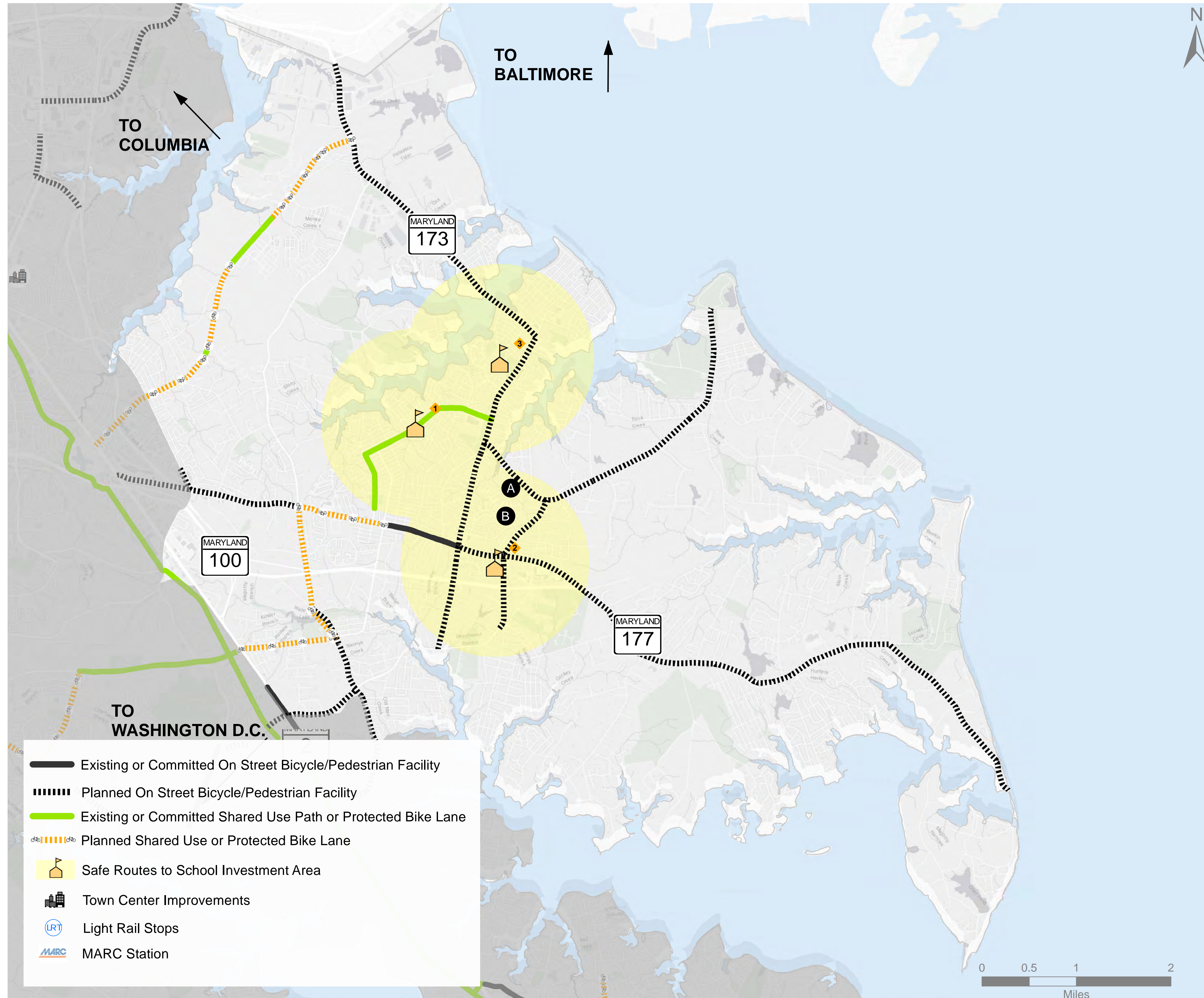


COUNCIL DISTRICT 3

Recommended Bicycle and Pedestrian Investments

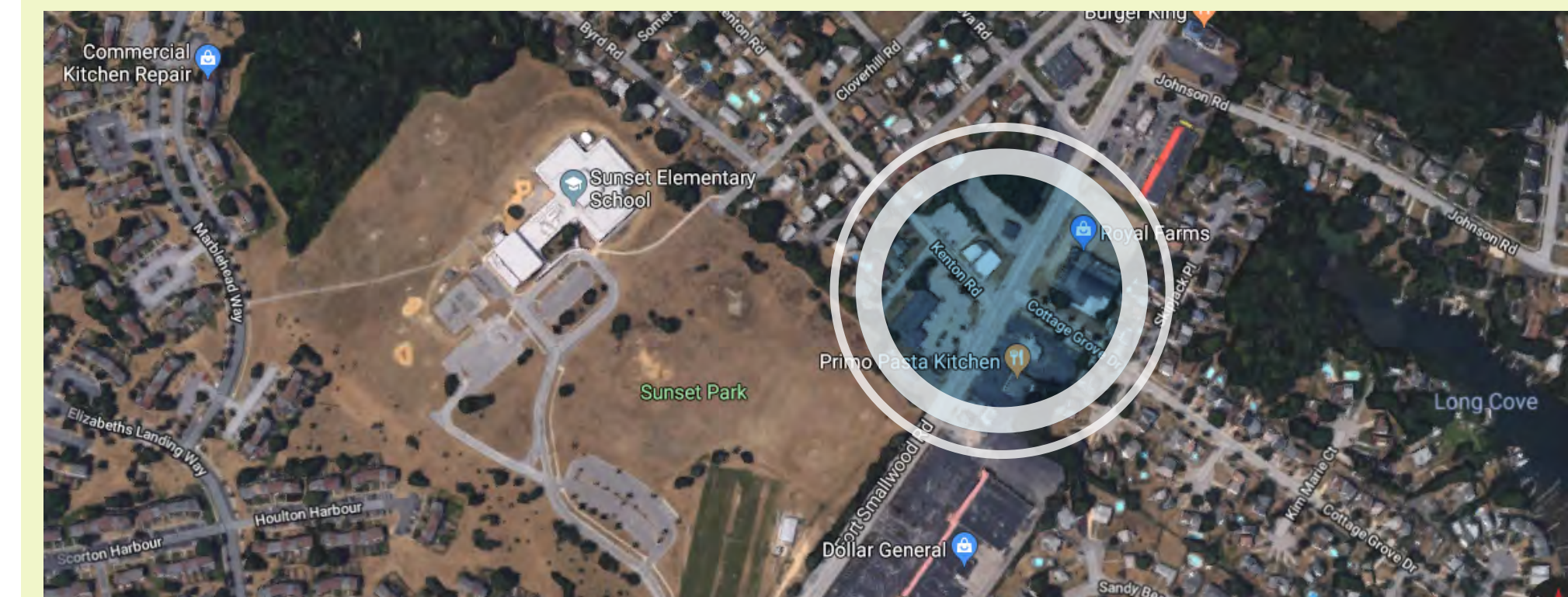


1 High Point Elementary School



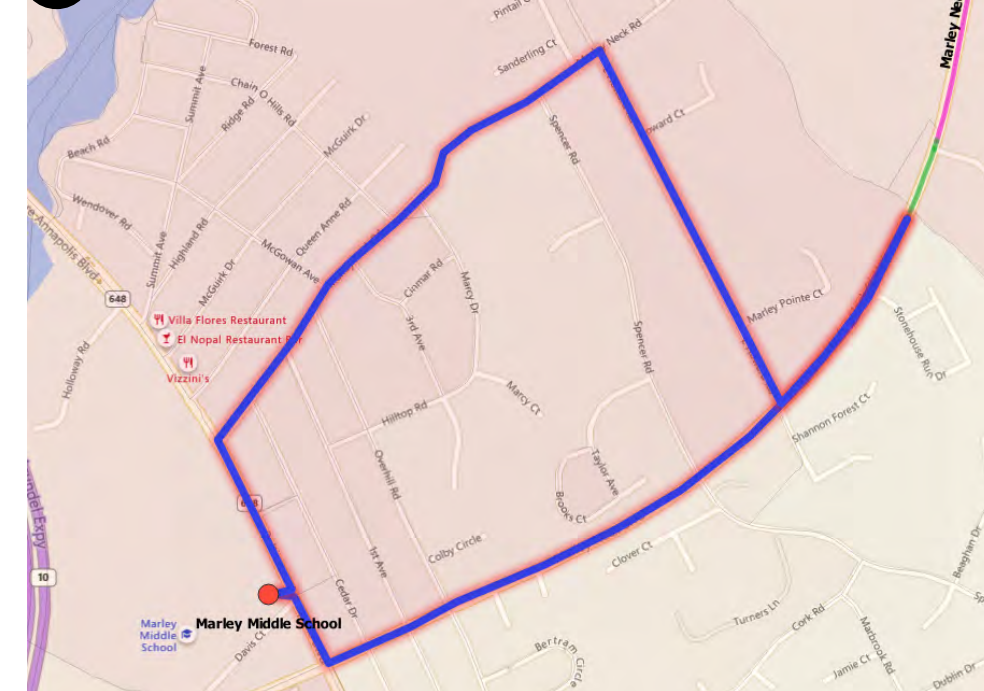
The walkzone for High Point Elementary School includes neighborhoods on both sides of Duvall Highway which is a two-lane roadway with shoulders and intermittent sidewalks. The walkzone could be expanded by installing sidewalks on the north side of Duvall Highway from Central Avenue to the existing sidewalk west of Pine Haven Drive. East of Pine Haven Drive, sidewalks on Duvall Highway connect to existing sidewalks along Queens Park Road

3 Sunset Elementary School

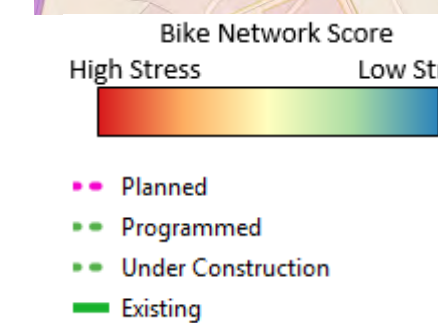
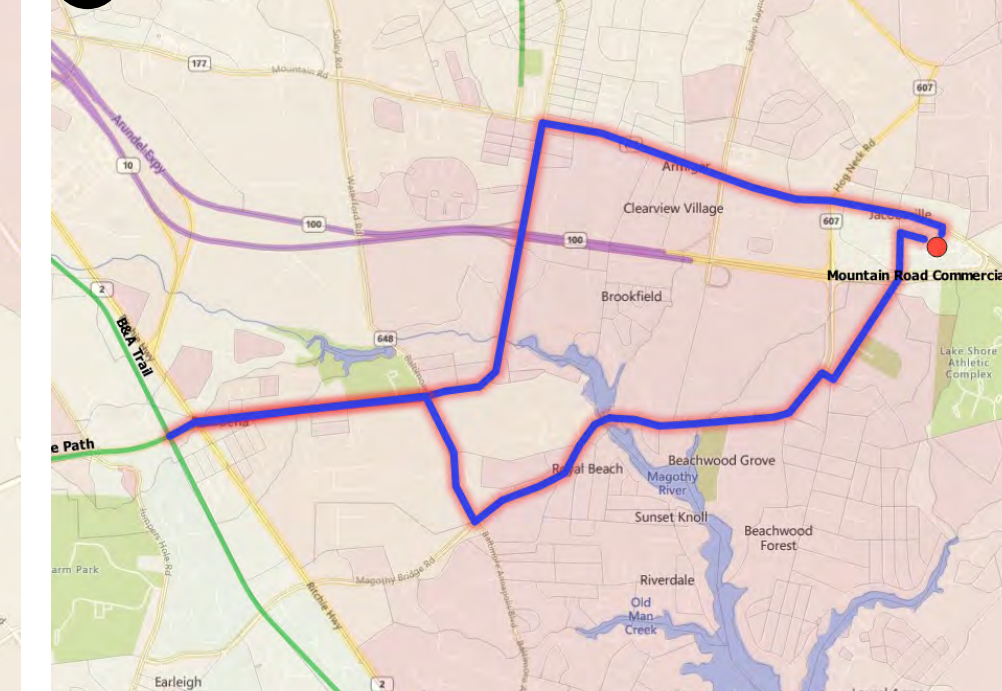


The walkzone of Sunset Elementary School includes neighborhoods on both sides of Maryland Route 173 (Fort Smallwood Road), a two lane roadway with a center-turn lane and shoulders. The neighborhood served by Cottage Garden Drive on the east side of Fort Smallwood Road could be included in the walkzone with improved crossing conditions at the intersection of Cottage Grove Drive. With the addition of a high-visibility crosswalk, median pedestrian refuge, curb extensions and a hybrid signal, the walkzone could be expanded to the east side of Fort Smallwood Road.

A Marley Middle School



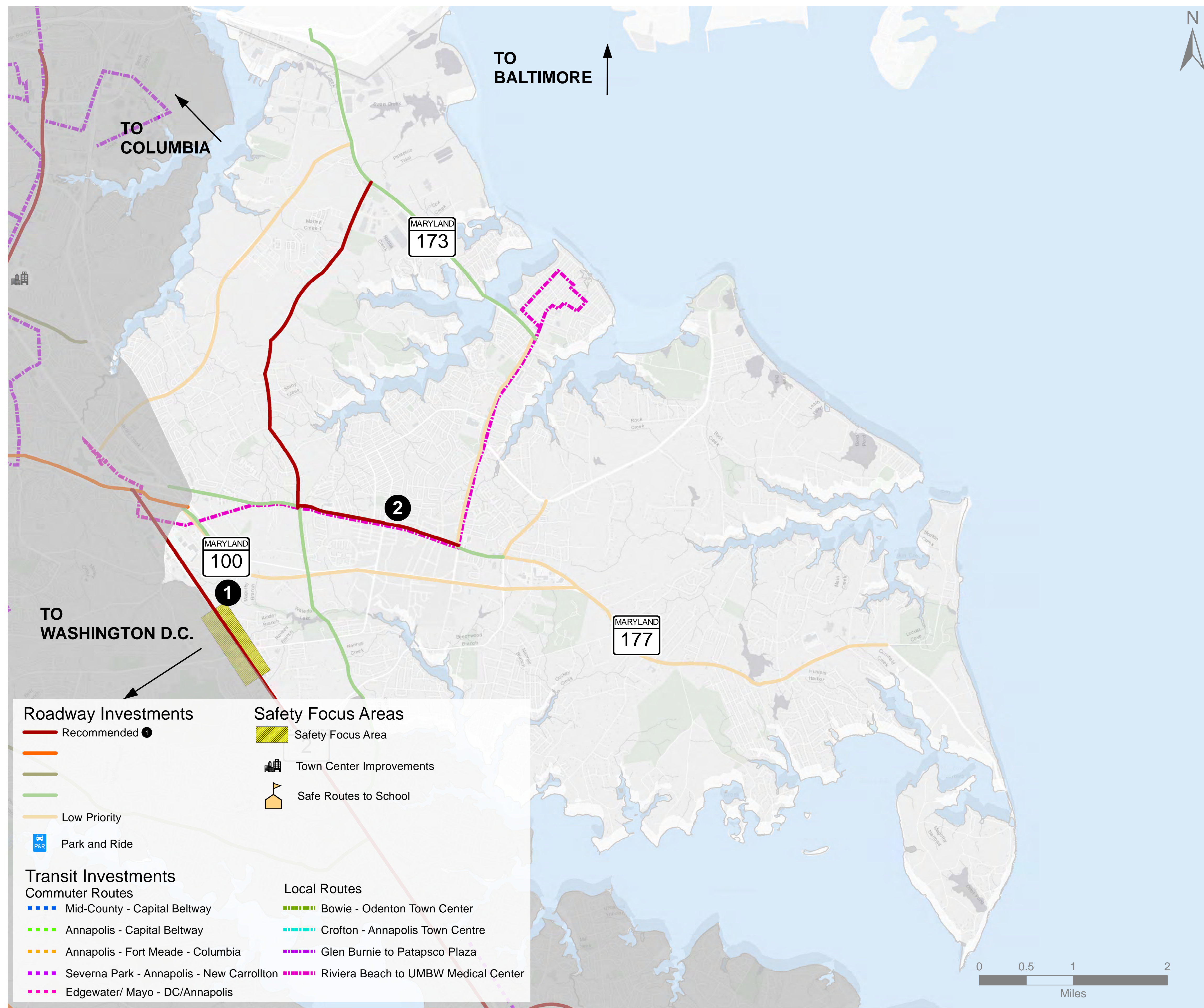
B Mountain Rd Commercial Center



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 3

Recommended Road & Transit Investment Priorities



Summary of Major Projects

1 Solley Road between MD 173 and MD 177 to address traffic congestion and accommodate planned community and economic growth.

Solley Road is a two-lane roadway between Mountain Road (MD 173) and Fort Smallwood Road (MD 177) surrounded by medium-density residential and light industrial uses and carrying approximately 6600 cars per day. Several subdivisions are planned along Solley Road and further employment growth is projected. While operating at an acceptable level of service today, the number of traffic crashes is increasing as motorists try to pass left-turning vehicles where traffic lines form, and at intersections that are trending towards excessive delay. By 2040, all intersections along Solley Road are projected to operate at failing levels of service. A 2017 study by DPW recommended several improvements: creating turn lanes and roundabouts, widening shoulders, adding bicycle lanes and filling sidewalk gaps. As development projects move forward establishing connections between Solley Road and Marley Neck Road will be important to spread traffic growth more evenly.

2 MD 177 between MD 10 and Edwin Raynor Boulevard to address traffic congestion, improve bicycle and pedestrian facilities and upgrade the streetscape in commercial areas.

Improvements along the Mountain Road (MD 177) corridor are needed to address current operational and capacity deficiencies and in anticipation of moderate residential growth in the area. The corridor currently operates at an unacceptable level of service at multiple locations; crash rates along the corridor are significantly higher than statewide averages. Unsafe conditions also exist for pedestrians and bicyclists as sidewalks and bicycle lanes are not continuous along Mountain Road. Opportunities to consolidate business driveways and improve on-site circulation are present throughout the corridor. These opportunities would not only provide a more aesthetically inviting corridor but would also limit the number of conflict points for potential collisions associated with entering and exiting the commercial properties. A coordinated infrastructure and community development plan will be of the greatest benefit to the area.

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.