future development in the Arundel Mills vicinity. There is concern about the local residents being greatly impacted by traffic coming from the mall development and new residential development in the area. There is also concern about the safety of the intersection of Watts Avenue and Ridge Road. One possible solution to these concerns is shown in Map 12. As this area develops and re-develops over time, a realignment of Watts Avenue to form a perpendicular, signalized intersection with Ridge Road is suggested. A realignment of Watts Avenue at the Clark Road end to form a 90° intersection is also recommended. In addition, Clark Road coming from Ridge Road could terminate within any future development of that area. This configuration would likely slow the traffic on Clark Road, creating a disincentive for through traffic, and keep it safe for local traffic. Safety would be increased at a perpendicular, signalized intersection of Watts Avenue and Ridge Road, making it easier for local traffic to exit their communities onto Ridge Road. In addition to the proposed

road configuration for this area, any future development must include pedestrian and bicycle connections not only within the development but also between new development, the community shopping area and the Arundel Mills Mall. Any future development of the area south of Watts Avenue (between the existing Ridgewood Estates subdivision and Watts Avenue) should make every effort to provide the primary access onto Watts Avenue with Clark Road serving only as a secondary entrance.

Table 7. Current Transportation Improvement Projects in the Severn Planning Area

County Projects

Project	Description	Status
Severn Road Curve Improvement	Design and reconstruct Severn Road between Elberta Drive and Disney Road to reduce the degree of curvature, improve sight distance and improve the intersection at Elberta Drive.	Funded under Project No. H461500.
Provinces Sidewalk/Root Guard	Removal of trees or prevent root protrusion and replace damaged sidewalks.	Funded under Project No. H508000.

State Projects

Project	Description	Status
I-97 and Quarterfield Road	Replace existing 2 lane bridge over I-97 with a 6 lane structure compatible with adjacent roadway sections. Interchange ramp improvements and sidewalks will be included where appropriate. MD 174 will include wide outside curb lanes to accommodate bicycles.	Engineering and Right-of-way funding in FY02 budget, some construction funding in FY02 budget with balance included in FY03-05 budgets.

Page left blank for Map 12. Clark Road, Ridge Road and Watts Avenue Alternative

Goals and Recommendations

Goal 1: Address the critical, immediate public transportation needs in the area's high density, low-income housing neighborhoods. Provide public transportation networks to meet the needs of all Severn residents for access to education, training, employment, health care, social services, shopping, parklands, cultural events, entertainment and dining within Severn, as defined in this Plan. In addition, provide connectivity beyond Severn for distant services and employment.

Recommendation 1: Establish a special interagency team to focus all possible financial and logistical resources toward meeting the immediate need for better public transportation in the high-density residential neighborhoods near Pioneer Drive and Van Bokkelen Elementary School, where a substantial number of residents lack vehicles.

Recommendation 2: Conduct a needs assessment study with the participation of the County's Planning Staff, Department of Public Works, and the Anne Arundel Economic Development Corporation (AAEDC) to consider the public transportation needs of Severn and the rest of the West County area, including, but not limited to, the recommendations in this Plan.

Recommendation 3: Pending the outcome of the needs assessment study, address the area's immediate needs through private shuttle services, keeping and building on existing or planned service. All County sponsored routes should be subject to a bidding process, and some routes may need County controlled contracts.

Recommendation 4: Establish regular van/bus loop route(s) that will serve the Severn Small Area and operate during the day and evening hours, providing Severn residents access to employment and services. At a minimum, these routes will include all main roads through Severn, providing access from all neighborhoods and to all services in Severn (proposed bus/van loop connectivity detailed and illustrated in Map 14).

Recommendation 5: These van/bus loop routes should not be exclusive to Severn. They should extend through adjoining areas to provide access to employment and services outside Severn, including connectivity to Town Centers and to air and rail service (examples of possible routes detailed and illustrated in Map 14).

Recommendation 6: Ensure that a high level representative of the Anne Arundel County Government attend each monthly meeting of the Regional Transportation/Workforce Development Committee.

Recommendation 7: Provide Severn with MTA bus service along north-south and east-west corridors. The completion in recent years of MD 32, I-97 and MD 100, the growth that those main arteries and the BWI Airport have brought to Severn, and the County's plans for growth in this area (including Arundel Mills), now make it realistic for Severn residents to be connected by MTA bus transportation to employment opportunities and government and private services located in Annapolis, Baltimore, Ellicott City, Columbia

and the MD 2 Corridor. MTA bus routes should be established/expanded along MD 100, I-97 and MD 32, in part, to serve this area. Park & Ride lots should be established at key locations along these main arteries, and the Park & Ride lots should be included on the local bus/van loop routes to facilitate connectivity from local neighborhoods (proposed Park & Ride locations are detailed and illustrated in Map 15).

Recommendation 8: These Park & Ride locations should be equipped with restrooms and bicycle racks and linked to the pedestrian/bicycle routes outlined in Goal #2 and illustrated in Map 13. In this way, they will serve a third purpose of providing MTA connectivity to non-motorized residents of Severn and a fourth purpose of providing recreational access to Severn trails on weekends and holidays, when Park & Ride lots would normally be empty.

Goal 2: Establish and maintain a network of pathways and roadways that are accessible to pedestrians and bicycles, linking neighborhoods, parks, schools, workplaces, stream valleys, greenspaces, and activity centers; integrated with similar facilities in nearby areas and with regional and national trail systems, to serve both transportation and recreational needs. People without motor vehicles should have access to any part of the area from any other part.

Recommendation 1: Build and maintain a multipurpose trail along the old WB&A right-of-way and establish several other major pedestrian and bicycle corridors across the area (proposed corridors detailed and illustrated in Map 13).

Recommendation 2: Create pathways connecting neighborhoods and activity centers wherever possible. Design for these can vary from primitive footpaths (or paved paths, less elaborate than AASHTO standards) to first class multipurpose trails, but the County should acquire property, easements, or property owner agreements whenever possible. Such connectors should be part of all new developments (proposed pathways detailed and illustrated in Map 13).

Recommendation 3: Encourage design standards for new roads, and improvements to existing ones, which allow safe concurrent use by pedestrians, bicycles, and motor vehicles wherever traffic volume and speeds allow. Widening of shoulders or restriping to provide bicycle lanes should be considered for existing roads where conditions make it awkward for bicycles to share vehicle lanes, especially for those routes that are designated as shared-road bikeways (see Recommendation 5 and Map 13).

Recommendation 4: Provide sidewalks for new roads and plan to install them along existing roads in cases of special need, including at least those shown on Map 16.

Recommendation 5: Designate certain routes as shared-road bikeways, with signs, intersection improvements, re-striping, or shoulder improvements as appropriate. Any future improvements to these roads should preserve the existing bikable shoulders or provide designated bike lanes. In particular, the corridors along Ridge Road, Donaldson

Avenue, and Reece Road should be included (these and other routes to be considered are detailed and illustrated in Map 13).

Recommendation 6: Incorporate the Severn Area pedestrian and bicycle provisions with a countywide Pedestrian and Bicycle Master Plan, and adopt legislation requiring future developers to include the provisions of the Pedestrian and Bicycle Master Plan in their site plans and build the planned facilities.

Recommendation 7: Encourage public and private investment in amenities for people who travel by foot or bicycle. These amenities may include public restrooms and bicycle racks at all parks, public activity centers, and at convenient spots along multipurpose pathways.

Recommendation 8: Encourage or sponsor citizen organizations that would assist the County in planning and maintaining bicycle/pedestrian pathways.

Recommendation 9: Seek and support legislation providing relief for State, County, or volunteer workers from liability for injuries to trail users.

Goal 3: Improve the safety and efficiency of traffic flow on area roads.

Recommendation 1: Place traffic lights as follows:

- Queenstown Road at Quarterfield Road
- Quarterfield Road at Exit 13 from I-97
- Stone Castle Drive at Ridge Road

Recommendation 2: Paving and speed limit signs are needed on Burns Crossing Road from Old Mill Road to WB&A Road.

Recommendation 3: Four way stop signs are needed at the intersection of Clark Station Road and Burns Crossing Road.

Recommendation 4: MD 174 westbound at MD 170 - the sign for MD 170 is not visible. Also, the excess signs obscure the road signs. The median should be removed and the left turn lane extended to provide safer access to McDonald's and Kelly's. (This is a short term solution. The Plan proposes a Severn Village Plan for this area and those recommendations should be implemented over time. The Severn Village Plan is addressed in the Economic Development, Land Use and Zoning and Community Design chapters of this Plan).

Recommendation 5: Wright Road needs speed limit signs.

Recommendation 6: MD 175, between the BW Parkway and Reece Road, needs to be widened to four lanes with shoulders, sidewalks and bike lanes.

Recommendation 7: Harmans Road (north of Strider Court) needs a speed limit sign at the curve. This same area has a flooding problem.

Recommendation 8: Severn Road needs paving in some areas. An approaching stop light sign needs to be placed in both directions for the traffic light at Harmans Road.

Recommendation 9: Widen the bridge over the train tracks on MD 174.

Recommendation 10: Install a left-hand turn lane and signal for the southbound lane of Ridge Road at the intersection of Ridge Road and Severn Road.

Recommendation 11: Relocate Watts Avenue to form a 90° intersection with Ridge Road, pending final design of Ridge Road, signalize this intersection as well (addressed in Map 12).

Recommendation 12: Add a school zone speed limit sign with flashing yellow light at the intersection of MD 170 and Evergreen Road, in front of Ridgeway Elementary School and in front of Severn Elementary School on Reece Road.

Recommendation 13: Widen MD 170 from MD 32 to MD 100 and include sidewalk and safety improvements. Special attention is needed at the intersections of MD 170 with Evergreen Avenue and Florida Avenue.

Recommendation 14: MD 174, between MD 100 and WB&A Road, should be upgraded.

Map 13 Legend: Proposed Major Pedestrian and Bicycle Corridors

- A. A multipurpose trail designed at or near the AASHTO (American Association of Highway and Traffic Officials) standards, along the old WB&A right-of-way, paralleling the existing road, starting at the BWI Trail and linking with the West County Trail (WCT), as proposed in the 1995 Master Plan for the WCT, page 1. The route is suggested on the maps in the WCT Plan.
- B. A corridor from New Cut Road to Lake Marion, using the natural greenbelt along Severn Run as much as possible, but detouring into nearby areas where necessary. Design standards might vary according to topography, land use, availability of rights-of-way and neighborhood considerations. First class multipurpose trails, less elaborate pathways, and shared road bikeways with sidewalks might have to be linked to form the complete corridor.
- C. A corridor along Ridge Rd. from MD 175 to the Arundel Mills Mall. Wide, paved shoulders appropriate for bicycles are already in place along most of this route, and the County should preserve these shoulders in any future improvements to the road unless designated bike lanes are provided. Sidewalks should be installed along both sides, and widening, re-striping, or other appropriate improvements are needed at some intersections to improve bicycle safety. Designated bike lanes may be appropriate for part of this route. The road should be designated as a bikeway with appropriate signs and painting. An alternative to the above would be to build a separate multipurpose trail paralleling the road for parts of the route. The County should encourage the Army to make a similar commitment for Rockenbach Road.
- D. MD 174, from MD 175 to I-97 (including Reece Road, Donaldson Avenue and part of Quarterfield Road): The Quarterfield Road part of this corridor would need to be improved to provide wider curb lanes and sidewalks or a parallel multi-purpose pathway. Most of this road now has adequate shoulders for biking, and these should be preserved in any future improvements, unless designated bike lanes are provided. Sidewalks should be installed along both sides, and widening, re-striping, or other appropriate improvements are needed at some intersections to improve bicycle safety. Designated bike lanes may be appropriate for part of this route. The road should be designated as a bikeway with appropriate signs and painting. Work with the Army to improve the part that is in Fort Meade. Re-stripe the bridge over the railroad to allow only 11 foot vehicle lanes to make passage by bikers or walkers less hazardous.
- E. A greenway trail from the vicinity of Meade Heights to Provinces Park. This would have to be established in cooperation with the Army, mostly on property now owned by the Army. The County should immediately inform the Army of its interest in such a greenway and try to get it included in any future plans to develop or sell this land. This trail would be nominally outside the Severn Planning Area but would serve its residents.
- F. Watts Avenue, Arundel Mills Boulevard, Wright Road, and Dorsey Road from Wright Road to Ridge Road: It is presumed that the design of the proposed new Arundel Mills Boulevard will include either designated bike lanes and sidewalks or a parallel multi-purpose trail, and one of these two options should be retrofitted to Watts Avenue. A parallel multi-purpose trail along Wright Road is recommended, providing potential connectivity to corridors in the Linthicum and Jessup areas without adding vehicular traffic to Wright Road.

Map 13 Legend: Proposed Pathways Connecting Neighborhoods and Activity Centers

- A. MD 170 to WB&A Road, through the wooded area north of Grandview Park.
- B. WB&A Road to Burns Crossing Road in the open space north of Chestnut Road.
- C. From Burns Crossing Road to Old Oak Road, using the Severn Run Natural Environmental Area and possibly a right-of-way through the Sulin/Annapolis Area Christian School property, if such can be obtained.
- D. Mildred Road to Old Oak Road via Severn Run Natural Environmental Area.
- E. Quarterfield Road near Sandy Hill Road to Delmont Road through the wooded area. The 1957 USGS topographical map shows a primitive road.
- F. Quarterfield Road near Sandy Hill Road to Old Oak Road. The 1957 USGS topographical map shows that there was a primitive road.
- G. From Old Oak Road to New Cut Farms at Grainfield Road. The route is through low-density residential usage and open space with existing primitive roads.
- H. From the eastern end of Derby Farms Drive to Randazzo Park. A primitive path now exists.
- I. From Randazzo Park to Stevenson Road, near the Center for Applied Technology North.
- J. From the Center for Applied Technology North to Quarterfield Elementary School through the wooded property owned by the Anne Arundel County Board of Education.
- K. From the Center for Applied Technology North to Parke West at Neath Lane. A primitive path exists.
- L. From near Quarterfield Road at I-97, joining any development there to the BWI trail at Friendship Park, using the existing roadway tunnel under MD 100.
- M. From Queenstown Park to the BWI Trail using the existing tunnel under MD 100 in Friendship Park.
- N. WB&A Road to Queenstown Park along or near Shaw Road, which now is an unimproved dirt road, possibly linked to the dead-end of Mahogany Drive.
- O. From the northeast end of Danza Road through the open space to MD 174.
- P. From Severn Danza Park to Elmhurst Station Road through the wooded open space.
- Q. From Severn Danza Park to Severn Road with a crossing signal for bicycles and pedestrians at MD 170. This trail would follow along Reece Road or run behind Severn Elementary School and through the adjoining woods to Twin Oaks Road, then proceed along Severn Station Road, through the pedestrian tunnel under the Pennsylvania Railroad Lines, which should be restored with ramps rather than stairs.
- R. From Harmans Road at Stony Run to Ridge Forrest with a connection to Ridge Road. The woods behind Harman Elementary School and the sand quarry nearby might provide space for the western end of this connector.
- S. Joining the dead ends of Pometacon and Gleneagles Drives to provide a pedestrian and bicycle connection between Ridge and Clark Roads.

- T. From the proposed Villages at Dorchester to Arundel Mills Mall.
- U. From Arundel Mills Mall to Wright Road to provide access to the bridges across MD 100 and the BW Parkway.
- V. Northern end of Provinces Park to Lake Marion. There is an existing footpath.
- W. From Citadel Drive and Disney Road (at Provinces Park) to Ridge Road, along the space behind Severn Square Shopping Center.
- X. From MD 175 to Jacobs Road, along the old Jackson Grove Road, which is now mostly a vestigial woods path.
- Y. From the eastern end of Stillmeadows Drive to Quiet Spring Drive.
- Z. Meade Village Park to Horse Drawn Court.
- AA. From the southern end of Tuckerman Drive to Graham Farm Circle.
- BB. From the southern end of Fairbanks Court to Severn Station Road.
- CC. From the eastern end of New Disney Road to Reece Road, near Redbridge Drive.
- DD. From any new development of the Dorchester/Kirk properties to Clark Road near Gleneagle Drive, from MD 175 into the southern end and from Arundel Mills Boulevard into the northern end of any such development. It is presumed that any development of these sites would have designated bike lanes and sidewalks, unless separate multi-purpose pathways are provided.
- EE. From the northeastern end of Sandy Farm Road to Queenstown Road.
- FF. A connector from the intersection of MD 170 and MD 100 to WB&A Road. (Where there is a proposed Park-and-Ride). Sandy Farm Road might be part of this.

Map 13 Legend: Proposed Routes as Shared-Road Bikeways

- A. Severn Road, at least from Reece Road to Provencal Lane. A bicycle route from Severn and Provencal to Ridge Road is needed, and widening or re-striping this part of Severn Road should be considered, if feasible.
- B. In the Provinces, Stone Castle Drive, Citadel Drive, Montreal Drive, Statesman Street, Lasalle Place, and Provencal Lane. Consider striping these 40-foot streets to form 10-foot vehicle lanes and designating the remaining 10 feet on each side for bicycles and parking. This should help achieve the community's goal of discouraging excessive vehicle speeds.
- C. Harmans Road: Consider widening the shoulders from Severn Road to Strider Court.
- D. Metacomet to Pometecom and Gleneagle Drives.
- E. Wright Road, including the bridges over MD 100 and the BW Parkway.
- F. MD 175 from Reece Road to Clark Road.
- G. New Cut Road, at least from Old Oak Road to Archbishop Spaulding High School. This would require major improvement to provide bikeable shoulders.
- H. Old Oak Road
- I. Upton Road
- J. Reece Road, Donaldson Avenue, and Ridge Road, as detailed in the recommendation on major corridors.
- K. Carriage Drive
- L. Disney and New Disney Roads. Disney Road, west of Old Mill Court would have to be re-striped to provide wider curb lanes.
- M. Sandy Farm Road
- N. Evergreen Road (not the one in Elmhurst Estates), from WB&A Road to Ridgeway Elementary School, Ridge Chapel Road: The pavement would have to be widened to provide wider curb lanes or paved shoulders, if feasible.
- O. Old Telegraph Road: this should be connected to the Park & Ride that is proposed at the intersection of MD 170 and MD 100.
- P. Old Donaldson Avenue: this would need wider pavement as part of any future commercial development of adjoining property.
- Q. Gesna Road
- R. Tuckerman Drive
- S. Eastern half of Graham Circle.

Page left blank for Map 13. Proposed Pedestrian and Bicycle Routes

Map 14 Legend: Proposed Van/Bus Routes

A. Severn van/bus loop routes should extend to:

(1) Quarterfield Center, (2) MD 100 & I-97 Park & Ride, (3) Queenstown Park, (4) Severn Village Center, (5) Meade Village Park, (6) Van Bokkelen Community Service Center, (7) Fort Meade, (8) Ridgeview Plaza Shopping Center, (9) Jessup Train Station, (10) Provinces Library/Severn Square Shopping Center, (11) Provinces Park, (12) Severn Senior Center, (13) Harmans Park, (14) Hanover Post Office/Baltimore Commons Business Park, (15) Senior Assisted Living Complex, (16) Arundel Mills Mall and Park & Ride, (17) BWI Airport, (18) MD 100 & MD 170 Park & Ride, (19) Severn Danza Park, (20) Cromwell Light Rail Station, (21) Glen Burnie Town Center/Courthouse/County Offices, (22) North Arundel Hospital, (23) Randazzo Park, (24) MD 32 & MD 170 Park & Ride, (25) Western District Police Station, (26) Odenton Train Station, (27) Odenton Town Center, (28) West County Family Support Center, (29) West County Regional Library, (30) West County Campus of Anne Arundel Community College. Routes would link to existing MTA service along the MD 2 Corridor.

B. Examples of possible bus/van loop routes:

Route 1: Quarterfield Center at MD 174 and I-97, MD 174 through intersection with MD 170, along Reece Road to MD 175, west to MD 713 (Ridge Road), north to Arundel Mills, east along MD 176, stop at Cromwell Light Rail Station, MD 648 (B & A Boulevard) to MD 3, to MD 174 and back to Quarterfield Center.

Route 2: From Cromwell Light Rail Station west on MD 648, west on Maple Avenue, to MD 170, around the BWI Airport, then south on MD 170 through the intersection with MD 174, to MD 175, then west to Reece Road, where passengers transfer to the first route described above.

Route 3: Cromwell Light Rail Station, west on MD 176 to Arundel Mills, west to Dorsey MARC Station, then to MD 170, around the BWI Airport, north to Elkridge Landing Road, North on West Nursery Road, to Hammonds Ferry Road, to Maple Road, to MD 648, to Cromwell Light Rail Station, west on MD 176, then south on MD 170 through the intersection with MD 174, to MD 175, then west to Reece Road where passengers transfer to the first route described above.

Page left blank for Map. 14 Proposed Van/Bus Routes

Map 15 Legend: Proposed Park and Ride Lots (MTA, Local Van, Bicycle/Pedestrian Connections)

- A. MD 100 & MD 713/BW Parkway – Arundel Mills Mall (east/west & north/south MTA Bus routes)
- B. MD 100 & MD 170 (east/west MTA Bus Route)
- C. MD 100 & I-97 (east/west & north/south MTA Bus Routes)
- D. MD 32 & MD 170 (east/west MTA Bus Route)

Map 16 Legend: Proposed Sidewalk Connections

- A. Jacobs Road, from Reece Road to Pioneer Drive
- B. Town Center Boulevard to Jacobs Road
- C. Ridge Chapel Road
- D. Severn Road from MD 713 to Reece Road
- E. Watts Avenue
- F. Reece Road
- G. Donaldson Avenue
- H. MD 713
- I. MD 170, especially near Ridgeway Elementary School