APPENDIX 1: DATA SOURCES FOR PERFORMANCE MEASURES

Objective: Reduce injuries and fatalities and injuries for all modes.

Performance Measure	Data Notes
Number of vehicle occupant fatalities annually	**Baseline Year: 2017** This data is published annually on a county-by-county basis by the Maryland Highway Safety Office, part of the MDOT Motor Vehicle Administration.
Number of bicycle fatalities annually	
Number of pedestrian fatalities annually	
Number of vehicle occupant serious injuries annually	
Number of bicycle user serious injuries annually	
Number of pedestrian serious injuries annually	

Objective: Improve transportation system reliability

Performance Measure	Data Notes
Travel time reliability on major roadway corridors	**Baseline Year: 2016** This data is published annually for select corridors (and segments thereof) as part of MDOT SHA's Maryland Mobility Report. "Reliability" refers to the Planning Time Index which is defined as a ratio of the 95th percent peak period travel time to the free flow travel time. A value of 2.50 means that for a 30-minute trip in light traffic, 75 minutes should be planned.
Travel time reliability on secondary roadway corridors	
On-time performance of locally-operated transit services	**Baseline Year: 2016** As reported in the Central Maryland Transit Development Plan, 2018. Calculated using weekday on-time performance for 200-series routes only.

Objective:
Reduce injuries and fatalities and injuries for all modes.

Performance Measure	Data Notes
Directional miles of striped on-street bicycle lanes	**Baseline Year: 2019** Data analyzed from Maryland iMap, Maryland's Open Data Portal
Directional miles of protected on-street bicycle lanes	
Miles of shared-use path	
Number of daily round trip MARC Trains to Washington DC daily -- Penn Line	**29**
Number of daily trips between Baltimore and Washington DC on the MARC Camden Line	10
Number of daily commuter bus trips from Anne Arundel County to Washington, DC (1)	Data is from MDOT MTA published schedules.
Number of daily commuter bus trips from Anne Arundel County suburban DC employment centers (2)	
Percentage of State-owned roadway directional miles within urban areas that have sidewalks compliant with the Americans with Disabilities Act	Summary statewide data can be found in the MDOT Excellerator; county level data provided by MDOT SHA Data Services Division
Percentage of County-owned roadway directional miles within urban areas that have sidewalks that are compliant with the Americans with Disabilities Act	Data Not Currently Available. It is recommended that the County update its GIS database to capture this information.
% of seniors and persons with mobility challenges within one-mile of a bus route.	**Baseline Year: 2017** Data calculated using the percentage of elderly and disabled persons in each transportation analysis zone (TAZ) adjacent to a bus route divided by the total number of elderly and disabled persons in the county. TAZ's are provided by the Baltimore Metropolitan Council as part of the travel demand forecasting process. The number of elderly and disabled persons is calculated using the American Community Survey 1-year population estimates by Census Block Group.
Countywide non-single occupant vehicle mode share for commute trips	**Baseline Year 2017** US Census Bureau, American Fact Finder Means of Transportation to Work, 2013-2017 American Community Survey 5-Year Estimates. Same source for town centers using Census Designated Place for Odenton, Glen Burnie and Parole.

Objective: Improve water quality

Performance Measure	Data Notes
% of unmanaged impervious acres within County Jurisdictional Municipal Separate Storm Sewer System (MS4) area.	**Baseline Year: 2017** This data is reported in the NPDES FY 2017 Annual Report for Anne Arundel County, Table 17. Cumulative Managed Impervious Acreage Anticipated by End of Permit Term

Objective: Improve air quality

Performance Measure	Data Notes
Electrical charging stations installed	**Baseline Year: 2018** Data provided by Maryland Electric Vehicle Infrastructure Council
Vehicle miles traveled per capita	**Baseline Year: 2016** This data is published annually by county as part of MDOT SHA's Maryland Mobility Report. VMT then divided by # of county residents for same calendar year.
% of County-owned transit fleet that is low or no emission	**Baseline: 2019** Data provided by Anne Arundel County Office of Transportation

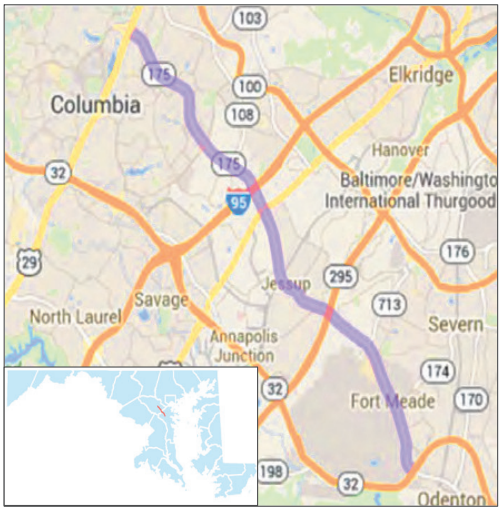
Objective: A transportation system that is in good condition

Performance Measure	Data Notes
% of roadway lane miles in good condition	**Baseline Year: 2018** Data provided by Anne Arundel County Department of Public Works, Infrastructure Management Division
% of bridges in good or fair condition (4)	**Baseline Year: 2016** National Bridge Inventory Database. www.nationalbridges.com. Filter for Anne Arundel County, select "structurally deficient," then screen-out any bridges on state roadways
% of miles of sidewalks and shared use paths in good condition	Data collection is underway by the Department of Public Works
Average age of County-owned transit fleet	National Transit Database, 2016 Agency Profile. Anne Arundel County NTD# is 30129. www.ntd.gov. FTA defines useful life benchmark for transit buses at 14 years; ULB for demand response vehicles varies by vehicle class size.
Average age of County-owned paratransit fleet	

APPENDIX 2: Corridor Profiles

MD 175

Limits:	MD 32 (Patuxent Freeway) to US 29 (Columbia Pike)
Corridor Length:	12.2 miles
Speed Limit:	35 - 50 MPH
Travel Lanes:	(1 - 3) Northbound (1 - 4) Southbound
Signal Controlled Intersections:	19
Grade Separated Interchanges:	5
Major Cross Streets:	MD 32, MD 174, MD 713, MD 295, US 1, I-95, Snowden River Pkwy, US 29



Routes and Ridership	Routes	Avg. Daily Ridership	2016 AADT	Trucks	Peak Hour Traffic
	MTA 310	279	19,000 - 76,000 vpd	2% - 13%	7.5% - 9.5%
	MTA 320	188			

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	11	7
LOS E	1	4
LOS F	0	1

Segment Operations

Level of Service	Northbound AM / PM (Miles of Roadway)	Southbound AM / PM (Miles of Roadway)
LOS D or Better	11.5 / 4.1	12.2 / 6.2
LOS E	0.7 / 3.7	0.0 / 6.0
LOS F	0.0 / 4.4	0.0 / 0.0

LOS 'E' Intersections

MD 175 at Ramps 3&4 to & from MD 32 EB (AM,PM)
MD 175 at Mapes Rd/Charter Oaks Blvd (PM)
MD 175 at MD 108 (PM)
MD 175 at Thunder Hill Rd (PM)

LOS 'F' Intersections

MD 175 at Tamar Dr (PM)

* Available count data.

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

Functional Class	Roadway Segment North to South	Length (miles)	TTI AM NB	TTI AM SB	TTI PM NB	TTI PM SB	PTI AM NB	PTI AM SB	PTI PM NB	PTI PM SB
Urban Freeway Expressway	Columbia Pike (US-29) - Thunder Hill Rd.	0.6								I
	Thunder Hill Rd. - Tamar Dr	1.1								
	Tamar Dr - Dobbin Rd.	0.9							I	
	Dobbin Rd - Snowden River Pkwy	0.6								
	Snowden River Pkwy - Waterloo Rd (MD-108)	0.8				I				I
	Waterloo Rd (MD-108)- I-95	0.7				I	I			I
	I-95 - Washington Blvd (US-1)	0.5				I		I		I
Urban Minor Arterial	Washington Blvd (US-1) - Dorsey Run Rd.	1.3							I	
	Dorsey Run Rd. - MD-295	1.6								
	MD-295 - Ridge Rd/Rockenbach Rd (MD-713)	1.1							I	
	Ridge Rd/Rockenbach Rd. (MD-713) - Reece Rd	1.3								
	Reece Rd - Charter Oaks Blvd.	0.6	I		I		I			
	Charter Oaks Blvd.- MD-32	1.1								

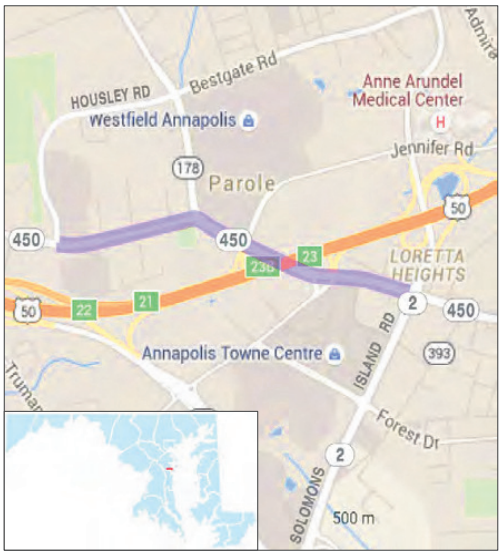
I = Improvement from 2016 W = Worsened from 2016 (blank) = No significant change from 2016

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

MD 450

Limits:	Housley Rd to MD 2
Corridor Length:	1.2 miles
Speed Limit:	35 MPH
Travel Lanes:	(1 - 2) Eastbound 2 Westbound
Signal Controlled Intersections:	6
Grade Separated Interchanges:	1
Major Cross Streets:	MD 450, MD 178, Jennifer Rd, US 50, Riva Rd, MD 2



Routes and Ridership	Routes	Avg. Daily Ridership
	N/A	N/A

2016 AADT	Trucks	Peak Hour Traffic
33,000 - 48,000 vpd	2% - 5%	8%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	4	4
LOS E	0	0
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	0.6 / 0.4	0.7 / 0.7
LOS E	0.6 / 0.3	0.5 / 0.0
LOS F	0.0 / 0.5	0.0 / 0.5

LOS 'E' Intersections

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data.

Functional Class	Roadway Segment West to East	Length (miles)	TTI AM EB	TTI AM WB	TTI PM EB	TTI PM WB	PTI AM EB	PTI AM WB	PTI PM EB	PTI PM WB
Urban Minor Arterial	Housley Rd. - MD 178	0.4								
	MD 178 - Jennifer Rd.	0.2			I					I
Urban Other Principal Arterial	Jennifer Rd. - Riva Rd.	0.3								
	Riva Rd. - MD 2	0.3								I

I = Improvement from 2016 W = Worsened from 2016 (blank) = No significant change from 2016

PTI: planning time index (95th percentile travel time / freeflow travel time)

TTI: travel time index (50th percentile travel time/ freeflow travel time)

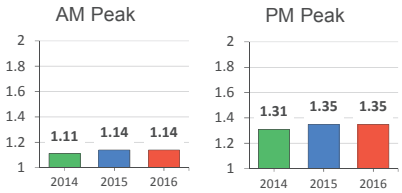
MARYLAND 295

2017 Maryland State Highway Mobility Report

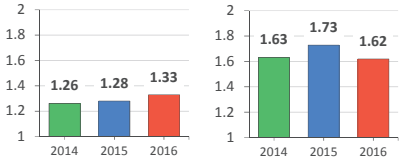
MD 295

Trends[a]

Travel Time Index[b]
measure of average delay

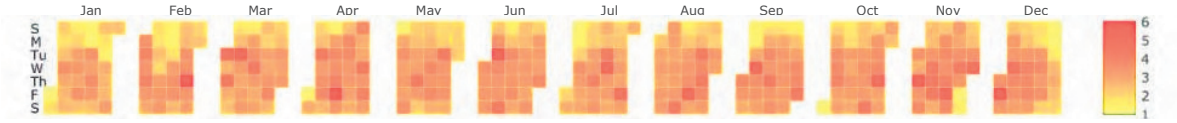


Planning Time Index[c]
measure of worst-case delay



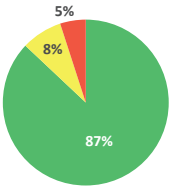
29 center miles carrying 108,000 vehicles every day

Daily Variability[d]



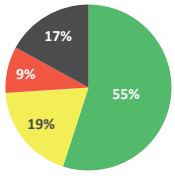
Weekday Congestion

AM Peak Hour



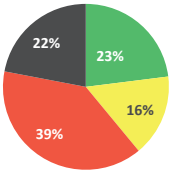
AM Northbound

		2016	2015
Most Improved Segments (TTI)	1. MD 295 at Powder Mill Rd NB	1.28	1.41
	2. Powder Mill Rd to MD 197 NB	1.20	1.32
	3. MD 193 to Powder Mill Rd NB	1.15	1.25
Decreased Operations Segments (TTI)	1. US 50 to MD/DC Line SB	3.15	2.79
	2. MD 295 at MD 197 SB	2.67	2.37
	3. MD 202 to US 50 SB	2.09	1.92



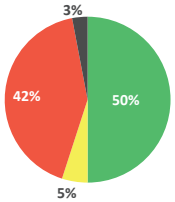
AM Southbound

PM Peak Hour



PM Northbound

		2016	2015
Most Improved Segments (TTI)	1. MD 198 to MD 32 NB	2.04	2.30
	2. MD 295 at MD 32 NB	2.21	2.43
	3. MD 295 at MD 198 NB	1.59	1.79
Decreased Operations Segments (TTI)	1. MD 295 at Powder Mill Rd NB	2.84	2.54
	2. MD 410 to I-95/I-495 NB	2.11	1.86
	3. I-895 to I-695 SB	1.73	1.50



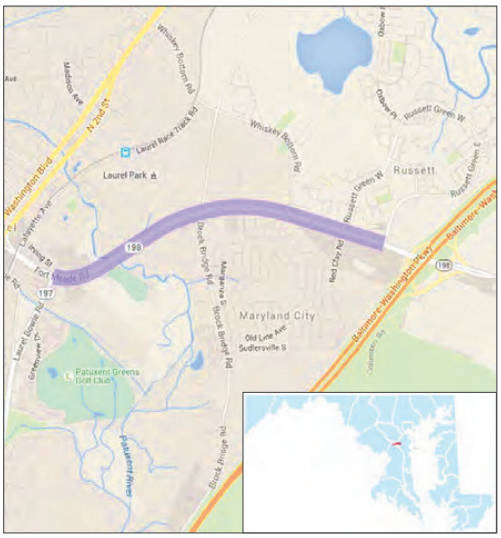
PM Southbound

Notes

a - **Peak Hours** are considered as 8-9am and 5-6pm.
b - **Travel Time Index** (TTI) is the ratio of the *average* travel time during the peak hour to the time required under free flow.
c - **Planning Time Index** (PTI) is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

MD 198

Limits:	MD 197 to Russett Green
Corridor Length:	2.2 miles
Speed Limit:	40 MPH
Travel Lanes:	3 Eastbound 3 Westbound
Signal Controlled Intersections:	7
Grade Separated Interchanges:	0
Major Cross Streets:	MD 197, Brock Bridge Rd, Laurel Race Track Rd, Whiskey Bottom Rd / Old Annapolis Rd, Russett Green / Red Clay Rd



Routes and Ridership		2016 AADT	Trucks	Peak Hour Traffic
Routes	Avg. Daily Ridership			
N/A	N/A	39,000 vpd	3%	8.5%

Intersection Operations

Signalized Intersections*:	AM Peak Hour	PM Peak Hour
LOS D or Better	4	2
LOS E	0	2
LOS F	0	0

Segment Operations

Level of Service	Eastbound AM / PM (Miles of Roadway)	Westbound AM / PM (Miles of Roadway)
LOS D or Better	2.2 / 2.2	2.2 / 0.0
LOS E	0.0 / 0.0	0.0 / 2.2
LOS F	0.0 / 0.0	0.0 / 0.0

LOS 'E' Intersections

MD 198 at Brock Bridge Rd (PM)

MD 197 at MD 198/Irving St (PM)

LOS 'F' Intersections

Color Key

TTI	PTI
1.00 - 1.15	1.0 - 1.5
1.15 - 1.30	1.5 - 2.5
1.30 - 2.00	> 2.5
> 2.00	
No data	

* Available count data.

Functional Class	Roadway Segment West to East	Length (miles)	TTI AM EB	TTI AM WB	TTI PM EB	TTI PM WB	PTI AM EB	PTI AM WB	PTI PM EB	PTI PM WB
Urban Other Principal Arterial	MD197 - Brock Bridge Rd.	1.0								
	Brock Bridge Rd. - Old Line Ave.	0.3								I
	Brock Bridge Rd. - Old Anapolis Rd.	0.3								
	Old Annapolis Rd. - Russett Green W.	0.3							I	
	Russett Green W. - Russett Green E.	0.3								

I = Improvement from 2016 W = Worsened from 2016 (blank) = No significant change from 2016

PTI: planning time index (95th percentile travel time / freeflow travel time)

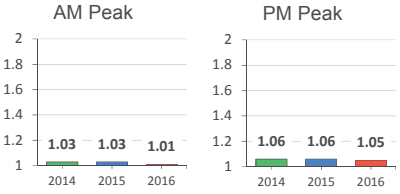
TTI: travel time index (50th percentile travel time/ freeflow travel time)

2017 Maryland State Highway Mobility Report

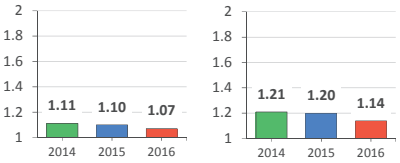
US 50

Trends[a]

Travel Time Index[b]
measure of average delay

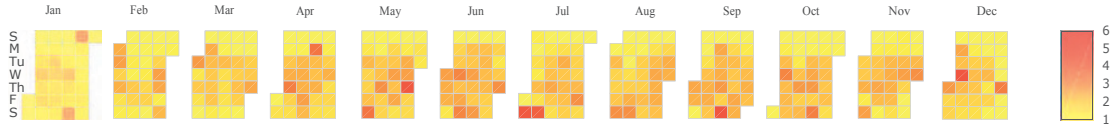


Planning Time Index[c]
measure of worst-case delay



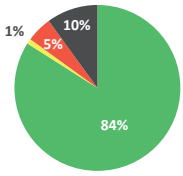
33 center miles carrying 103,000 vehicles every day

Daily Variability[d]



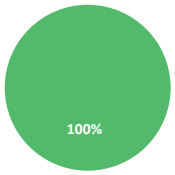
Weekday Congestion

AM Peak Hour



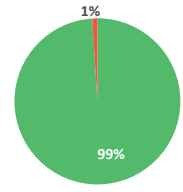
AM Westbound

		2016	2015
Most Improved Segments (TTI)	1. MD 202 to MD 459 WB	1.00	1.05
	2. Bay Dale Dr to MD 2 WB	1.01	1.05
	3. US 50 at MD 450 WB	1.05	1.09
Decreased Operations Segments (TTI)	1. MD 202 to MD 295 WB	2.96	2.64
	2. US 50 at MD 202 WB	2.54	2.25
	3. MD 459 to MD 295 WB	2.57	2.31



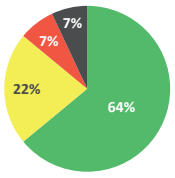
AM Eastbound

PM Peak Hour



PM Westbound

		2016	2015
Most Improved Segments (TTI)	1. MD 70 to Severn River Bridge EB	1.79	1.85
	2. US 50 at Severn River Bridge EB	1.27	1.32
	3. US 50 at MD 450 EB	1.07	1.11
Decreased Operations Segments (TTI)	1. US 50 at MD 295 EB	2.04	1.74
	2. MD 295 to MD 459 EB	1.64	1.57
	3. US 50 at MD 450 EB	1.42	1.36



PM Eastbound

Notes

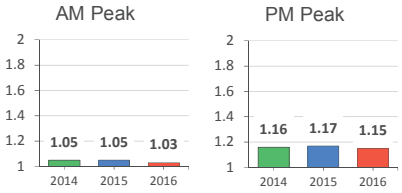
a - **Peak Hours** are considered as 8-9am and 5-6pm.
b - **Travel Time Index** (TTI) is the ratio of the *average* travel time during the peak hour to the time required under free flow.
c - **Planning Time Index** (PTI) is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

2017 Maryland State Highway Mobility Report

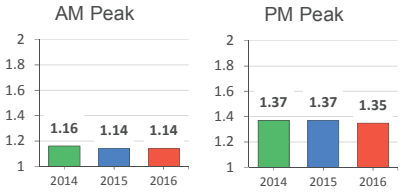
MD 100

Trends[a]

Travel Time Index[b]
measure of average delay

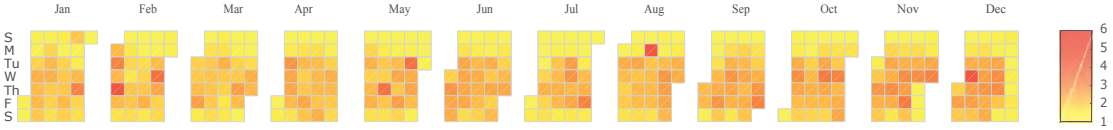


Planning Time Index[c]
measure of worst-case delay



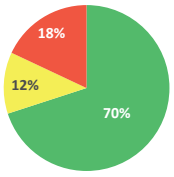
22 center miles carrying 75,000 vehicles every day

Daily Variability[d]



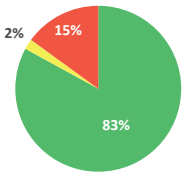
Weekday Congestion

AM Peak Hour



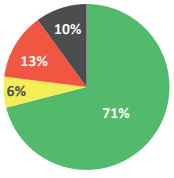
AM Westbound

		2016	2015
Most Improved Segments (TTI)	1. MD 100 at MD 2 WB	1.07	1.14
	2. MD 100 at US 1 EB	1.44	1.50
	3. I-97 to MD 170 WB	1.28	1.34
Decreased Operations Segments (TTI)	1. MD 103 to I-95 EB	1.60	1.55
	2. Snowden River Pkwy to MD 103 EB	1.09	1.08
	3. MD 100 at MD 713 WB	1.43	1.43



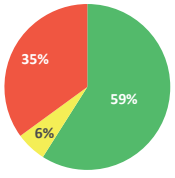
AM Eastbound

PM Peak Hour



PM Westbound

		2016	2015
Most Improved Segments (TTI)	1. MD 100 at MD 713 WB	1.33	1.68
	2. MD 713 to MD 295 WB	2.05	2.36
	3. MD 170 to MD 713 WB	1.00	1.07
Decreased Operations Segments (TTI)	1. MD 100 at Coca Cola Dr WB	2.97	2.66
	2. MD 295 to MD 713 EB	1.93	1.75
	3. MD 100 at MD 295 EB	1.86	1.70



PM Eastbound

Notes

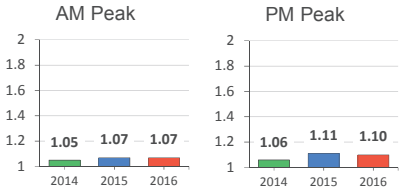
a - **Peak Hours** are considered as 8-9am and 5-6pm.
b - **Travel Time Index** (TTI) is the ratio of the *average* travel time during the peak hour to the time required under free flow.
c - **Planning Time Index** (PTI) is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

2017 Maryland State Highway Mobility Report

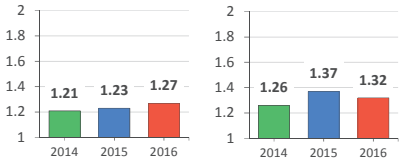
I-97

Trends[a]

Travel Time Index[b]
measure of average delay

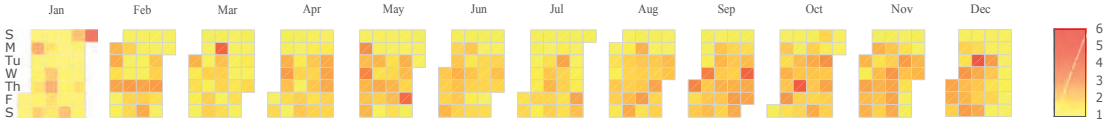


Planning Time Index[c]
measure of worst-case delay



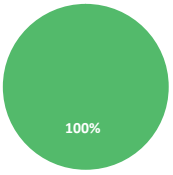
17 center miles carrying 118,000 vehicles every day

Daily Variability[d]



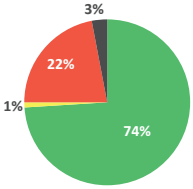
Weekday Congestion

AM Peak Hour



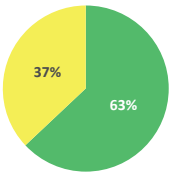
AM Northbound

		2016	2015
Most Improved Segments (TTI)	1. US 50 to MD 178 NB	1.03	1.07
	2. MD 178 to US 50 SB	1.10	1.13
	3. I-97 at MD 100 NB	1.00	1.02
Decreased Operations Segments (TTI)	1. MD 3 to Millersville Rd SB	2.09	1.92
	2. Millersville Rd to MD 178 SB	1.89	1.77
	3. I-97 at MD 3/MD 32 SB	1.70	1.60



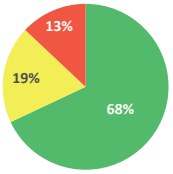
AM Southbound

PM Peak Hour



PM Northbound

		2016	2015
Most Improved Segments (TTI)	1. MD 178 to US 50 SB	1.12	1.16
	2. I-97 at MD 3/MD 32 NB	1.02	1.05
	3. Benfield Blvd to MD 3 SB	1.18	1.21
Decreased Operations Segments (TTI)	1. MD 3 to Millersville Rd SB	1.77	1.60
	2. Millersville Rd to MD 178 SB	1.68	1.56
	3. I-97 at MD 3/MD 32 SB	1.36	1.32



PM Southbound

Notes

a - **Peak Hours** are considered as 8-9am and 5-6pm.
b - **Travel Time Index** (TTI) is the ratio of the *average* travel time during the peak hour to the time required under free flow.
c - **Planning Time Index** (PTI) is the ratio of the *worst-case* travel time (95th percentile) during peak hour to the free-flow time.
d - Variability of worst-case travel experience along facility for each day of year, shown as plot of PTI by day of week and month, showing seasonal and weekly trends.

APPENDIX 3: Plans and Studies Consulted in Preparing Move Anne Arundel!

Primary Resource Material

- *Anne Arundel County General Development Plan, 2010*
- *Anne Arundel County Complete Streets Policy, 2014*
- *Central Maryland Transit Development Plan, 2017*
- *Corridor Growth Management Plan, 2012*
- *Major Intersections and Important Facilities Study, 2016*
- *Pedestrian Bicycle Master Plan, 2003*
- *Pedestrian Bicycle Master Plan Update, 2013*

Additional Resource Material

- *Anne Arundel County Project Planning Studies*
- *Anne Arundel County Capital Budget and Capital Improvement Program, 2013 - 2019*
- *Annual Transportation Priority Letters to MDOT, 2007 - 2019*
- *Baltimore Regional Long Range Transportation Plan – Maximize 2045*
- *Baltimore Regional Short-Term Transportation Improvement Plan*
- *BWI Thurgood Marshall Airport Master Plan**
- *City of Annapolis Comprehensive Plan*
- *City of Annapolis Transit Development Plan*
- *Fort George G. Meade Strategic Action Plan: 2012 – 2017**
- *MARC Growth and Investment Plan: Update 2013 – 2050**
- *Maryland Transportation Authority Project Planning Studies, Various Dates*
- *MDOT SHA Highway Needs Inventory*
- *MDOT SHA Project Planning Studies, Various Dates*
- *MDOT Strategic Goods Movement Plan, 2017*
- *Metropolitan Washington Council of Governors Constrained Long-Range Transportation Plan*

** document not available online*

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