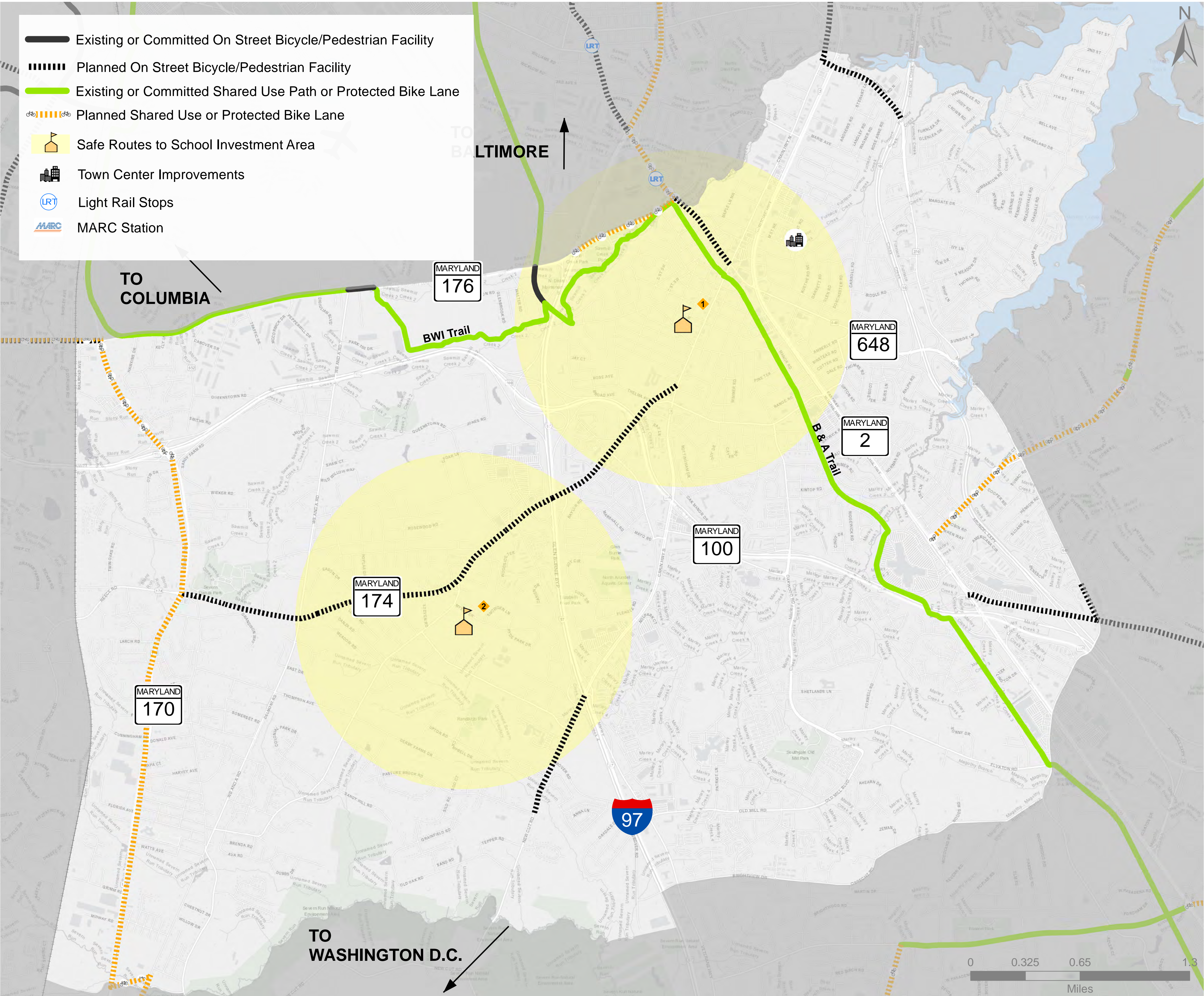
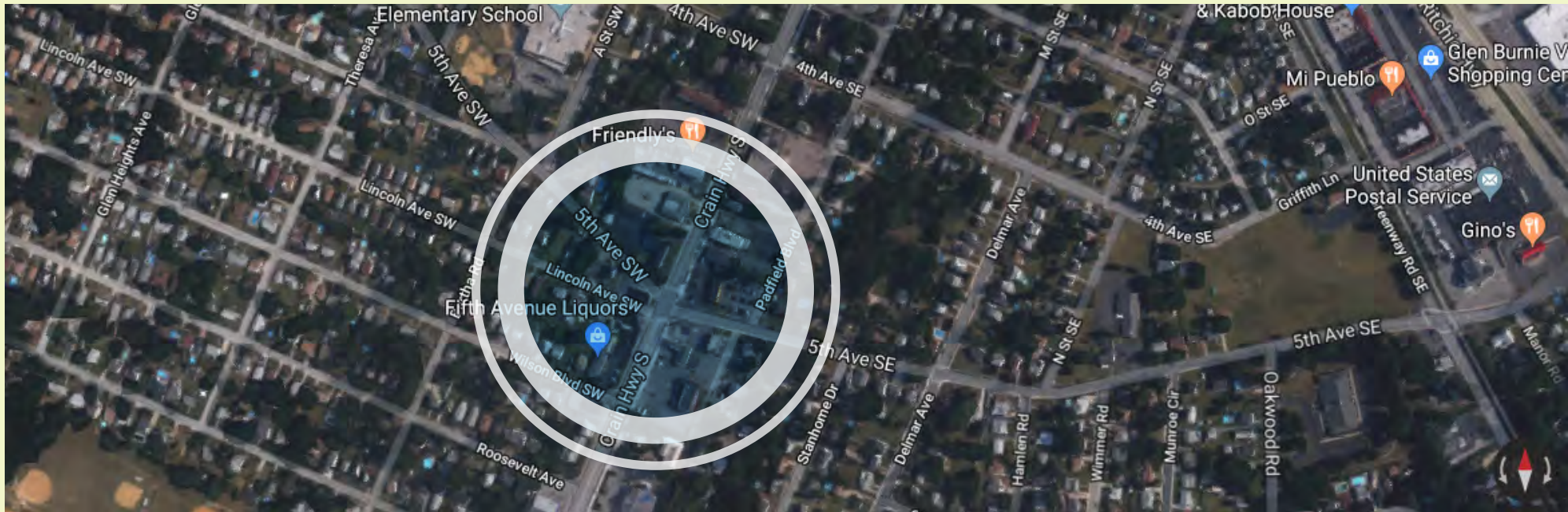


COUNCIL DISTRICT 2

Recommended Bicycle and Pedestrian Investments

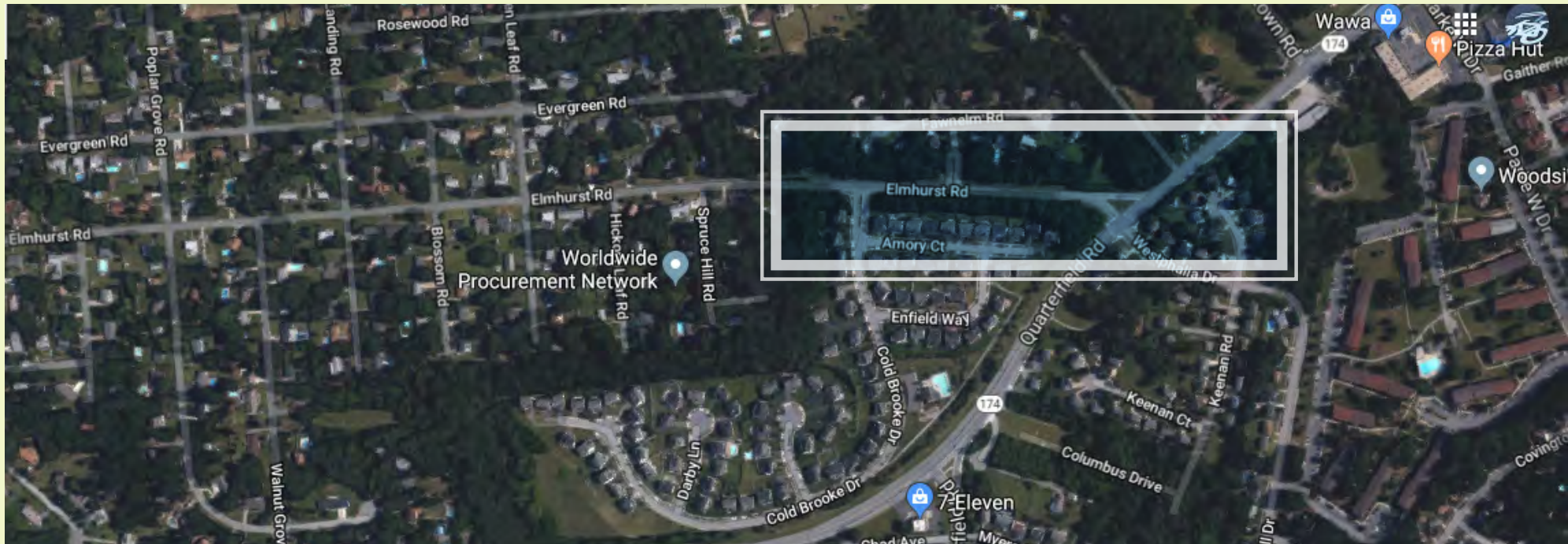


1 Richard Henry Lee Elementary School



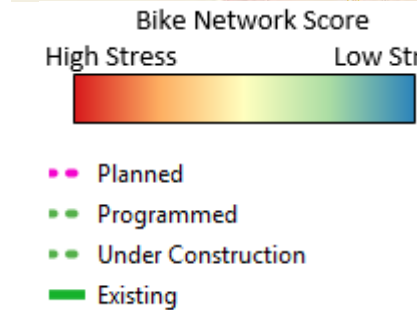
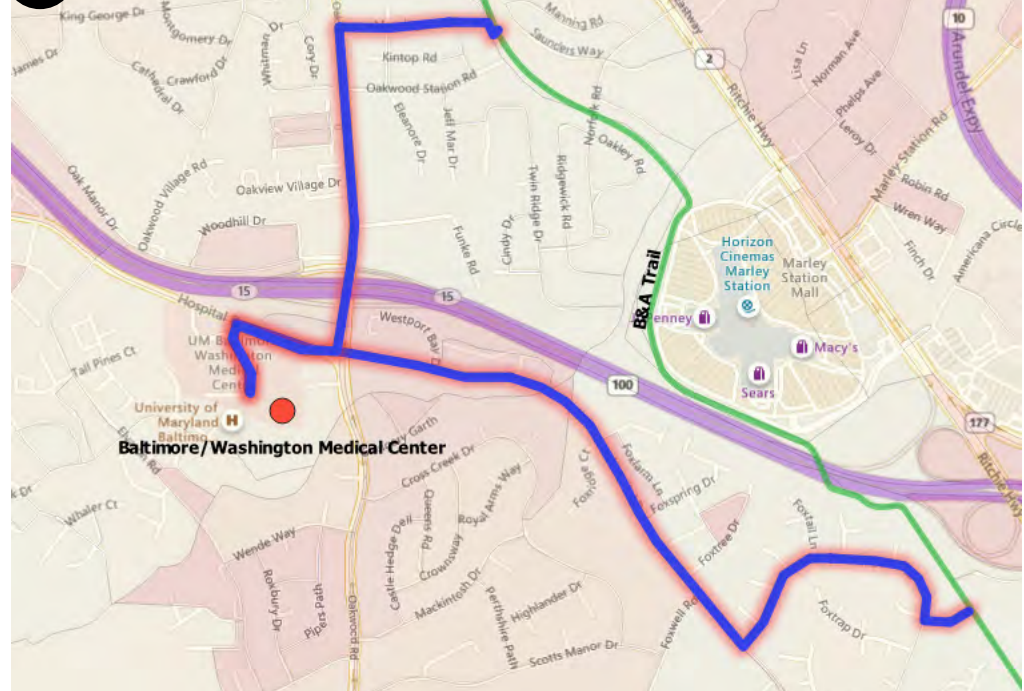
Richard Henry Lee Elementary School in Glen Burnie is located within a street grid that creates a variety of optimal walking routes along residential streets. The walkzone for the school does not currently extend to the neighborhood to the southeast of 5th Avenue and Crain Highway, even though it has sidewalks on every street. The extended crossing distance of Crain Highway in this area, where it is five lanes across, prevents students from walking to school. Improving crossing conditions with median refuges and crossing guards may enable this neighborhood to be included in the walkzone.

2 Quarterfield Elementary School

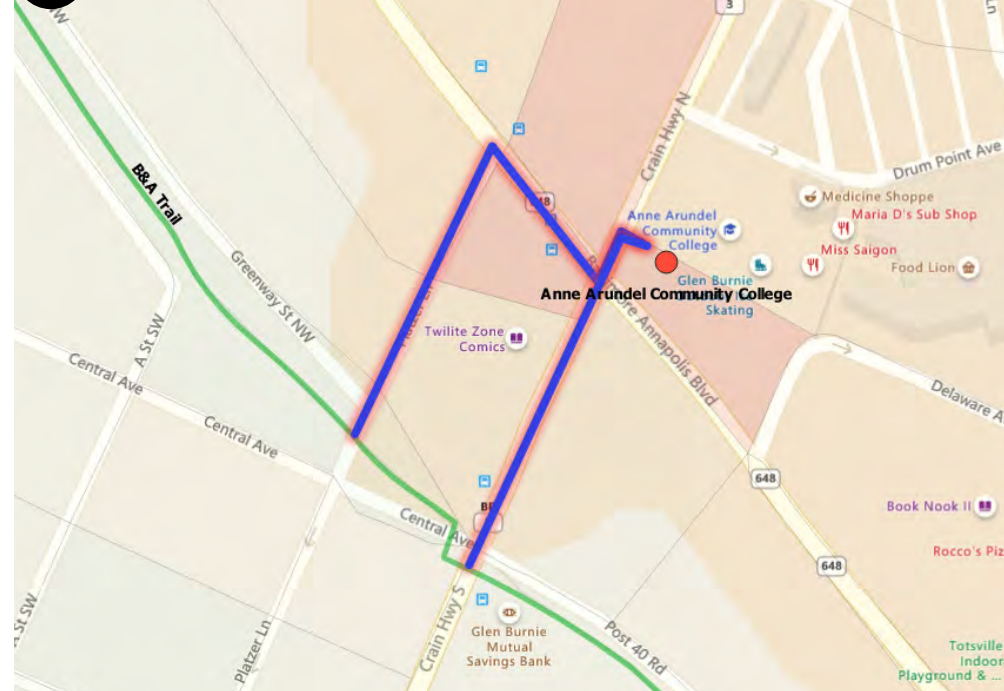


The walkzone for Quarterfield Elementary School includes the neighborhood on the eastern side of Maryland Route 174 (Quarterfield Road). The walkzone could be expanded by improving crossing conditions of Maryland Route 174 and installing approximately 1000 linear feet of sidewalks along Elmhurst Road between Quarterfield Road and Coldbrooke Drive. Additionally, by installing a sidewalk with signal-controlled pedestrian crossing at Quarterfield Road and Maryland Route 174 would shorten the walking distance for students. These improvements would enable students from the Fourwinds neighborhoods to walk to school.

A B/W Medical Center



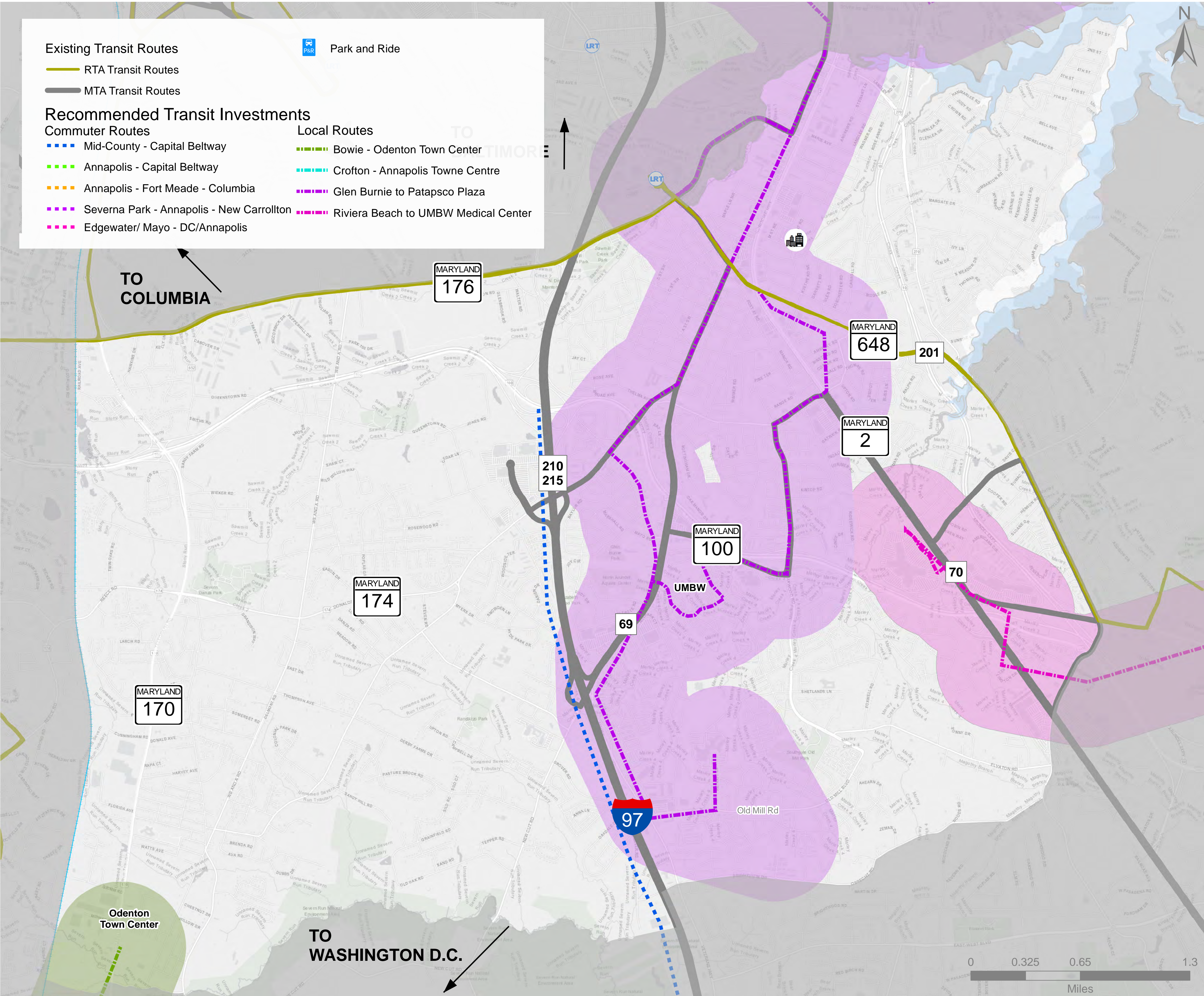
B Anne Arundel Community College



The network of shared-use paths can carry Anne Arundel County residents most of the way to many Points of Interest (POI) throughout the county. To complete the “last mile”, additional on-street bicycle path designations are recommended, connecting the trails to key destinations through low-stress routes.

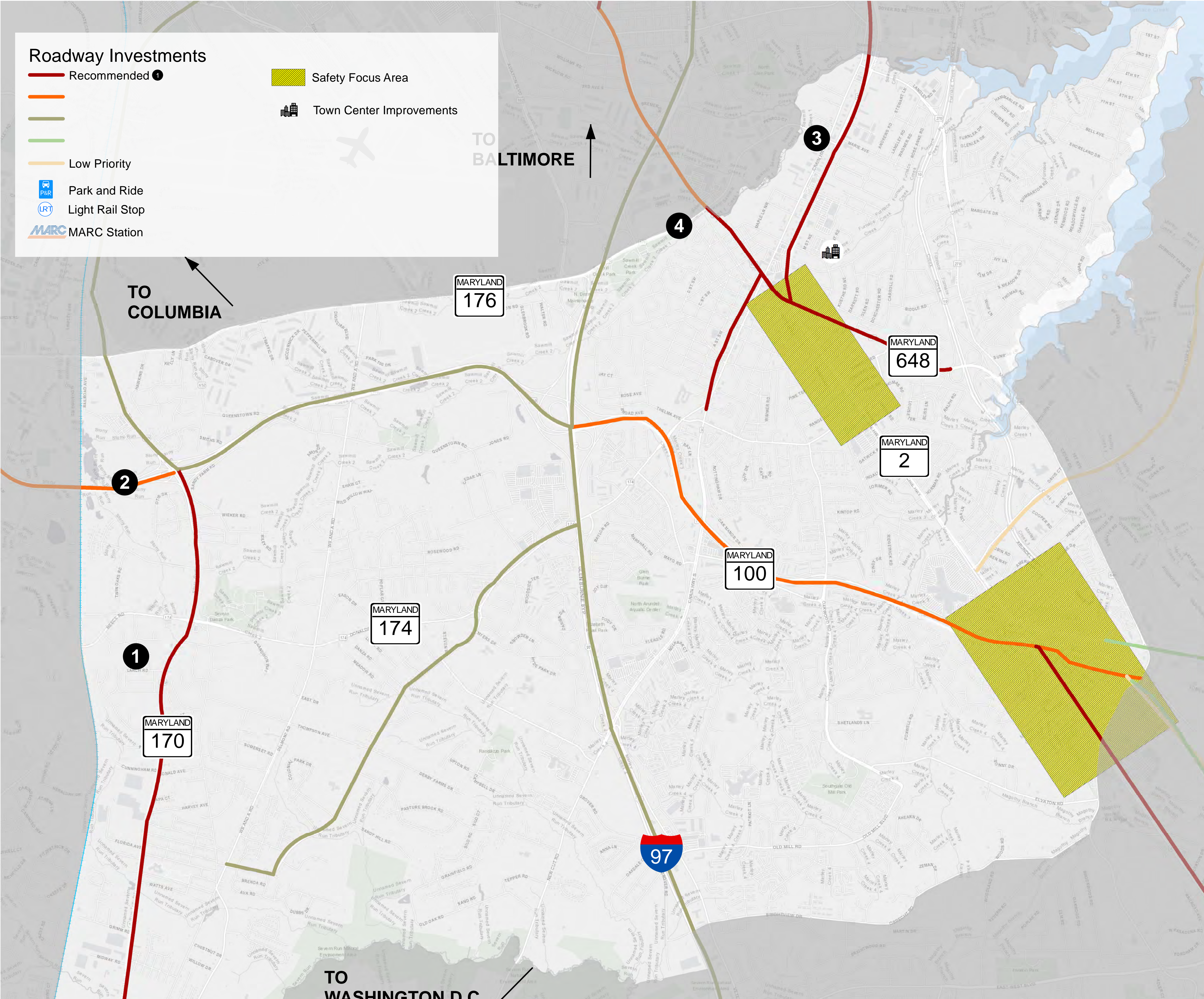
COUNCIL DISTRICT 2

Recommended Transit Investment Priorities



COUNCIL DISTRICT 2

Recommended Road Investment Priorities



Summary of Major Projects

1 MD 170 between MD 175 and Aviation Blvd

MD 170 Southbound from MD 176 to MD 174 is among the fifteen congested arterial roadways in Maryland; planned residential growth through Severn and connected strength of light industrial and logistics businesses south of BWI Thurgood Marshall Airport will continue to strain the road network to the north and south. As new developments are proposed along MD 170, limiting the number of access points and continuing a full grid network connecting to WB&A Road will be important; improvements to WB&A Road may also be necessary to accommodate increased traffic and an additional roadway bridge over Amtrak should also be considered to MD 174.

2 MD 100 from MD 170 to I-95

Much of the congestion problem on MD 100 between I-95 and MD 170 has to do with the spacing of seven interchanges in only 5.5 miles which is uncommonly close for a limited access freeway. Improvements to MD 100 should focus on TSMO strategies that provide safer and smoother merging and weaving areas as vehicles enter and depart the highway. The interchange of MD 295 and MD 100 is a major bottleneck that must be addressed.

3 MD 2 in Glen Burnie and Pasadena to address traffic safety

MD 2 (Ritchie Highway) between the Baltimore City line and Severna Park is one of the more dangerous stretches of roadway in Anne Arundel County, as are parallel and intersecting county roads and neighborhood streets throughout Glen Burnie and Pasadena. Residential and commercial growth in the area is expected to be modest in the coming decades and new transportation capacity is generally not needed. Instead, the County and SHA's top priority along MD 2 and surrounding communities should be an aggressive traffic safety effort. Minor operational improvements, additional sidewalks, high visibility crosswalks and improved lighting should all be part of a comprehensive program.

4 MD 648 (Baltimore-Annapolis Blvd.) through Glen Burnie and Marley to address traffic safety issues, improve bicycle and pedestrian facilities and upgrade the streetscape in commercial areas

Baltimore & Annapolis Blvd. (MD 648) has a number of safety challenges and lacks continuous sidewalks and bicycle lanes between MD 10 and I-97. While some new sidewalks have been added along MD 648 over the past decade, there are many gaps near schools, commercial areas and community facilities. In other areas, an infrastructure refresh of resurfacing, curb and gutter work, renewal of signs and markings and clearing of vegetation should be part of a coordinated community investment strategy.

Safety Focus Areas have been identified across the county as having the greatest number of vehicle, pedestrian and bicycle crashes. Detailed analysis of crash causes is required to develop a specific plan of engineering and enforcement activities in the Safety Focus Areas.