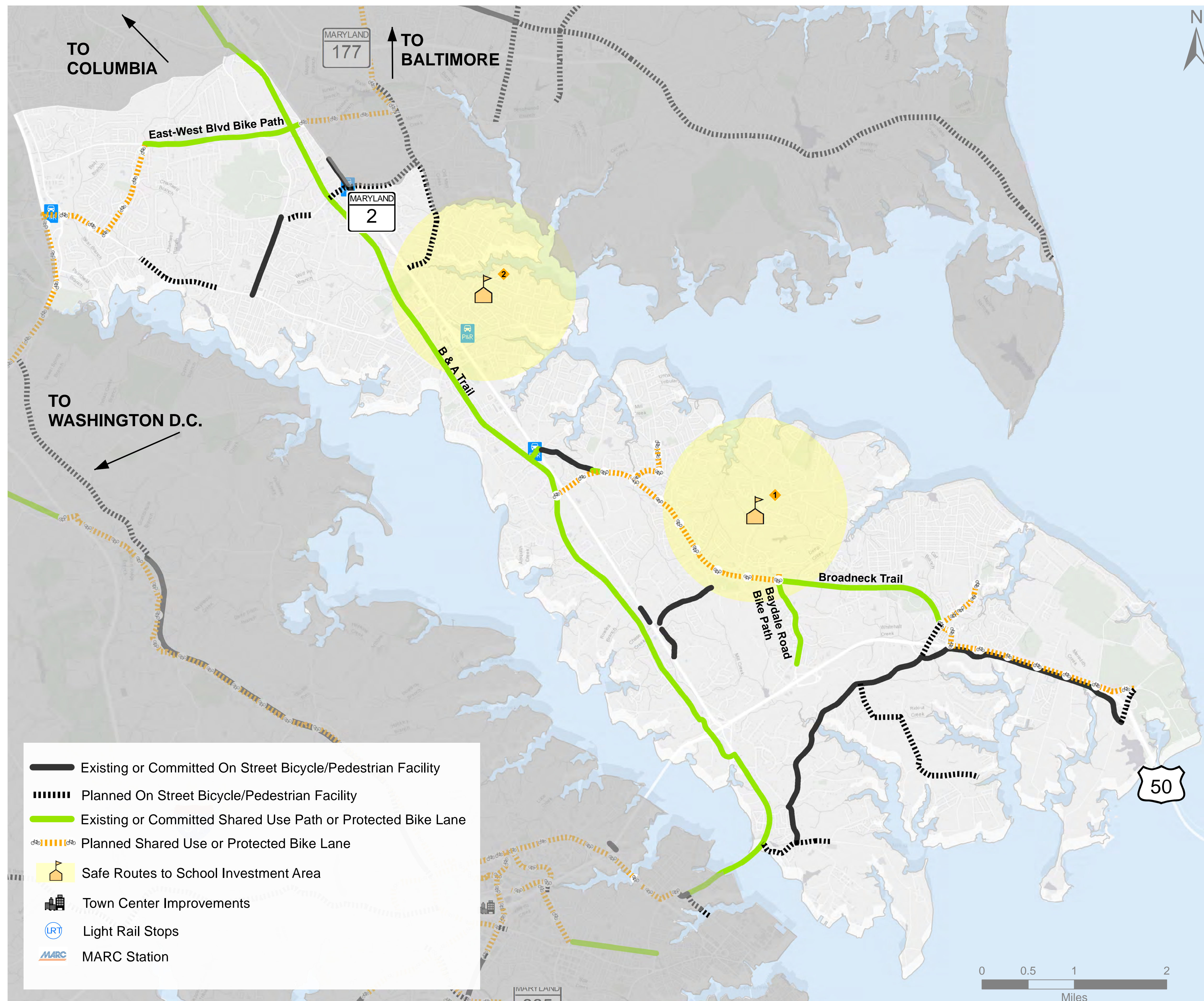
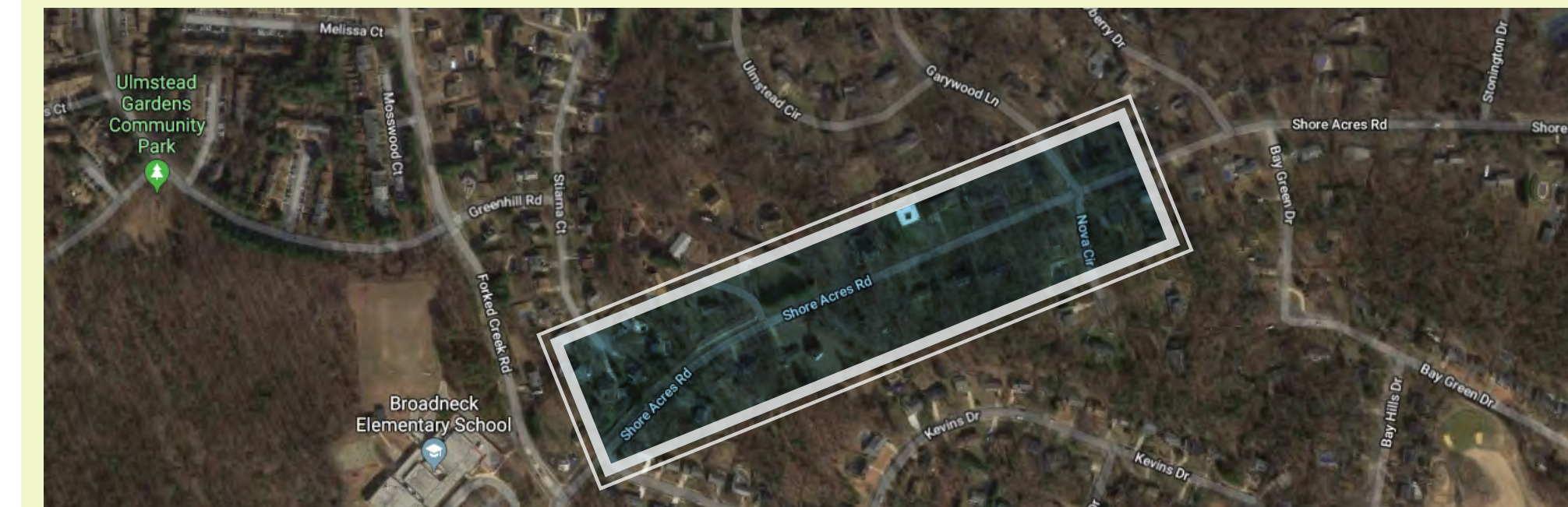


COUNCIL DISTRICT 5

Recommended Bicycle and Pedestrian Investments



1 Broadneck Elementary School



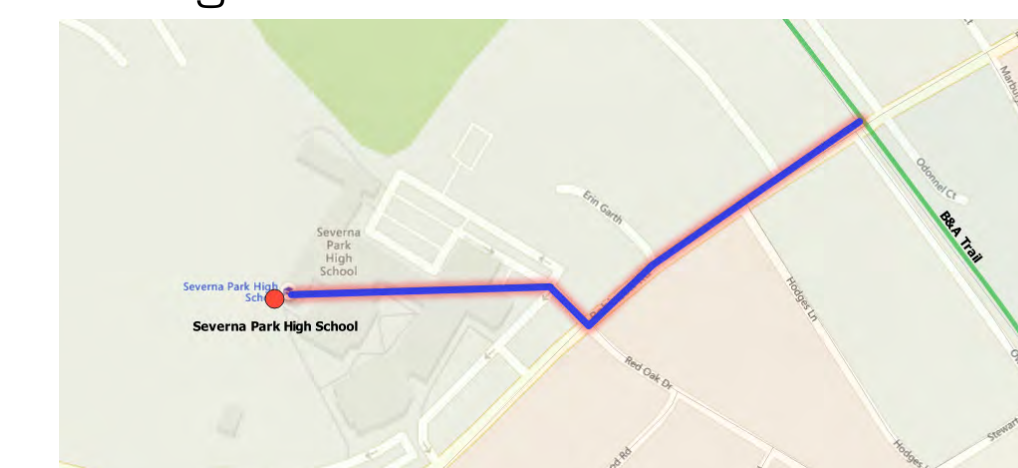
The walkzone for Broadneck Elementary School includes a mix of roadways with and without sidewalks which have no through traffic. Additional low-volume, residential streets without sidewalks could be incorporated into the walkzone by installing 1,500 linear feet of sidewalk between Broadneck Elementary School and Bayberry Drive.

2 Folger McKinsey Elementary School

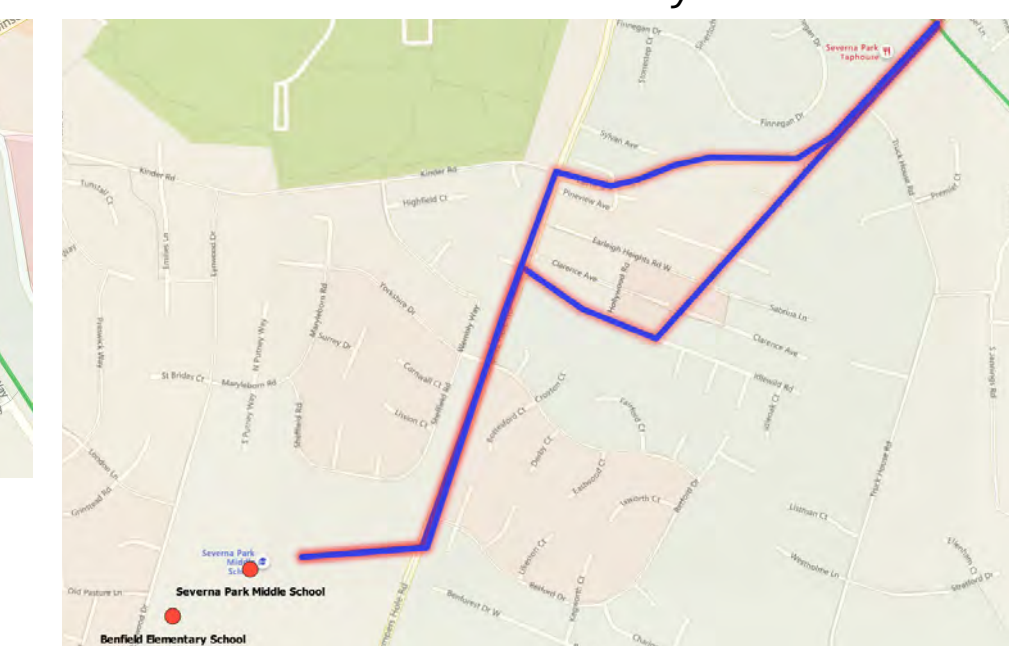


Like Broadneck Elementary School, Folger McKinsey Elementary School is located on a neck of the Magothy River and residential roads have no through traffic. The elementary school's walkzone encompasses almost half of the school attendance boundary. The addition of 2,000 linear feet of sidewalks along Arundel Beach Road between Derussey Drive and White Cedar Lane would benefit students already within the walkzone.

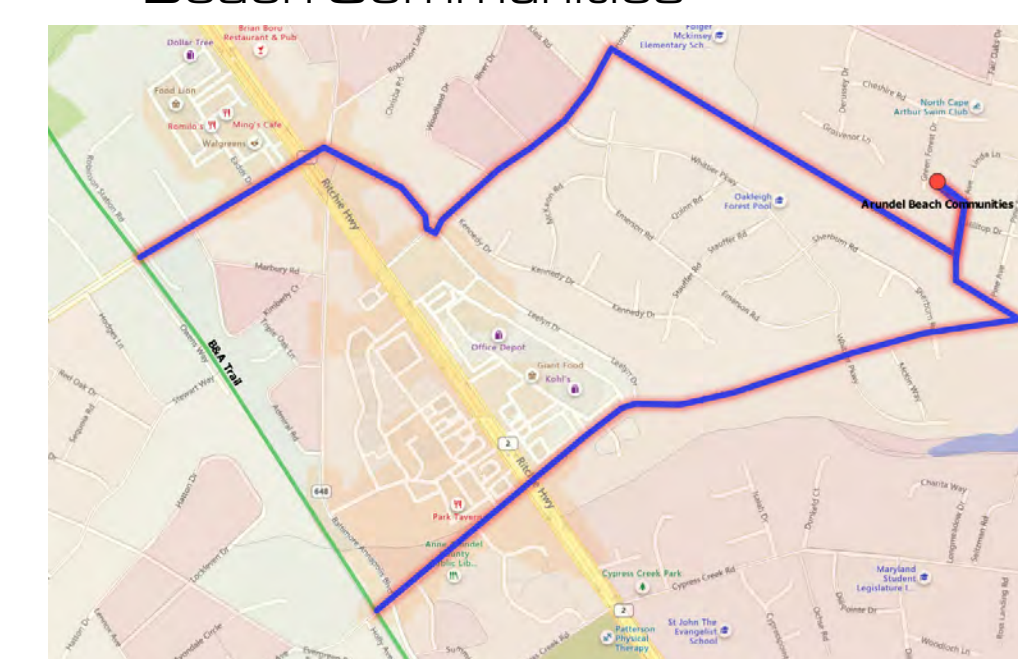
A Severna Park Highschool



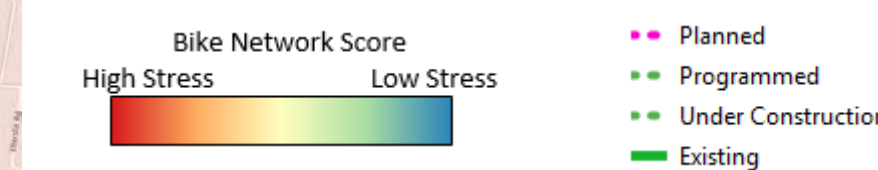
B Severna Park Middle School / Benfield Elementary School



C Arundel Beach Communities

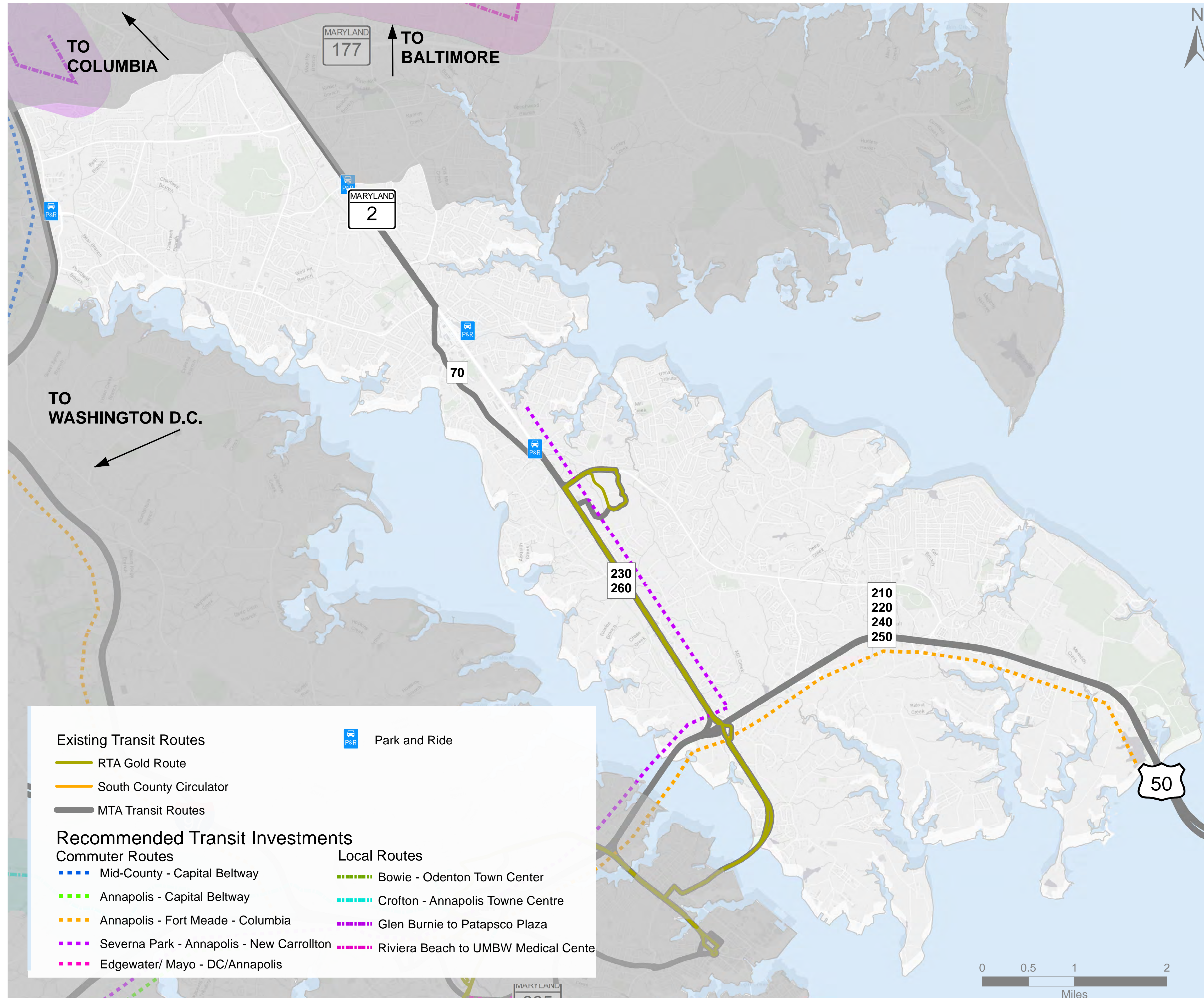


The network of shared-use paths can carry Anne Arundel County residents most of the way to many Points of Interest (POI) throughout the county. To complete the "last mile", additional on-street bicycle path designations are recommended, connecting the trails to key destinations through low-stress routes.



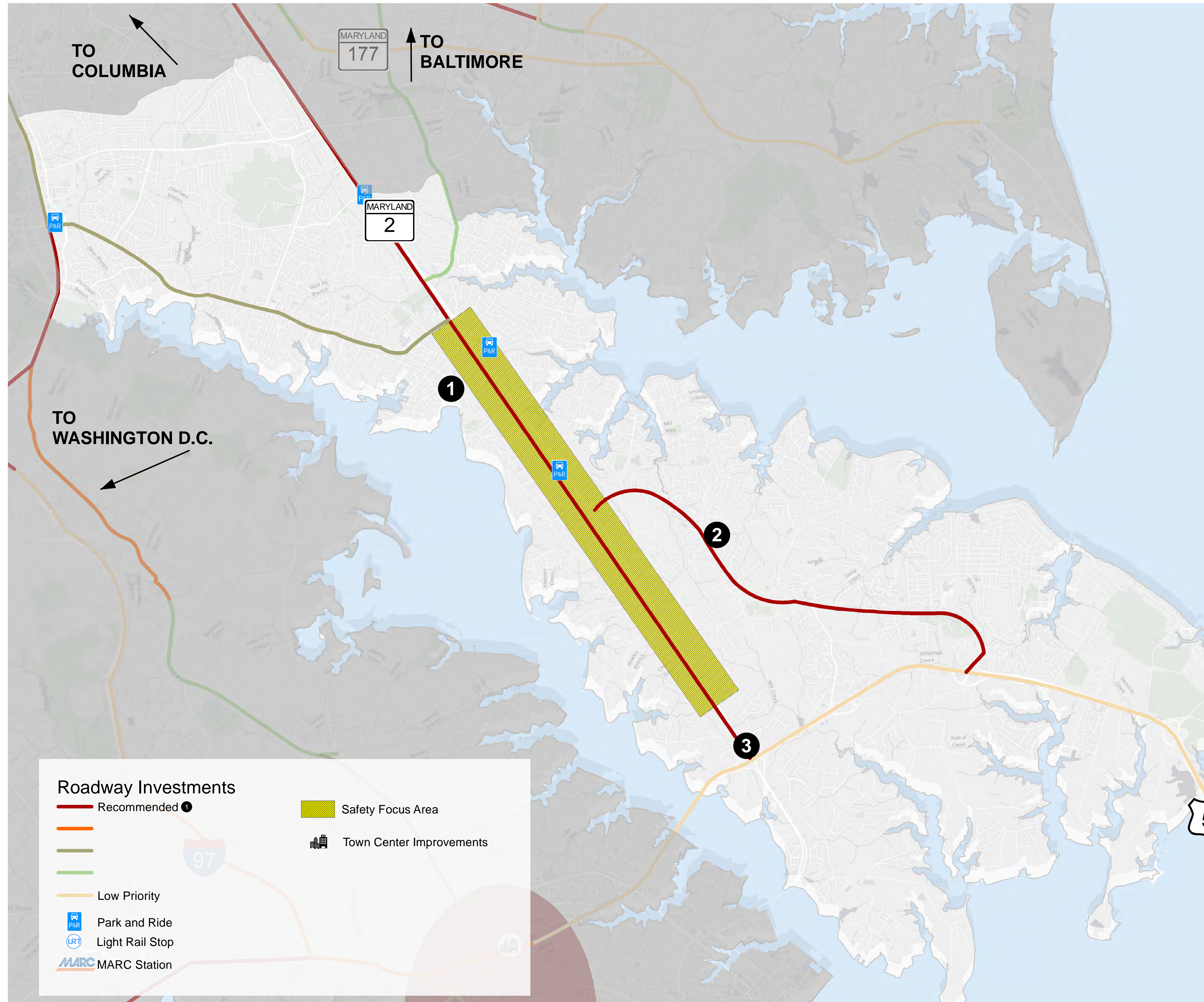
COUNCIL DISTRICT 5

Recommended Transit Investment Priorities



COUNCIL DISTRICT 5

Recommended Road Investment Priorities



Summary of Major Projects

1 MD 2 to address traffic safety and congestion.

MD 2 (Ritchie Highway) between College Parkway and MD 100 is one of the more dangerous stretches of roadway in Anne Arundel County, and congestion hot spots frustrate reliable commuting times. Residential and commercial growth in the area is expected to be modest in the coming decades and new significant new road capacity should be less of a consideration. Instead, the County and SHA's top priority along MD 2 in this area should be minor operational improvements at key intersections and safety improvements at unsignalized median crossovers, and additional sidewalk connections along the denser areas of the corridor.

2 College Parkway between MD 2 and US 50 to address traffic congestion and incorporate the Broadneck Peninsula Trail extension.

College Parkway is projected to carry 36,000 vehicles per day in the year 2035 west of Jones Station Road and almost 22,000 vehicles per day east of Jones Station Road, which exceeds the the daily capacity of 20,000 for a two-lane arterial. Prior recommendations requiring further evaluations include widening of College Parkway from two to four lanes west of Jones Station Road to MD 179; adding a southbound left turn lane on MD 2 at College Parkway intersection; and adding an eastbound left turn lane on College Parkway at MD 179 intersection. In addition to roadway improvements, the County intends to continue the multi-phase extension of the Broadneck Trail to the Baltimore and Annapolis Trail to provide a mobility alternative for residents who live in the area and could reasonably commute to work by bicycle. Several sidewalk gaps on College Parkway need to be filled, as well.

3 Commuter Bus Services to the Washington Suburbs.

As commuting patterns by Anne Arundel County residents continue to shift towards Howard County and the Washington, DC suburbs. More than 4,000 trips daily are taken from Odenton and BWI Airport MARC stations to Washington D.C.; approximately 2,300 round trips are made on MDOT MTA commuter buses from park-and-ride lots in Severna Park, Davidsonville, Annapolis and South County. Where quality service is provided, regional commuters will use it. Commuter bus service should be the County's transit priority for regional and state investment eventually tied to HOV lanes along US 50 and/or express toll lanes if they develop along the Capital Beltway from the park and ride lots in Annapolis and Severna Park to College Park, Silver Spring and Bethesda.

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.