
BROOKLYN PARK

NEIGHBORHOOD TRANSPORTATION STUDY

October 2023 | Final Report

LIST OF ABBREVIATIONS

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act of 1990
CIP	Capital Improvement Program
FHWA	Federal Highway Administration
GIS	Graphic Information System data
MD	Maryland (usually referring to a state highway such as MD-2)
MUTCD	Manual on Uniform Traffic Control Devices
SRTS	Safe Routes to School
SUP	Shared Use Path
SSPF	Safer Streets Priority Finder
TDM	Transportation Demand Management

ORGANIZATION OR DEPARTMENT ABBREVIATIONS

AACPS	Anne Arundel County Public Schools
DPW	Department of Public Works
MDOT	Maryland Department of Transportation
MTA	Maryland Transit Administration
OOT	Office of Transportation
OPZ	Office of Planning and Zoning
SHA	State Highway Administration

Acknowledgements

Thank you to the stakeholders and organizations below who shared their time and insights through meetings, site visits, phone calls, and conversations with your organizations and neighbors.

Agencies, departments, and community partners who participated throughout project review and development:

Anne Arundel County, Department of Public Works
Anne Arundel County, Partnership for Children, Youth, and Families (“County Partnership”)
Anne Arundel County, Office of Transportation
Anne Arundel County, Office of Planning and Zoning
Anne Arundel County Department of Aging & Disabilities
Anne Arundel County Department of Health
Anne Arundel County Public Schools
Anne Arundel County Police
Anne Arundel County Bike Commission
Baltimore City

- Department of Planning
- Department of Transportation

Greater Baybrook Alliance
Maryland Department of Transportation

- Maryland Transit Administration
- State Highway Administration

Thank you!

We would also like to thank County Council District 1, the County Executive's Office, the Brooklyn Park Librarians, and the many people in Brooklyn Park that participated in pop-up events, came to public meetings, and reviewed the Brooklyn Park Neighborhood Transportation Study.

Project Management Team:

Adam Greenstein, PE, PTOE, Project Manager, County Department of Public Works Bureau of Engineering
Tanya Asman, Bicycle and Pedestrian Planner, County Office of Transportation, Senior Planner
Brian Ulrich, PE, Planning Administrator, County Office of Transportation
Mizetta Wilson, Community of Hope Director – Brooklyn Park, County Partnership for Children, Youth, and Families
Consultant: Toole Design Group

Plan2040

The Brooklyn Park Neighborhood Transportation Study is built on the foundation of Anne Arundel County's Comprehensive Plan, Plan2040. This study is one of many ways that the County is implementing Plan2040, and the goals, policies, and strategies of the plan informed the Brooklyn Park Neighborhood Transportation Study.



TABLE OF CONTENTS

List of Abbreviations	i
Organization or Department Abbreviations	i
Table of Contents	iii
SECTION 1: INTRODUCTION	1
SECTION 2: BROOKLYN PARK TODAY	5
The Brooklyn Park Community	6
What is Planned for Brooklyn Park?	11
Community Ideas	13
Ritchie Highway	17
Brooklyn Park’s Mobility Networks	19
Why is this Important Now?	25
SECTION 3: WHAT IS NEXT FOR BROOKLYN PARK?	26
Introduction to Recommendations	27
Recommendations: Invisible Infrastructure	29
Recommendations: Physical Infrastructure	39
Ritchie Highway Vision Plan	39
Implementation	53

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

SECTION 1: INTRODUCTION

Together with community partners, Anne Arundel County launched this study to engage the Brooklyn Park community in a discussion about transportation investments that will make their own neighborhood more accessible, navigable, and enjoyable.



Figure 1 Anne Arundel County Fire Station # 31 at 11th Street and Ritchie Highway in Brooklyn Park, MD

Situated just south of the City of Baltimore and at the northernmost edge of Anne Arundel County, Brooklyn Park has been shaped by the Baltimore region’s growth and development. Brooklyn Park is home to the longest highway in the state of Maryland, Ritchie Highway, which is home to many of the community’s major retail destinations. It is a diverse community where people live, work, shop and socialize. Today, getting around the area especially near Ritchie Highway is not convenient and feels unsafe for many residents without a car.

This study identifies opportunities to make it safer and easier for people to navigate Brooklyn Park and access their daily needs no matter how they choose to get around. It identifies ways that increased mobility can contribute to the lives of people in the neighborhood.

Study Background

The Brooklyn Park Neighborhood Transportation Study is the first mobility-focused study centering on the neighborhood of Brooklyn Park. The neighborhood and the Anne Arundel County Office of Transportation requested funding for this plan in 2021 with the goal of developing focused recommendations to improve the health and well-being of Brooklyn Park residents through mobility improvements. A major driver for this work is the identification of Brooklyn Park as one of the

neighborhoods in Anne Arundel County where the social determinants of public health¹ are significantly worse than neighboring areas in the county.²

In this study, “mobility” refers to the physical ability for people in Brooklyn Park to move around to access their daily needs, jobs, family, and recreation by walking, biking, taking public transit, and driving. This study includes research into the existing multimodal network, traffic and parking, and other elements of the transportation system. It also includes a summary of the public outreach, complete mobility recommendations, programming and policy recommendations, and a prioritized list of projects.

Expanding Mobility Options is Critical

Many Brooklyn Park residents experience restricted mobility, mostly due to unreliable transit and safety concerns navigating Ritchie Highway. Many residents feel the only safe option for travel is with a car – pedestrians, bicyclists, and those living with disabilities have trouble accessing daily destinations such as grocery stores, public services, schools, employment, and appointments. Mobility is also a barrier for Brooklyn Park residents to access daily needs and the economic opportunities outside of the neighborhood.

Study Process

This study began in October of 2022 and included three phases that coincided with two public meetings:

Phase 1: Discovery – Building on the goals proposed by the County at the onset of this project, community feedback was used to refine the project goals. Next, the existing conditions were analyzed and documented using Graphic Information System data (GIS) in-person field observations, traffic counts, a walk audit of Ritchie Highway, and community insights gathered through pop-up events and the first public meeting.

Phase 2: Draft Recommendations – Using ideas suggested by the community as well as state and national best practices, multimodal networks, project ideas, and policy ideas were discussed and refined to produce an initial round of mobility recommendations. The mobility recommendations were shared publicly for feedback at the second public meeting.

Phase 3: Final Plan – Feedback from Phase 2 informed the final recommendations included in the first draft, which was posted publicly for comments in the summer of 2023 before being incorporated into the final Brooklyn Park Neighborhood Transportation Study.

¹ The U.S. Department of Health and Human Services defines the social determinants of health as “the conditions in the environments where people are born, live, learn, work, play, worship, and age that affect a wide range of health, functioning, and quality-of-life outcomes and risks.”

² Brown, Pamela, et.al. *Poverty Amongst Plenty*, Community Foundation of Anne Arundel County, p.6

Goals for Greater Mobility

The goals were developed and refined through feedback from residents, community members, and Anne Arundel County staff. They will guide the County and other stakeholders in implementing recommendations from this study and measuring progress. The goals provide the framework for the recommendations can be found in Section 3. The goals are supported by performance measures, which provide data-driven metrics for evaluating plan implementation.

<p>Support Economic Opportunity</p>	<p>Support economic development in Brooklyn Park through increased multimodal access to commercial development, affordable housing, and community services.</p> <p>Performance Measures</p> <ul style="list-style-type: none"> + The amount of affordable housing units with a one-seat ride to job centers + Walk score³ + Bicycle network analysis score⁴ + Linear feet of compliant sidewalks on commercial streets
<p>Increase Accessibility</p>	<p>Make the transportation experience more seamless and supportive by addressing gaps and barriers and increasing accessibility for people with disabilities.</p> <p>Performance Measures</p> <ul style="list-style-type: none"> + Number of fully accessible intersections + Linear feet of sidewalks in a state of good repair
<p>Increase Multimodal Connectivity</p>	<p>Increase mobility options available to Brooklyn Park residents, regardless of how they chose to get around.</p> <p>Performance Measures</p> <ul style="list-style-type: none"> - Number of severe and fatal crashes per year - Number of bicycle and pedestrian crashes per year + Population and employment density within a quarter mile of a high-comfort⁵ bike facility + Number of parks, schools and community spaces within 500' of a high comfort bike facility

Notes: The target directionality, increase (+) or decrease (-), is indicated beside the performance measure above. The **bold** performance measures can be measured today using existing data sets, while the others will need generated.

Table 1: Brooklyn Park neighborhood transportation mobility goals

³ A walk score is a metric used to give a score from zero to 100, based on the time and distance it takes to get from one destination to another.

⁴ Bike score is measured by whether an area is good for biking. For a given location, a Bike Score is calculated by measuring bike infrastructure (lanes, trails, etc.), hills, destinations and road connectivity, and the number of bike commuters.

⁵ Section 3: 3. Bikeway Selection Planning of the FHWA Bikeway Selection Guide outlines the process for selecting a bike facility design that is comfortable to most users (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)

SECTION 2

BROOKLYN PARK TODAY

Brooklyn Park is well positioned to make walking, biking, and taking public transit play a leading role in the future of the neighborhood. Recent County-wide planning investments, including this study, demonstrate a commitment to making transportation safe, convenient, and enjoyable.

THE BROOKLYN PARK COMMUNITY

Brooklyn Park sits within Anne Arundel County, Maryland, between the City of Baltimore and the town of Glen Burnie. The neighborhood is bordered by Interstate 895 to the west and north and Interstate 695 to the south. It is just southwest of the Patapsco River and is separated from the Port of Baltimore to its northeast by the neighborhood of Curtis Bay.

Brooklyn Park is a first-ring suburb made up of mostly post-World War II, single-family detached homes on quarter acre lots. The roughly 15,000 residents in the 4.2-square mile area are made up of multi-generational families, those who have recently moved to the community, and everything in-between.

Brooklyn Park differs considerably from the rest of Anne Arundel County in economic and social characteristics. Brooklyn Park has one of the highest percentages of poverty in the County, at 24.8%. County-wide, only 5% of people are classified as living in poverty by the same measure. Brooklyn Park has over twice the percent of poverty as the adjacent city neighborhood, Curtis Bay.⁶



Figure 2 Sign pointing from northbound Ritchie Highway to the Brooklyn Park Library one block away.

Getting Around Today

Brooklyn Park is well served by vehicle access and surface parking in its core. Governor Ritchie Highway (MD-2) transects Brooklyn Park from north to south and connects the neighborhood with surrounding towns. Ritchie Highway is 6 lanes wide with 5' sidewalks on either side. It carries upwards of 22,000 cars per day and is consistently called 'a barrier' by residents. Vehicle presence is sometimes at odds with residents' ability to walk, bike, and access public transit.

The Brooklyn Park neighborhood is served by the Maryland Transit Administration (MTA) bus routes #69 and #70. These bus lines travel along Ritchie Highway north and south and connect to the MTA Patapsco Light RailLink station across the city line. There is not a direct connection to the Nursery Road light rail station at the far west end of the neighborhood outside of the study area. Some residents expressed a preference to use the Nursery Road station.

The Brooklyn Park Connector 204 Route and the North County Call N' Ride are relatively new services provided by Anne Arundel County. They are free, localized routes that allow for on-demand service. The Brooklyn Park Connector allows for on-demand service to locations within a ½ mile of Ritchie Highway and Hammonds Lane, (Figure 7). Rider surveys are underway to better understand service quality and a

⁶ Brown, Pamela, et.al. *Poverty Amidst Plenty*, Community Foundation of Anne Arundel County, p.6



Figure 3 MTA LocalLink 70 to Patapsco Light Rail Station

grant has been obtained by the Office of Transportation to enhance the geographic zone coverage of the North County Call N' Ride beginning in July 2023. Transit stops in the area were reviewed as part of the Baltimore Metropolitan Council regional bus stop study, generating recommended enhancements for Safe Routes to Transit.

Brooklyn Park has a limited, built bike network. Many residential streets are low traffic and low speed streets across the neighborhood. However, residents report not using them for biking due to a lack of perceived traffic safety, (see traffic stress map in Figure 19) and personal safety. The one existing bicycle facility is a share use path for walkers and riders on newly constructed Cedar Hill Boulevard, (shown in Figure 29). Ritchie Highway is a signed bike route without road markings or barriers. It is unclear if bikes are intended to use the road or the sidewalk.

Several streets in Brooklyn Park are proposed Walk & Roll Anne Arundel! master plan primary and secondary network, (shown in Figure 29). Of that approved planned network, a shared-use path on Belle Grove Road is funded for design. Safety enhancements are needed along the Belle Grove Road corridor as part of the East Coast Greenway. Safe access to Belle Grove Elementary is a priority of the school community for the path. The shared use path connects Brooklyn Park to the Nursery Road MTA Light RailLink station and to the MedStar Harbor Hospital.

Brooklyn Park is a walking community. Students walk to their public elementary and middle school unless driven by a guardian, (Figure 4). The library, public parks, food stores, and businesses are accessible by foot. The location of incomplete sidewalks can be found in the existing conditions map below, (Figure 7).

BROOKLYN PARK NEIGHBORHOOD TRANSPORTATION STUDY

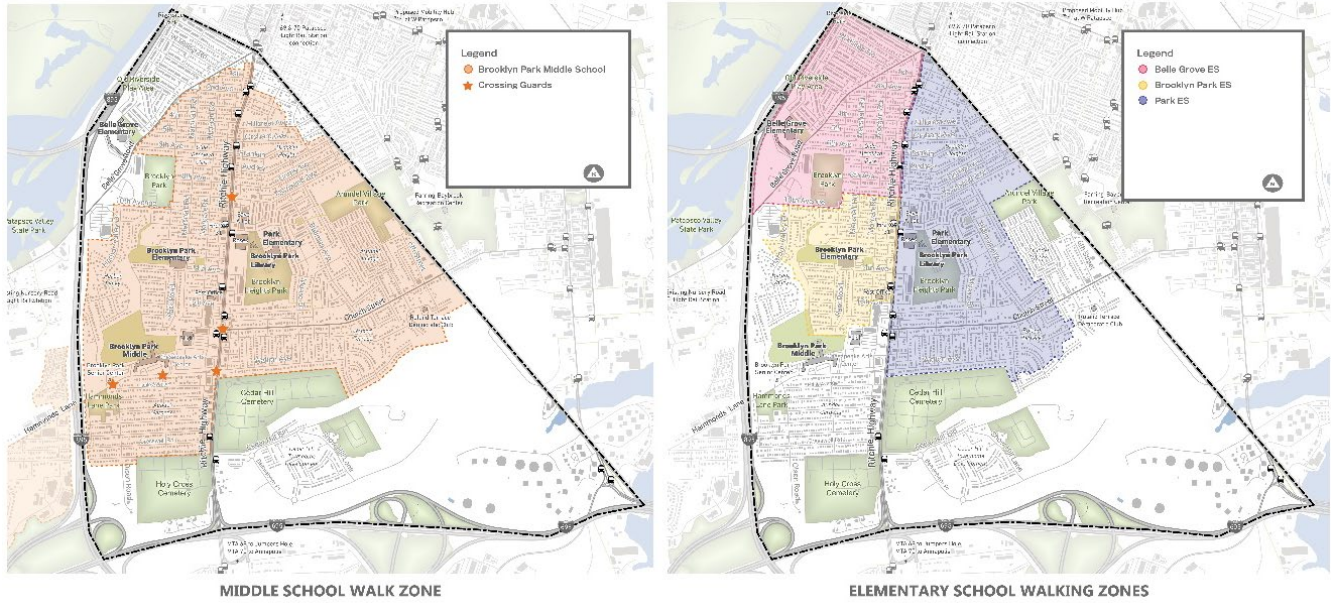


Figure 4 Crossing guard locations and walk zone for AACPS middle and elementary schools.

The intersections along Ritchie Highway make it challenging to cross the street. Signalized intersections are spaced 500 or more feet apart, (See Figure 18). Where there are signalized crossings, crosswalks are not always at every corner (see Table 7) and crosswalks at side streets are frequently unmarked, (Figure 5).



Figure 5 Unmarked crosswalk at 12th Avenue and Ritchie Highway

Brooklyn Park has pockets of townhomes and cul-de-sac developments. Some areas have terrain and a grid system that is hard to navigate for walkers and drivers. Most streets have on-street parking on both sides and at least one sidewalk. Many people throughout the public outreach process said that they usually drive because that is the most efficient option and amenities that they need are outside of the neighborhood. The distance to food stores is too far for convenient shopping without a vehicle so they drive even within the neighborhood.

The travel habits for people in Brooklyn Park differ greatly from Baltimore City and Anne Arundel County as a whole. A summary of the mode split and travel time for people going to work are summarized in Table 2.

	Brooklyn Park	Anne Arundel County	Baltimore City
Average Travel Time to Work⁷	28.3 minutes	27 minutes	27.3 minutes
Drove Alone	82%	66%	54%
Carpooled	8%	7%	6%
Public Transit	6%	1%	8%
Bicycle	0%	0%	0%
Walk	2%	2%	5%
Other	1%	1%	3%
Worked at Home	2%	23%	24%

Table 2 Mode Split and Average Travel Time to Work Comparison Table⁸

82% of people in Brooklyn Park report driving alone to work, while in Anne Arundel County and Baltimore City these numbers are lower at 66% and 54%, respectively. In Anne Arundel County, nearly 25% of residents report working from home, but this is only true for 2% of Brooklyn Park residents. Brooklyn Park’s transit use for commuting is similar to Baltimore City at 8%, but 6% significantly higher than the 1% reported for the rest of Anne Arundel County.

Much can be done to increase the transportation choices in Brooklyn Park. The built environment lends itself well to accommodating drivers, but it may not suite the current needs of the community now. Connectivity increases the convenience of other modes and expands the mobility options for recreating and running errands in other ways than using a private vehicle. Based on community feedback, residents want to walk and ride more. A network for walking and riding transit, built as robustly as the driving experience is now, would be complementary to the entire system.

Ritchie Highway is a barrier to mobility in the neighborhood. Many projects considered ‘low hanging fruit’⁹ have been installed already, such as new crosswalk paint and new signage, (Figure 6). Those that remain are



Figure 6 Typical signalized intersection on Ritchie Highway with pedestrian intervals.

⁷ Mean average among workers 16 years and older

⁸ U.S. Census Bureau (2017-2021). Means of Transportation to Work American Community Survey 5-year estimates. Table B08006. Retrieved from <<https://censusreporter.org>>

⁹ “Low hanging fruit” refers to projects that can be installed without significant change to the way the street operates and without significant expense. For instance, signalized intersections along Ritchie Highway are already equipped with painted crosswalks, high-visibility signage, and pedestrian count-down signal heads. There is still room for improvement, but future projects will likely be more impactful to the operations of the street.

WHAT IS PLANNED FOR BROOKLYN PARK?

Anne Arundel County and the surrounding region have committed to improving conditions for those taking transit, walking, and bicycling through several recently published plans and policies. Although the most recent Small Area Plan for Brooklyn Park is approaching 20 years old (2004), many regional plans that overlap this area outline specific transportation projects, land use and development goals, plans for parks and recreation, and a commitment to increased safety on Brooklyn Park’s streets. In addition, much of Brooklyn Park is within a federal-designated “Opportunity Zone,” which incentivizes private investment in disinvested areas through preferential tax treatment.¹⁰

Approved Plans Timeline

Below is a timeline of recent transportation and relevant planning efforts surrounding Brooklyn Park.

2020 – Anne Arundel County Department of Public Works publishes updated *Design Manual* with new minimum widths for vehicle lanes, bikeways, and sidewalks

2021 - **Plan2040, the County’s General Development Plan**, establishes land use and development policies within Brooklyn Park

2022 – **Anne Arundel County adopts Vision Zero**, committing to reducing crashes resulting in a serious injury to 153 by 2030, and to 102 by 2040.

2022 – Brooklyn Park Elementary Safe Routes to School evaluation

2022 – **Anne Arundel County Vision Zero Plan**

2023 – **Walk and Roll Anne Arundel!**

GENERAL DEVELOPMENT PLAN (PLAN2040)

Adopted in 2021, Plan2040 is Anne Arundel County’s overarching vision for how the County should grow and evolve over the next two decades. Extensive community outreach with dozens of public forums and thousands of individual comments pointed to three main themes: Green, Smart, and Equitable.

Plan2040 reflects ongoing trends that are reshaping the County, such as increased commuting to Washington, DC, and Howard County instead of Baltimore City, recurring concerns about the infrastructure’s ability to support population and job growth, and an effort to address racial and socioeconomic inequity.



Figure 8 Plan2040 Anne Arundel County Goals

¹⁰ <https://opportunityzones.hud.gov>

VISION ZERO PLAN

Between 2015 and 2019, there were 223 deaths and 1,282 serious injuries on roads in Anne Arundel County. In response, the County developed a Vision Zero Plan. It follows in the footsteps of Maryland’s Vision Zero Plan along with the stated commitment of Plan2040 and Move Anne Arundel! to create a safe, equitable transportation network that eliminates preventable deaths and injuries.

WALK & ROLL ANNE ARUNDEL!

In the approved Walk and Roll Anne Arundel!, the County’s updated pedestrian and bicycle master plan, bicycle and shared-use path facilities are planned on the following roadways in Brooklyn Park:

- A shared use path on Belle Grove Road between Gibbons Avenue and the City of Baltimore line at the intersection with Potee Street, Jack Street, and South Hanover Street. It will connect Brooklyn Park to the Nursery Road MTA Light RailLink station and the MedStar Harbor Hospital, as well as the Baltimore Greenway and Anne Arundel Trail Networks.
- A shared use path on Route 2 (Governor Ritchie Highway) from the County line (same intersection as above) to the intersection of Route 2 and Crain Highway in Glen Burnie.
- Bike lanes on Church Street and Orchard Avenue.

Townsend Avenue, 10th Avenue, 14th Avenue, Hammonds Lane, Olson Road, Upland Road, and Ballman Avenue are in the proposed secondary network. On these roads, the type of facility has not been determined but they are notable streets for expanding access to the larger county network.

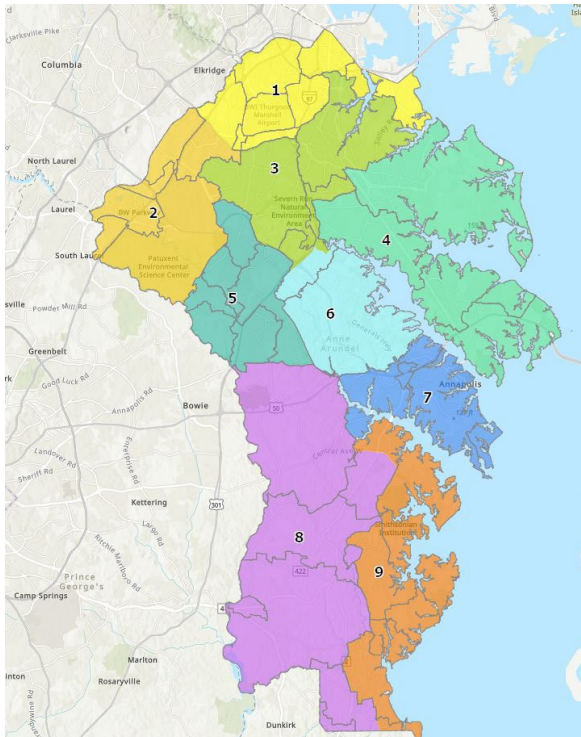


Figure 9 Plan2040 Region Plan Map

APPLYING COUNTY-WIDE PLANS TO BROOKLYN PARK

The County is focused on North County, and Brooklyn Park specially, that has some of the highest concentrations of poverty rates in the county. Through this plan and others, the primary objective is to identify and prioritize planning-level improvements that address community transportation mobility needs, with a high priority for pedestrians, bicyclists, and transit riders.

The next step in the Comprehensive Plan, Plan 2040, is writing a Region 1 Plan for the North County area, compiling, and replacing previous small area plans. The County is committed at a high level, based on similar public outreach efforts. The Brooklyn Park Neighborhood Transportation Study adds detail to these plans and looks closer at the Brooklyn Park neighborhood in Section 3.

COMMUNITY IDEAS

For a full picture of the existing mobility conditions and ideas for improvements, speaking to residents about how they get around is essential. For this planning process, public outreach was organized into two phases:

- **Phase 1 (Oct.-Nov 2022)** focused on learning about transportation needs and obtaining insights on existing conditions.
- **Phase 2 (Feb.-June 2023)** sought to collect feedback on proposed recommendations and understand the community’s priorities for implementation.

Both phases included a set of pop-up events, meetings with neighborhood groups, and an in-person public meeting. The events held are summarized in Table 2. Phase 1 also included a walk audit of Ritchie Highway designed to get a better understanding of the physical space and opportunities for improving safety and access.

Event	Location	Date
Chesapeake Arts Festival: Arts in the Park	Chesapeake Arts Center	10/8/2022
Olde Brooklyn Park Improvement Association Meeting	Roland Terrace Democratic Club	10/18/2022
Northern District P.A.C.T. Unit Trunk or Treat	Brooklyn Park Library	10/26/2022
Stakeholders walk audit	Ritchie Highway	11/29/2022
Phase 1 Public Meeting	Brooklyn Park Library	11/29/2022
Greater Baybrook Alliance Board Meeting	Virtual	1/25/2023
Northern District Police Chili Cookoff (AACPD)	Brooklyn Park Middle School	2/11/2023
Arundel Gardens Community Association (AGEA)	Chesapeake Arts Center	4/19/2023
Pop-up at bus stop in front of Lidl grocery store	Bus Stop 2749	5/8/2023
Pop-up at Brooklyn Park Library	Brooklyn Park Library	5/8/2023
Project Priority Voting at Brooklyn Park Library	Brooklyn Park Library	5/8-22/2023
Phase 2 Public Meeting	Brooklyn Park Library	5/24/2023

Table 3 Outreach events

The goal of hosting different types of community events is to reach as many people as possible in the way that they like to be engaged. Project partners that helped find events and locations that are meaningful to the community during outreach:



Pop-Up Events

Pop-up events gave the project team a sense of what living in Brooklyn Park is like. Some pop-ups were held at planned community events coordinated through, and attended by, the project partners at *Anne Arundel County Partnership* and *Community of Hope*. Others were unannounced and occurred at busy locations such as the library, grocery stores, and bus stops. The project team brought maps and prompts for talking with residents about their experiences walking, biking, driving, and taking the bus.

Public Meetings

A public meeting open house was held on November 29th, 2022, for Phase 1 of outreach. The meeting format was an open house style, meaning people were free to move about the meeting space, and many staff were available to answer questions and collect feedback. Boards with maps and community comments organized by mode were available to view and to which attendees could add more input. A brief presentation explained the project purpose and introduced the team. During Phase 2, a public meeting was held on May 24, 2023, to share and collect feedback on proposed recommendations. Following a short presentation, an open house format was available for participants to visit boards with draft proposed bike, pedestrian, and vehicle networks, along with transit recommendations. Both the Phase 1 and Phase 2 public meetings were held at the Brooklyn Park Library.



Figure 11 Northern District P.A.C.T. Unit Trunk or Treat Pop-Up Event

Table 4 Final Tally of Ranked Choice Voting Exercise from Phase 2 Outreach

Brooklyn Park Community-Ranked Choice Priorities					
Phase II Outreach					
Phase 1 Public Input Theme	Community sticker votes				Priority Ranking
	first choice (3 pt.)	second choice (2 pt.)	third choice (1 pt.)	Total	
Reduce cut-through traffic and aggressive driving on residential streets.	20	7	5	79	1
Add sidewalks on both sides of residential streets.	8	10	1	45	2
Enhance bus stops with shelters, benches, signs, bike racks, or trash cans.	6	8	6	40	3
Widen and repair sidewalks on Ritchie Highway.	7	7	3	38	4
Add safe ways to cross Ritchie Highway between signalized intersections.	8	3	8	38	5
Make it safer and easier to walk across Ritchie Highway at intersections.	2	9	10	34	6
Add local transit that circulates neighborhood street.	6	3	2	26	7
Create more direct routes to school, the store, and parks by paving footpaths.	5	1	6	23	8
Increase transit frequency on Ritchie Highway.	4	2	0	16	9
Create a bicycle route on Ritchie Highway with wider sidewalks or a separated bike lane.	2	3	4	16	10
Make it easier to turn onto Ritchie Highway in a vehicle.	2	2	0	10	11
Increase access to regional transportation systems, (light rail, metro, Amtrak, airport).	0	2	3	7	12

Reducing aggressive driving, adding sidewalks to both sides of streets, and enhancing bus stops with amenities to make waiting at and walking to more comfortable align with the transportation study goal: supporting economic opportunity, increase accessibility, and improving multimodal connectivity.

Transforming Ritchie Highway to be more walker friendly makes sense for residents who don't own cars, take transit to work, and walk to school or for short-distance shopping trips. Community members unanimous agreed Ritchie Highway could be more attractive and a nicer place to be with design adjustments and reinvestment. Residents want to be able to get around using other forms other than a private vehicle, if transit routes are direct, sidewalks are in good condition, and streets accommodate riding bicycles.

RITCHIE HIGHWAY

Ritchie Highway physically divides Brooklyn Park in half. In addition to comments about the street as a physical barrier, many community members report that destinations on the other side of Ritchie Highway are inaccessible to them, also making it a social barrier.

Ritchie Highway (formally Governor Ritchie Highway, Maryland Route 2) carries a significant amount of vehicular traffic to and from the beltway (I-695) and the city of Annapolis. It extends from the center of Baltimore to Solomons Island. Recent improvements at signalized intersections aimed to improve safety. Since the intersections are spaced far apart and the residential grid is finer than the major collectors' network, many people cross between them.

The predominant land uses are auto-oriented. Large parking lots, narrow sidewalks, and wide, frequent driveways service the retail corridor. Ritchie Highway has always been the heart of the community. It generated the largest volume of comments in the phase 1 pop-up events.

In November of 2022, the project team and stakeholders participated in a walk audit to see how Ritchie Highway is used firsthand. A walk audit is an assessment of the safety, accessibility, and comfort of a particular area or street. In addition to collecting on-site information about the area, walk audits are a great way to engage public officials and community members so they can experience and react to the conditions directly.

The team walked a portion of Ritchie Highway observing the walking, biking, transit, and driving experience. Watching how people use the street reveals day-to-day obstacles residents face. The top observations are documented in the photos and captions below and on the following page.

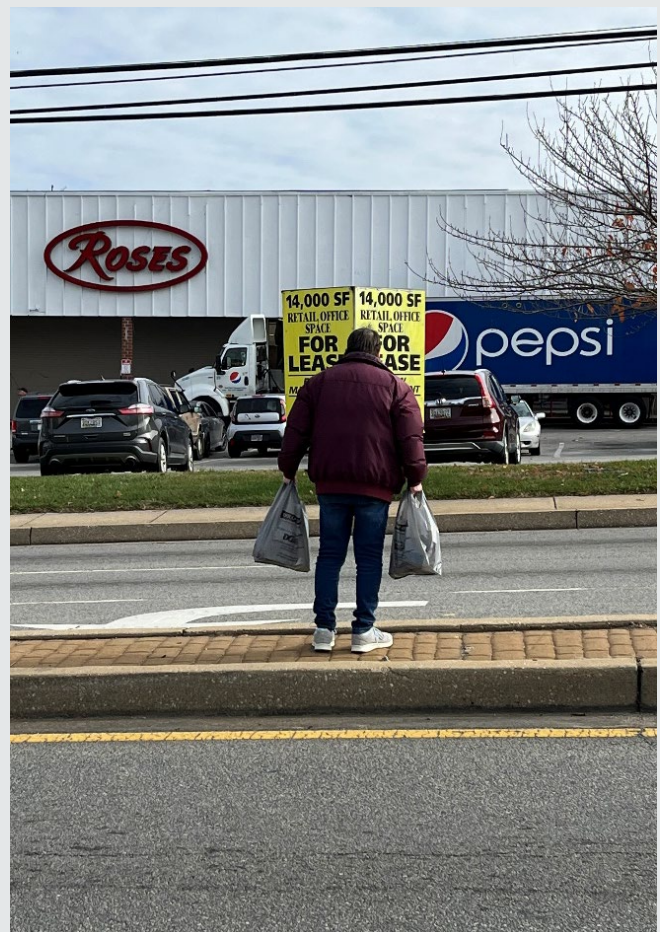


Figure 13 Signalized intersections are spaced far apart, and many people cross on foot without a signal or crosswalk.



Figure 15 Frequent driveways increase the number of conflict points between drivers, pedestrians, and bicyclists. The width increases the length of exposure for pedestrians and bikes.



Figure 16 Automobile-oriented signage overshadows pedestrian-oriented signage like the red bus stop sign shown.



Figure 14 Many bus stops do not have a shelter, seating or properly sized pad. Many people take shortcuts away from the narrow sidewalks on Ritchie Highway as shown.



Figure 17 Ritchie Highway's narrow sidewalks mean that groups of people cannot walk together or pass. The narrow sidewalks are uncomfortably close to fast moving vehicles.

BROOKLYN PARK'S MOBILITY NETWORKS

No one attribute of a street can determine whether it is comfortable and safe to use for walking or biking. However, several factors such as the number of vehicle travel lanes, vehicle traffic volumes and speeds, and absence of adequate walking and biking infrastructure can help determine the expected level of comfort at intersections and along streets. Brooklyn Park's walking, biking, and public transit networks were analyzed based on this data, as well field observations and feedback from residents.

Walking

Walking is an important part of getting around Brooklyn Park. The Brooklyn Park Public Library and the Chesapeake Arts Center are walking destinations in the neighborhoods. The shopping centers also draw people to shop or work and generate demand for walking accommodations.

In addition, many students at the three elementary schools and one middle school are expected to get to school without bus service. Brooklyn Park Middle School has a 1.5-mile walk zone¹¹ that extends across Ritchie Highway. Many parents expressed concern with their children walking to school and this influences transportation mode choice for many families.

People were observed walking in Brooklyn Park even though elements of Ritchie Highway and the neighborhood streets make walking uncomfortable. The buffer between the sidewalk and fast-moving vehicles is inconsistent, and pedestrians often walk on a 5-foot-wide sidewalk immediately adjacent to large trucks. Pedestrians were observed walking in the grass or in parking lots further away from the highway, even when sidewalks were present.

Crosswalk spacing also makes walking on Ritchie Highway inefficient and unsafe. Ideally, there would be a pedestrian crossing at least every 650 feet.¹² On Ritchie Highway, only one segment meets this criterion – the block between Church Street and 16th Street. This is illustrated in Figure 18.

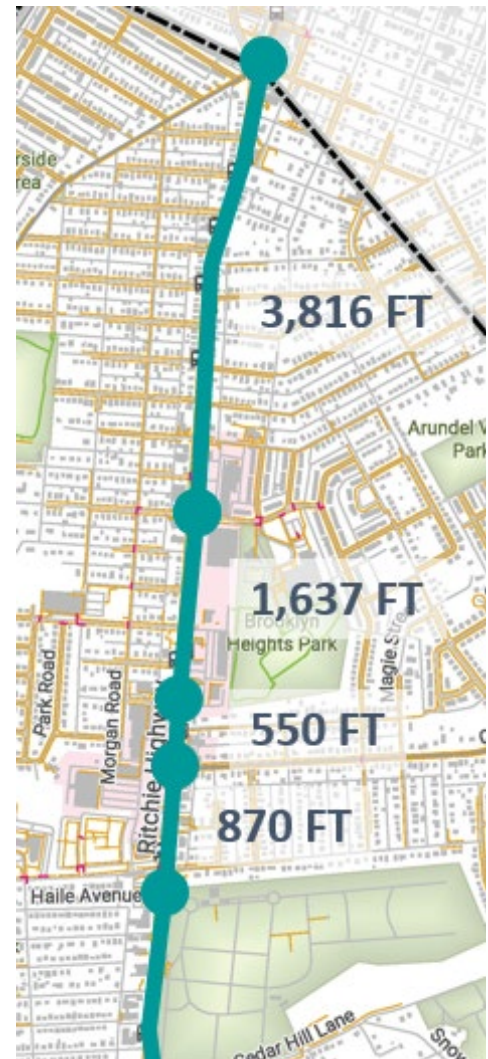


Figure 18 Distances between signal-controlled pedestrian crossings on Ritchie Highway

¹¹ A walk zone is the area surrounding a school where bus service is not provided, and students are expected to walk or otherwise get to school without a school bus. The AACPS North County Feeder maps can be found at: <https://www.aacps.org/Page/10121>.

¹² *Designing Walkable Urban Thoroughfares*. Institute of Transportation Engineers. 2017. p.29

The spacing likely contributes to people crossing at a location without a crosswalk.

Biking in Brooklyn Park

Brooklyn Park has one existing bike facility – a shared use path along newly constructed Cedar Hill Boulevard. A planned shared-use path on Belle Grove Road is funded for construction. Many parents report that they do not feel personally safe bicycling on their own streets, and that concern extends to their children and families.

The map in Figure 19 illustrates Bicycle Level of Traffic Stress (LTS) that a person may feel biking along streets in Brooklyn Park. Bicycle LTS measures how stressful the bicycling experience is to a novice rider based on traffic speed, volume, the number of travel lanes, and separation between bicycle facilities and motor vehicle traffic. The analysis assigns streets to one of four categories from low-stress to high-

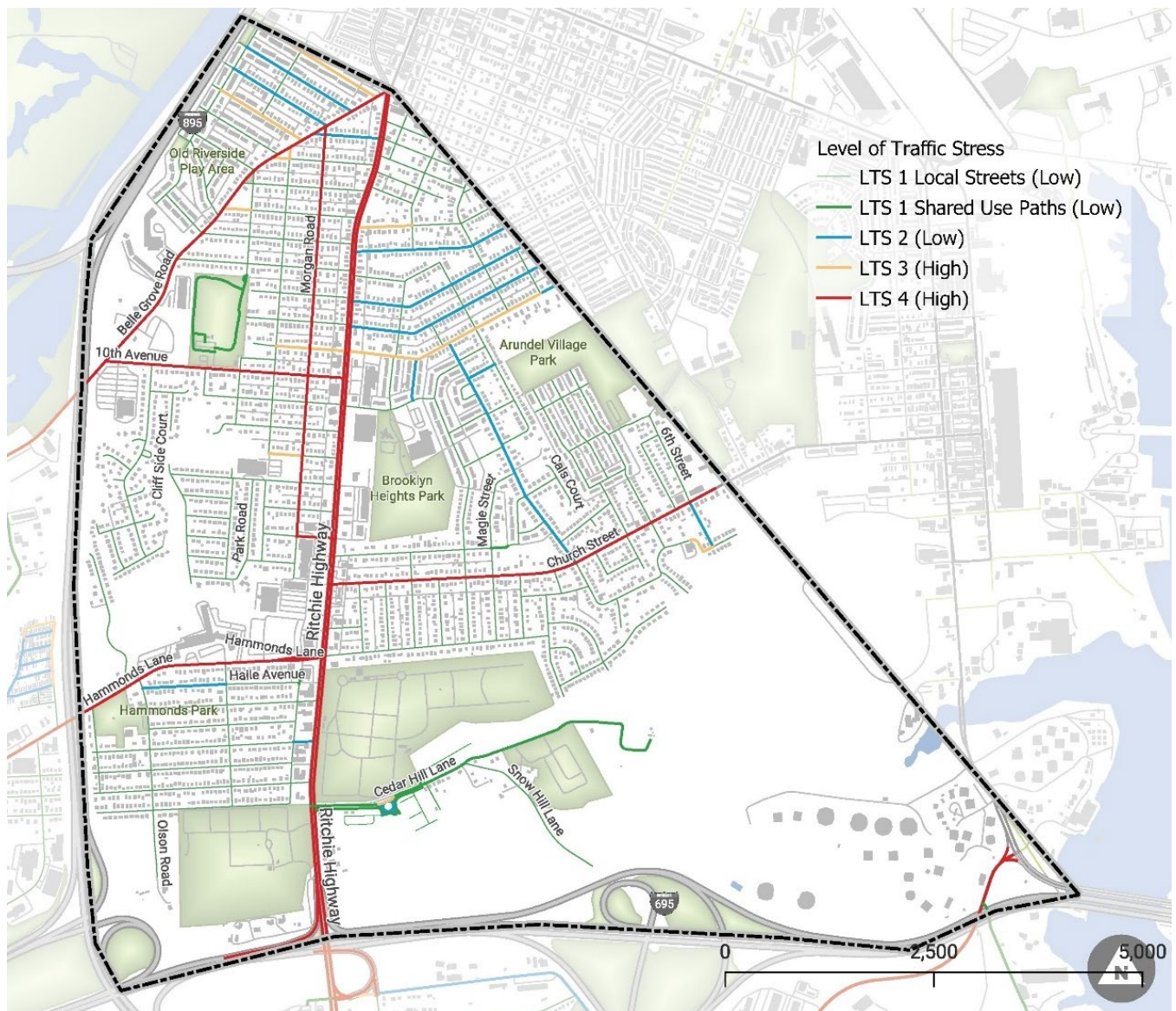


Figure 19 Bicycle Level of Traffic Stress Map

stress. Places where biking is currently very stressful show up in red (LTS 4) or yellow (LTS 3). Local streets with less traffic and lanes are blue (LTS 2) or green (LTS 1).

Public Transit

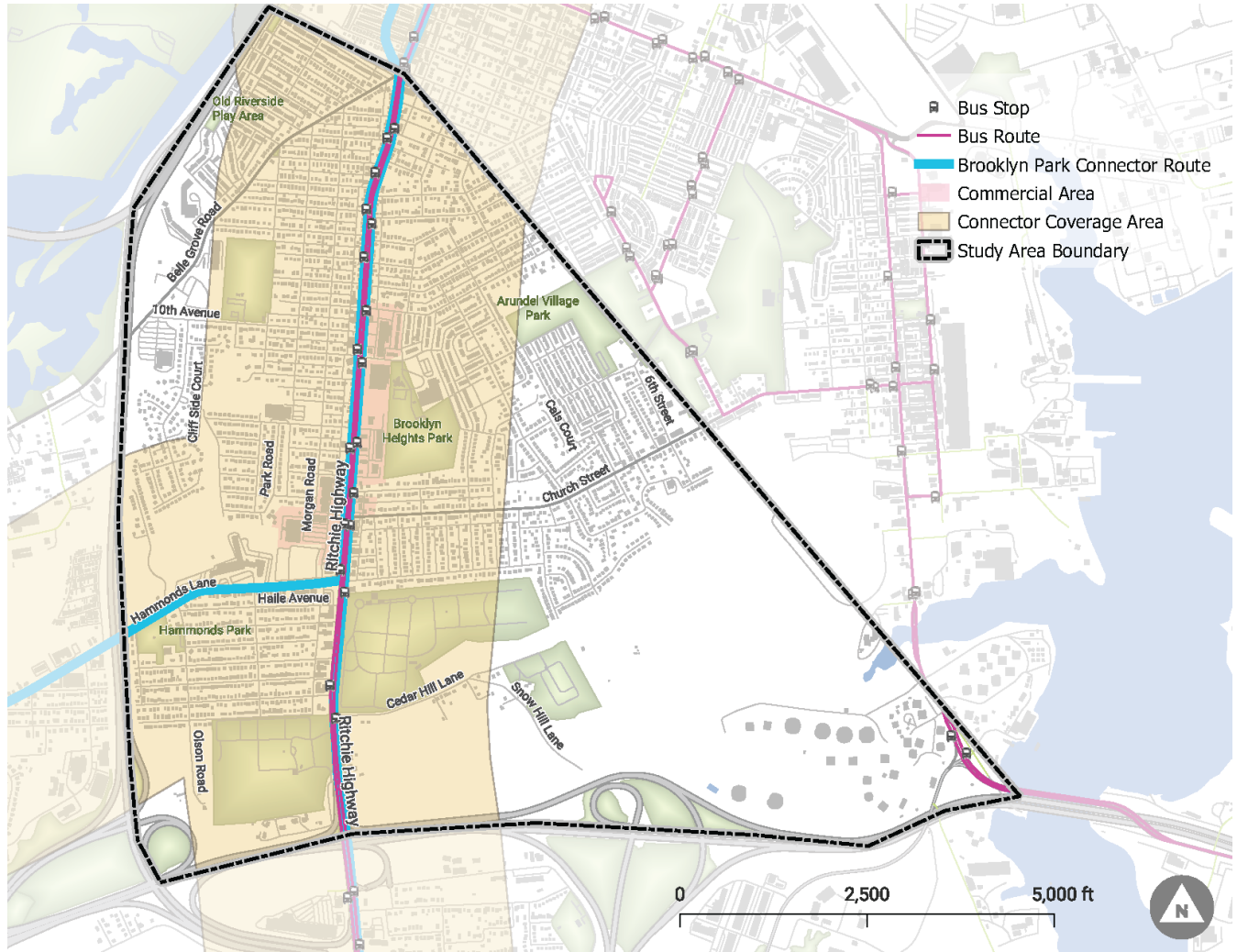


Figure 20 Existing Brooklyn Park Transit Services

Access to public transportation has been linked to improved health by increasing access to food, healthcare, and employment.¹³ In Brooklyn Park, two MTA bus routes run through Brooklyn Park, Route 69 and Route 70. Both service lines run north-south along Ritchie Highway. Route 69 travels between Baltimore and Glen Burnie every 50 minutes, and Route 70 travels between Baltimore and Annapolis every 45 minutes.

¹³ Heaps, Wendy, et.al. "Public Transportation in the US: A Driver of Health and Equity." *Heath Affairs*, July 2021, p.1

MTA’s Bus Stop Design Guidelines¹⁴ call for 2-4 stops per mile for locations with the density of Brooklyn Park. With 10 bus stops in two miles on Ritchie Highway, the stop coverage along Ritchie Highway is technically adequate. However, the walking and biking networks leading to bus stops are not supportive. Walking along Ritchie Highway feels unsafe to many users. Transit stops house debris, shelters are not directly at the designated bus stop, and bus stop signage can be difficult to locate among other signage on the street.



Figure 21 Brooklyn Park Connector Route

Transit service is most appealing when it is frequent enough that riders can arrive at a stop with the knowledge that a vehicle will be arriving shortly instead of having to plan a day around a transit timetable.¹⁵

The two MTA bus lines do not provide frequent service. There are approximately 50 minutes between bus arrival times during peak hours. The Brooklyn Park Connector has arrived on a similar frequency. In addition, it is a flex route and the bus veers off route to pick up residents closer to their location or home in a half-mile of the published route.

In addition to the 69 and 70 MTA routes, the Anne Arundel County Office of Transportation has added the Brooklyn Park Connector, also known as Route 204, (for a map, see Figure 21). The Brooklyn Park Connector is a new service managed by the County that was previously operated by MTA. This is a free, localized route that travels from the Cromwell Light RailLink station to Potomac Street along Ritchie Highway and Hammonds Lane in Brooklyn Park.

Anne Arundel County has operated this service since 2022. It has similar headways to the MTA buses but also has a service called ‘deviated fixed route’, meaning that it can deviate up to one-half-mile from the route to pick up a passenger upon request. The route and deviation area are overlaid on the Brooklyn Park study area in Figure 20.

¹⁴ <https://www.mta.maryland.gov/bus-stop-design-guide>

¹⁵ Many transit agencies have defined ‘frequent service’ as service that operates with a maximum of 15-minute headways, 18-24 hours a day, and at least every weekday. One example: Philadelphia (SEPTA) created its High Frequency Network (HFN), a subset of routes that operate at least every 15 minutes, for 15 hours a day from Monday to Friday (15/15/5) (<https://www.phila.gov/media/20210222110702/OTIS-Philadelphia-Transit-Plan.pdf>)

Crashes and Safety

Based on data from the State Highway Administration (SHA), a total of 1,870 crashes were reported in Brooklyn Park from 2016-2020. Of the 1,870 total crashes, 589 were reported as occurring along Ritchie Highway. A total of 36 combined pedestrian and bicycle crashes were reported in Brooklyn Park, 33 (91.7%) of which resulted in at least one injury.

To help understand crash risk in the area, Anne Arundel County used a tool called the Safer Streets Priority Finder (SSPF). The SSPF uses historic police-reported crash data to identify a network of “high-risk” streets with similar characteristics to those where crashes have occurred. As part of Walk & Roll Anne Arundel!, this tool was used throughout the county to identify safety issues and prioritize projects. The SSPF high-crash streets are mapped alongside the bicycle and pedestrian crashes in Figure 23.

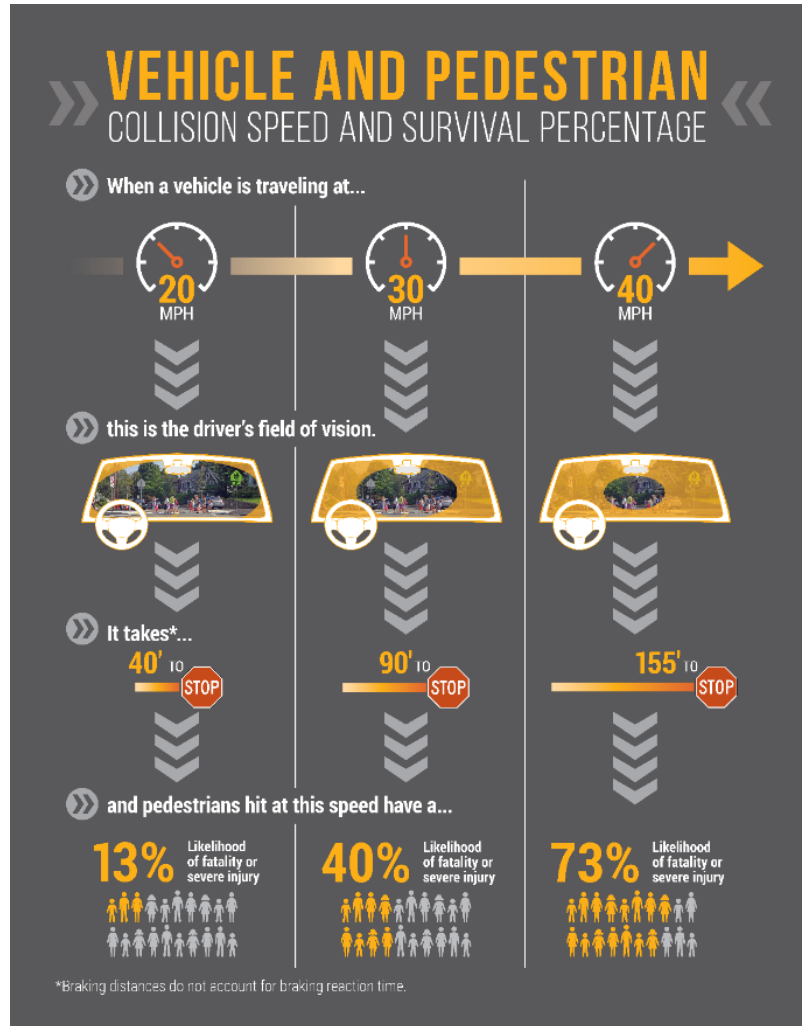


Figure 22 Safe Speeds (Teft, B.C. “Impact Speed and a Pedestrian’s Risk of Severe Injury or Death.” *Accident Analysis and Prevention*, Vol. 50, 2013, pp. 71-78).

The speed limit along the study area of Ritchie Highway is 35 MPH, and more than 70% of drivers recorded were traveling above the posted speed limit. Speeds along the corridor increase both the likelihood and the severity of crashes. The faster a driver is driving, the longer it takes for them to come to a complete stop and the less time they have react to pedestrians. Recommendations to change the characteristic of Ritchie Highway and address better speed management can be found in Section 3.

BROOKLYN PARK NEIGHBORHOOD TRANSPORTATION STUDY

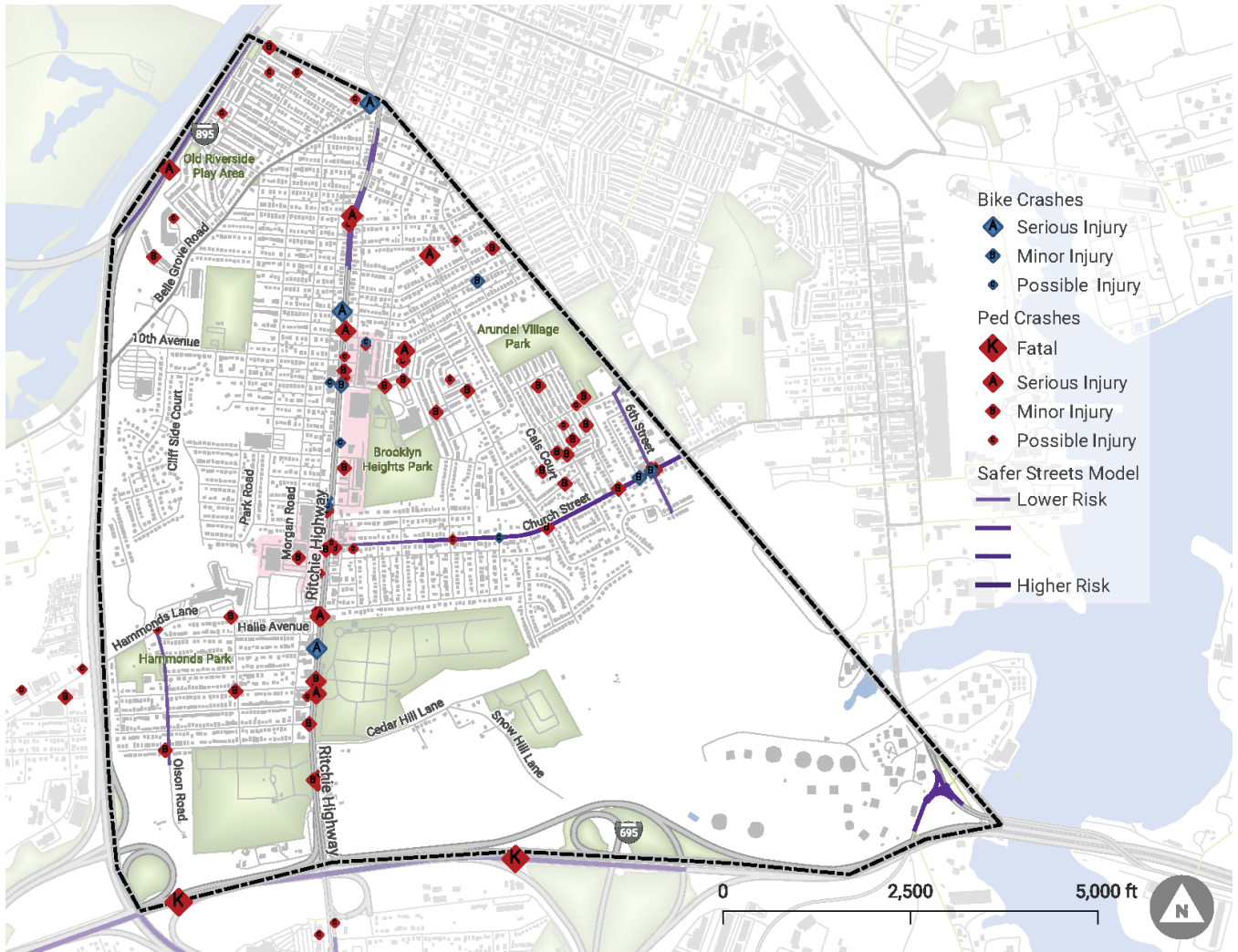


Figure 23 SSPF and Bicycle and Pedestrian Crashes by Severity

WHY IS THIS IMPORTANT NOW?

A transportation system that depends on personal vehicles can weigh heavily on our most vulnerable residents. Brooklyn Park lacks access to safe, convenient, and affordable transportation. Mobility barriers prevent Brooklyn Park residents from accessing daily needs and the economic opportunities outside of the neighborhood. Many easier fixes have already been completed. Those that remain are complicated but have the potential to be more impactful for Brooklyn Park residents. Next steps must address:

- **Ritchie Highway** - This major mobility and social barrier has been updated with upgraded crosswalk markings and signing, yet it remains an issue for many residents. This spine of the community needs to be redesigned to prioritize multimodal movement. This study presents a clear prioritization process and sound community backing for a redesign of Ritchie Highway.
- **Safety** - Currently, many people feel the only safe option for traveling in Brooklyn Park is with a personal automobile. There are quiet residential streets where they report feeling safer walking and biking, but the risks of crossing Ritchie Highway and other busy streets are barriers to accessing parts of the neighborhood and transit for even able-bodied individuals.
- **Convenience** - The two MTA bus lines and the Brooklyn Park Connector do not provide frequent service, and community members are hesitant to rely on transit for this reason.
- **Land Use** – Brooklyn Park is a small neighborhood with few destinations serving daily needs. Many people drive outside of the neighborhood to access groceries, shopping, public services, higher education, employment, and medical appointments.
- **Affordability** - Purchasing, owning, and maintaining an automobile is out of reach for many Brooklyn Park residents, so other options must be made available.

Anne Arundel County can build on the success of recently completed and ongoing regional projects to address systemic issues in Brooklyn Park. Walk & Roll Anne Arundel!, the Anne Arundel County Vision Zero Plan, BCDOT planned bike lanes on Patapsco Avenue and S Hanover Street, and the planned shared-use path on Belle Grove Road are ongoing design projects that connect Brooklyn Park to the greater region. Now is the time to build on these other public investments and connect them to the Brooklyn Park neighborhood. Mobility investments in Brooklyn Park belong in Anne Arundel County's capital program.

SECTION 3

WHAT IS NEXT FOR BROOKLYN PARK?

This section includes recommendations for policies and programs, infrastructure projects, and additional studies. This is a guide to help Anne Arundel County and community partners implement mobility projects in Brooklyn Park.

INTRODUCTION TO RECOMMENDATIONS

Brooklyn Park residents envision increased accessibility, more connectivity, and seamless commutes. Brooklyn Park is home to nearly 15,000 residents, and the recommendations in this section aim to improve safety for all of them, regardless of their age or ability. Increasing access to businesses and amenities along Ritchie Highway will build community and spur economic opportunities.

This study is community-driven. Throughout the process, feedback from the public was tallied, recorded, and compared to observations in the built environment and other elements of the existing conditions. Public meetings, pop-up events, and stakeholder meetings at every stage informed the initial projects list, the multimodal network development, and the prioritization presented in this section. Throughout the process, recommendations that support community goals and values were explored and refined for Brooklyn Park.

In addition, two guiding documents informed recommendations:

- **Plan2040**, the General Development Plan for Anne Arundel County, sets the policy framework to protect the natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy.
- In 2023, the County adopted **Walk & Roll Anne Arundel!**, which is an update to the County's pedestrian and bicycle master plan. It laid out a vision for a complete walking and biking network in every corner of the County. This network is the backbone of a resilient and equitable transportation system, and many of these projects are in the heart of the Brooklyn Park.

Project ideas for Brooklyn Park streets came from many sources. Multimodal networks published in **Walk & Roll Anne Arundel!** contributed to the walking and biking network recommendations. Field conditions such as traffic speeds, noise, and perceived safety observed during the Ritchie Highway walk audit informed the recommendations. Compiled data such as sidewalk locations, traffic counts, speeds, and transit data also contributed. Throughout all this, issues, ideas, and feedback collected from the community were used as a lens for the recommendation development process.

The project team visited various community spaces such as Lidl, Roses, and the local library to gather key insight from residents. After each pop-up, comments were carefully read, tallied, and translated into specific recommendations for Brooklyn Park's mobility network. These were assessed by the entire project team, including County staff, and many appear in the network maps and project lists below.

Improving the physical street conditions in Brooklyn Park is just one part of raising the standard of living in Brooklyn Park through mobility improvements. Building safe and accessible streets must be completed alongside changes to policy and development standards in the region. To increase accessibility in a holistic way, the County must consider ways to improve access to fair and equitable housing, create economic opportunity locally, and increase food access in Brooklyn Park.

Recommendations in this section are divided into Invisible Infrastructure and Physical Infrastructure. Invisible Infrastructure includes all the policies, programs, rules, and guidelines that shape public spaces but are not technically visible from the street, such as those listed in

Table 5. Physical Infrastructure refers to the elements of the street that are visible, such as those listed in the table below.

Invisible Infrastructure	Physical Infrastructure
Policies, Programs, and Practices	Mobility
Safe Routes to Schools	Sidewalks
Food access	Bus stops
Community identity	Bike lanes
Maintenance policies	Traffic calming
Zoning	Crosswalks
Transportation Demand Management	Placemaking
Funding policies	Trees and greenery
Evaluation	Gateways
Design policies	Activating underutilized areas

Table 5 Invisible and Physical Infrastructure Categories

RECOMENDATIONS: INVISIBLE INFRASTRUCTURE

This section summarizes priority policies, programs, and process changes that will support the strong, lasting, and multimodal investment in Brooklyn Park. Each policy area includes specific recommendations for changes to existing policies and programs currently supported by the County or its partners. Many of the recommendations in this section were identified in Walk and Roll Anne Arundel! and include added specificity in this section on how they apply to Brooklyn Park and Ritchie Highway.

1) Expand Access to Community Destinations

Access to schools was by far the most frequent comment in the public outreach process for this project. Additionally, many community members have expressed the desire to be able to access amenities on the other side of Ritchie Highway from where they live. Most notably, people want access to parks, schools, community centers, and grocery stores. Brooklyn Heights Park, Chesapeake Arts Center, and Brooklyn Park Middle School are some of the popular destinations that Brooklyn Park residents visit. Anne Arundel County is currently undertaking a Safe Routes to School (SRTS) assessment at Brooklyn Park Elementary to ensure students within the walk zone have safe commutes.

Policy Context

Many students at the three elementary schools and one middle school are expected to travel to school without bus service. Brooklyn Park Middle School has a 1.5-mile walk zone¹⁶ that extends across Ritchie Highway. Crossing guards are stationed at 11th Avenue, Church Street, Hammonds Lane, and Washington Avenue during school drop-off and pick-up times. There are no buses for the three elementary schools of Brooklyn Park. The walk zones do not extend across Ritchie Highway, but a myriad of streets in the walk zones do not have sidewalks and are disconnected from other streets. Many parents expressed a concern with their children walking to school, which influences transportation mode choice among families.

Heard From the Community

- Improve sidewalk maintenance, including crumbled, narrow sidewalks and worn crosswalk paint.
- Build a trail connection to schools.
- Provide more bus options to neighborhood schools.
- Improve overall conditions for walking, biking, and taking the bus to school. Residents feel driving is the only safe option.
- Increase the amount of crossing guards.

¹⁶ A walk zone is the area surrounding a school where bus services is not provided, and students are expected to walk or otherwise get to school without a school bus.

The SRTS assessment underway at Brooklyn Park Elementary will result in an actionable set of infrastructure recommendations, many of which are repeated in this document.

Policy Areas Recommended for Further Exploration

- a) Complete a SRTS plan for all schools in Brooklyn Park.** For families, getting children to and from school is a major factor in their transportation choices. Many people expressed the need to drive their children to school as the top reason they choose to drive in the community. Based on this importance, complete a SRTS plan for all schools in Brooklyn Park.

When: 3-5 years

Who: County DPW and OOT

- b) Fund SRTS Programming.** In addition to expanding SRTS planning to all schools in Brooklyn Park, ensure funding for programming such as biking classes, walking and riding school buses, and promotion campaigns are funded each year. Ensure there is a continued line of communication between students, parents, and County staff responsible for street safety.

When: 1-2 years

Who: Anne Arundel County Public Schools

2) Expand Access to Healthy and Affordable Food

Brooklyn Park residents reported the need to travel outside the neighborhood for grocery shopping. There are three grocery stores located along Ritchie Highway - Lidl, La Quetzalteca, and Save-a-Lot. Residents have expressed that they are specialized and don't always have everything they need. Better access to fresh, affordable, and healthy food options is a community priority. Although the County has some control over programs and policies that can influence food access, non-government entities (such as grocers) play a strong role in delivering food options to communities.

Policy Context

The Brooklyn Park Farmers Market is open every Monday from 11:00 a.m. to 2:00 p.m. during the summer months at Brooklyn Park Middle School located at 200 Hammonds Lane, Baltimore, MD 21225.

Brooklyn Park does not have a permanent food pantry location that is open regularly. The

Heard from the Community

- Grocery stores are too far away for walking or biking. Save-A-Lot does not carry everything but is the only option accessible within the neighborhood.
- Improve pedestrian access to local markets.

neighborhood is served by two weekly food pantry events (RCDC on Tuesdays 4pm-6pm, Brooklyn Park Healthy Food Pantry on Thursdays 5pm – 7pm) and seven locations that host a food pantry once a month. They are located throughout the neighborhood at schools and community centers. Recommendations to update the accessibility and multimodal access to these sites will also improve food pantry access.

Policy Areas Recommended for Further Exploration

- a) **Incentivize grocery stores to locate in Brooklyn Park.** Explore policy mechanisms such as local tax, fee, or other incentives to encourage more food and grocery-activity in Brooklyn Park.
When: 2-5 years
Who: County-led
- b) **Expand healthy food options at existing small-scale grocers.** In the short-term, incentivize more small-scale grocers, convenience stores, and corner stores to stock healthy products. By increasing the number of existing small stores on Ritchie Highway that carry healthy and fresh food, immediate health and food access benefits may be delivered to the community.
When: 1-2 years
Who: County-led, collaboration with health-focused existing organizations

3) Prepare for Multimodal Development on Ritchie Highway

Brooklyn Park is bisected by Ritchie Highway, and existing land uses are auto-oriented with little room for pedestrian, bike, or transit accommodations. Without a long-term vision that includes changes to zoning, sidewalk construction standards, and access policies, this is unlikely to change.

Policy Context

The majority of Ritchie Highway is currently zoned as a General Commercial District with a short section with Highway Commercial District zoning in the southern part of Brooklyn Park. Both zoning designations have a 60' setback for built structures and large parking requirements. This is clearly reflected in the built environment on Ritchie Highway where large parking lots surround the street and sidewalk. Existing zoning does allow for reduced and joint-use parking solutions at the discretion of the Planning and Zoning Officer.¹⁷

Plan2040's Development Policy Areas Map¹⁸ and Planned Land Use Map are tools for the County to guide the location and type of development. Ritchie Highway has a Village Center Policy Overlay and is designated a Critical Corridor. A Village Center is an existing or planned walkable, pedestrian-oriented,

¹⁷ Anne Arundel County Code, 2005, SUBTITLE 1: PARKING, § 18-3-105. Reduced parking requirements and joint use arrangements https://codelibrary.amlegal.com/codes/annearundel/latest/annearundelco_md/0-0-0-118344

¹⁸ *Plan2040: Volume I: Anne Arundel County General Development Plan*. Anne Arundel County. 2021. p39. <https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/>

mixed-use area. Village Center areas should be oriented towards the community and its heritage. Policy BE8.1 directly calls for the “development of policies and incentives to encourage the development of a Village Center.”¹⁹

A Critical Corridor designation is for existing, developed areas along major roads where opportunities to improve safety and mobility exist. This designation is given to corridors that form the economic center of the community. Along with the designation, Goal BE10 calls for “relieving traffic congestion and improving mobility options on Critical Corridor Policy Areas.”²⁰ Specific policies call for redevelopment in underutilized areas and encouraging incentives for projects that contribute to public transportation infrastructure. These tools should be used for Brooklyn Park. Recently published street section standards²¹ widen sidewalk requirements and increase multimodal opportunities throughout Anne Arundel County. On corridors such as Ritchie Highway with shared use paths planned, the Office of Transportation will require a 10’ width minimum.

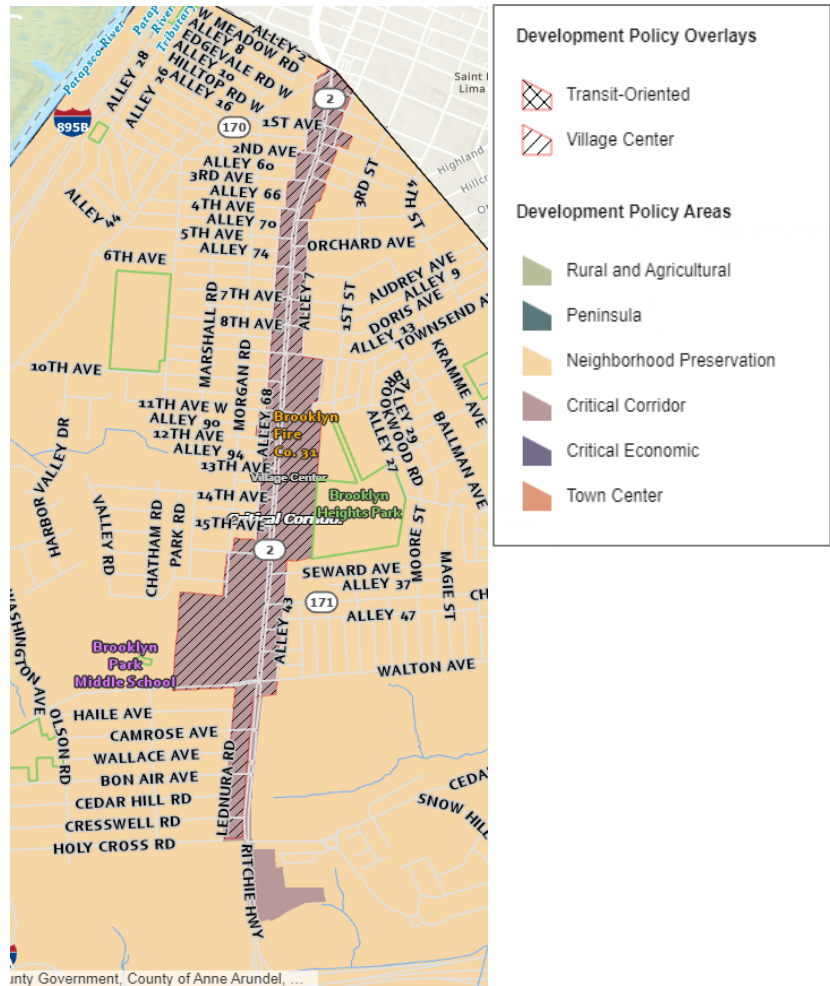


Figure 24 Plan2040 Development Policy Overlay map centered on Ritchie Highway.

¹⁹ Plan2040: Volume I: Anne Arundel County General Development Plan. 2021. p.105.

²⁰ Plan2040: Volume I: Anne Arundel County General Development Plan. 2021. p.105

²¹ Anne Arundel County Design Manual Notice # DPW-20-03 released on 8/31/2022. <https://www.aacounty.org/departments/public-works/orange-notices/DPW-20-03.pdf>

Heard from the Community

- It's not a comfortable place to walk along Ritchie Highway. Its loud, and large trucks and cars drive fast.
- I can't ride my bike on the street and there isn't enough space on the sidewalk.
- It's hard to get to the store without a car.
- Cars don't really see you when you are crossing the street even in crosswalks.

Policy Areas Recommended for Further Exploration

- a) Strengthen the Commercial Revitalization Area²² code category for the section of Ritchie Highway in Brooklyn Park.** Build on the work of Plan2040 and complete the recommendations in the 2019 Commercial Revitalization Areas Assessment and Recommendation Report by creating and integrating urban design standards for the corridor into the County Code. Consider standards that allow for increased density, uses, and street tree requirements and reduces building setbacks, parking requirements, and non-building impervious coverage. Include elements that address Policy BE8.1, BE10.2, BE10.2, and BE10.3 in Plan 2040.
When: 1-2 years
Who: County OPZ
- b) Revise Anne Arundel County Traffic Impact Study Guidelines** to consider land use, community context, transportation demand management (TDM), and multimodal trip generation.
When: 1-2 years
Who: County OPZ and OOT
- c) Allow for shared parking and parking lot infill for new developments.** Encourage new development to pursue reduced parking totals based on the current abundance of available parking. Expand shared parking options to include multimodal parking and TDM strategies.²³ Develop internal guidelines alongside the revised Traffic Impact Study Guidelines to help County zoning staff encourage shared parking on Ritchie Highway.
When: 1-2 years
Who: County OPZ and OOT

²² <https://www.aacounty.org/departments/planning-and-zoning/community-revitalization/commercial-revitalization-areas/>

²³ Anne Arundel County Code, 2005, SUBTITLE 1: PARKING, § 18-3-105. Reduced parking requirements and joint use arrangements https://codelibrary.amlegal.com/codes/annearundel/latest/annearundelco_md/0-0-0-118344

4) Maintain Sidewalks and Accessible Infrastructure

Accessible pedestrian networks are the backbone of a safe transportation network. For walking to be safe and convenient, the network must be complete and safe. This includes complete sidewalks along the entire path and frequent places to cross the street. There are sidewalks on most streets in Brooklyn Park, but there are significant sidewalk gaps on residential streets, and many existing sidewalks are not wide enough to accommodate all needs. Recent projects have improved safety at existing crossings on Ritchie Highway, but safe crossings on major streets throughout the neighborhood are too far apart.

Barriers outside of Ritchie Highway include missing sidewalks and unmarked crosswalks in significant portions of the residential areas. Lower motorist volumes and speeds in these areas make these needs lower priority compared to those on Ritchie Highway, but they should be considered and addressed in planning the community's future.

Policy Context

Anne Arundel County has a Capital Improvement Program (CIP) that funds the construction of new sidewalks and the maintenance of existing sidewalks. In 2020, the County adopted Orange Notice 20-03: Design Manual Updates – Updated Road Sections.²⁴ The new standard road sections expand the minimum sidewalk width to five (5) feet. The design manual does make allowance for a wider requirement where pedestrians are expected, at the discretion of DPW.

Driveways that cross sidewalks create conflict points and should be minimized. Current driveway guidelines allow for a maximum driveway width of forty (40) feet. Wide driveways increase the risk of conflict between someone walking on the sidewalk and someone turning into the driveway.

Heard from the Community

- Wide driveways are difficult to cross on Ritchie Highway sidewalks.
- People turn into driveways and side streets too fast.

²⁴ Anne Arundel County Design Manual Notice # DPW-20-03 released on 8/31/2022. <https://www.aacounty.org/departments/public-works/orange-notice/DPW-20-03.pdf>

Policy Areas Recommended for Further Exploration

- a) Identify additional funding for sidewalk construction and maintenance.** Poorly maintained sidewalks and curb ramps are frequent in Brooklyn Park. Explore increasing general funding for sidewalk maintenance along State- and County-owned streets. Also explore funding mechanisms for residents to repair their sidewalks, including grants, matching funds, and bundling.

When: 3-5 years

Who: County DPW, SHA

- b) Develop new driveway policy and design guidelines.** Limit driveways near intersections and bus stops on Ritchie Highway. Limit driveway widths. Strengthen guidelines, inspection, and enforcement so that driveways are brought up to modern standards through new construction and maintenance.

When: 1-2 years

Who: County OPZ and OOT

5) Improve Ease of Taking Transit

Policy Context

Transit service in Brooklyn Park is not frequent enough that riders can arrive at a stop with the knowledge that a vehicle will be arriving shortly. Instead, they must plan an entire day around a transit timetable. Many transit agencies have defined 'frequent service' as service that operates with a maximum of 15-minute headways, 18-24 hours a day, and at least every weekday.²⁵ Transit on Ritchie Highway has 40–50-minute headways.

Heard from the Community

- Bus stop signs are hard to find among other signs.
- There is no shelter or bench at ExpressCare or Lidl bus stop.
- Bus stops on Ritchie Highway between Church Street and Hammonds Lane should be consolidated into midblock stops.
- There is no bus line on Church Street, so I drive everywhere.
- Buses do not feel well maintained.
- Many residents feel like the buses run infrequently, so they don't see it as a viable form of transportation and for the residents who do take the buses, they feel like the infrastructure around the busses is lacking.

Summary of existing policies and programs addressing the Policy Action

The ideal spacing of bus stops is based on the density of population and employment around the bus stop. There should be a bus stop every quarter mile according to MTA, but there are other standards that suggest that there should be up to five bus stops per mile (approximately every 1,000 feet).

Anne Arundel County took over the operation of the Brooklyn Park Connector in 2022.

Policy Areas Recommended for Further Exploration

- a) **Develop a specific transit-related communication program for Brooklyn Park.** Focus on communicating existing multimodal transportation options and collecting feedback on their use. Expand awareness of existing transit programs. Develop specific messaging about the Brooklyn Park Connector, including yearly mailings within the service area (1/2-mile of route).

When: 3-5 years

Who: MTA, County OOT

- b) **Measure the success of the Brooklyn Park Connector.** The County recently took over the Brooklyn Park Connector, and now is the time to evaluate the route and make changes as necessary. As part of the Brooklyn Park TDM program, evaluate the first year of the Brooklyn Park Connector through an analysis of ridership as well as interviews with operators, users, and general members of the community. Adjust the timing, promotion, and routing based on findings.

When: 1-2 years

Who: OOT

6) Maintain a Clean and Functional Ritchie Highway

Policy Context

The condition of Ritchie Highway was a concern voiced by the public through this process and noted in the walk audit. The existing sidewalks are overgrown and inconsistently maintained. The sidewalk environment lacks amenities such as trash cans, bus shelters, and bike racks. Crosswalks and curb ramps are not well maintained, making it difficult or impossible for people to use them.

Summary of existing policies and programs addressing the Policy Action

SHA is responsible for maintaining and cleaning Ritchie Highway. They also maintain a public hotline²⁶ for reporting issues and respond to them as they arise.

²⁶ State Highway Administration: [\(410\) 787-5800](tel:4107875800) or 1-877-578-7440

On the Ritchie Highway walk audit, many locations were observed with overgrown vegetation. Although the overgrowth was not extreme, the narrow existing sidewalk means that any overgrowth is impactful. Additionally, trash and crumbling sidewalks along the corridor impeded on the already narrow sidewalks.

Policy Areas Recommended for Further Exploration

- a) Broaden funding streams to support operations.** Evaluate existing funding dedicated to the maintenance of Ritchie Highway. Establish an enhanced maintenance and cleaning routine for Ritchie Highway in Brooklyn Park as a short-term solution. Include the sidewalks in any street cleaning and snow clearing efforts. Work with SHA to review and refine schedules for maintenance from the local shop.

When: 1-2 years

Who: SHA

- b) Engage the community in ownership of Ritchie Highway.** Provide grants to fund streetscape projects along Ritchie Highway, such as sidewalk widening, façade improvements, pedestrian-scale lighting, and landscaping.

When: 1-2 years

Who: County led

Heard from the Community

- Bike riders tend to use the sidewalks, conflicting with those in wheelchairs.
- The sidewalks are not wide enough to accommodate multiple people at once.
- Some areas do not have sidewalks, and other areas have very narrow sidewalks.
- Sidewalks along Ritchie Highway are crumbling, overgrown with weeds, and often covered in litter. These are obstructions.

7) Grow Community Wealth

Policy Context

Brooklyn Park is among the lowest income areas in the County. Development patterns proposed in Plan2040 and Brooklyn Park’s designation as an Opportunity Zone²⁷ will inject new resources and job opportunities in the area. Prepare Brooklyn Park for investment and ensure that current residents have access to any opportunity that development brings.

Brooklyn Park is within a federal-designated “Opportunity Zone,” which incentivizes private investment in disinvested areas through preferential tax treatment.²⁸

Policy Areas Recommended for Further Exploration

- a) **Work towards transforming Ritchie Highway into a welcoming business district.** Engage in Maryland’s Opportunity Zone program. Advertise the Opportunity Zone program as well as resources from Anne Arundel Small Business Resource Center through events, mailings, and more.

When: as soon as possible

Who: County-led

- b) **Hire a main street manager.** Fund a full-time position to support Ritchie Highway. This person could support the community by organizing volunteer days, tracking vacancies and business opportunities, acting as a business resource to the community, and helping small businesses through the grant or renting process.

When: 3-5 years

Who: County-led

Heard from the Community

- Some residents reported having trouble reaching neighborhood amenities and getting to work due to the lack of bike and pedestrian accommodations along the Ritchie Highway corridor.
- Residents commented that Brooklyn Park’s businesses are not sufficient to meet their daily needs, and most travel outside the neighborhood for groceries and other necessities.
- People want more access to the existing businesses in the area.

²⁷ Opportunity Zones are an economic development tool—that is, they are designed to spur economic development and job creation in distressed communities in Maryland and other states and territories.

<https://dhcd.maryland.gov/Pages/OZ/OpportunityZones.aspx>

²⁸ <https://opportunityzones.hud.gov>

RECOMMENDATIONS: PHYSICAL INFRASTRUCTURE

Working together with the policy and programming structures described above, physical changes to the mobility network in Brooklyn Park give the goals in this study physical form. This section summarizes the changes to streets in Brooklyn Park that will provide more options for people to get around. The recommendations are organized by mode including walking, riding a bike, taking transit, and driving.

Changes to the built environment are often a result of changes to the policy changes discussed in the invisible infrastructure portion of this section, which dictate how a place is allowed to be constructed. One of the central recommendations of this study proposes a transformation of Ritchie Highway from an auto-oriented corridor to one that serves the neighborhood, described on the next two pages.

RITCHIE HIGHWAY VISION PLAN

Brooklyn Park's central business district is currently an auto-oriented highway that does not encourage walking, biking, or local business. Working together with the long-term policy and programming structures described in the previous section, create a long-term vision for transforming Ritchie Highway through physical changes. Transform Ritchie Highway into the community spine it could be, creating a detailed vision plan that addresses mobility, the built environment, and placemaking.

When: 1-2 years

Who: County OOT, County DPW, County OPZ, SHA, BCDOT

Mobility

Ritchie Highway is a barrier for people traveling by all modes in Brooklyn Park, and many plans, including this one, call for sidewalk improvements and an accessible bike facility in the corridor. Holistically assess the options for adding a bike facility, widening sidewalks, and increasing crossing opportunities.

Although Ritchie Highway carries a significant amount of traffic, the traffic volumes from West Patapsco Ave to Hammonds Lane are within the Federal Highway Administration (FHWA)'s road diet guidance threshold for reallocating some of the vehicle space for multimodal space.²⁹ Narrow the space for vehicle travel to make room for widened sidewalks, greenery, transit amenities, and bicycle travel. From Hammonds Lane to Glen Burnie where the traffic volumes are greater, explore an off-street trail or sidepath.

Built Environment

Use the time needed to plan and design Ritchie Highway to simultaneously advance the “invisible infrastructure” recommendations from the previous section. Specifically focus on “Prepare for Multimodal Development” and “Expand Access to Healthy and Affordable Food”. Additionally, use this time to secure funding to reconstruct Ritchie Highway.

Placemaking

Currently, Ritchie Highway does not share the character of the community it represents. Incorporate placemaking strategies into the vision for Ritchie Highway that supports Brooklyn Park's cultural and economic assets and makes use of parking space that is underutilized today. Many placemaking strategies also present an opportunity for near-term action.

Streetscape

Create a vision for Ritchie Highway's streetscape that addresses many of the concerns and ideas catalogued in this plan. Increase the amount of street trees in the corridor to act as a buffer between people on the sidewalk and motor vehicles. Add benches, public restrooms, bike parking, pedestrian lighting, and public water access. Update bus stops with wayfinding, shelters, and adequate sidewalk area.

A Safe, Connected, and Accessible Ritchie Highway

Throughout this process, the mobility priorities for Ritchie Highway are clear. More than anything, people shared that Ritchie Highway is a community barrier and prevents them from accessing the businesses along it, the bus, and the rest of the Brooklyn Park Community on the other side. In addition, people expressed strong concerns for how fast people drive, sidewalk conditions, and difficulty crossing. While each of these priorities are equally important, they compete for limited space on Ritchie Highway.

²⁹ https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm#s335

With an existing right-of-way width of 76 feet, incorporating all the priorities for Ritchie Highway into the existing street requires thoughtful balance. The sections below show two ways to redesign the street to add bike lanes, sidewalk space, trees, and other amenities.

Changes by reducing vehicle capacity – Study reducing the number and size of vehicle lanes on Ritchie Highway and using that space differently.



Changes through zoning – Incentivize or changing the landscape buffer requirements along Ritchie Highway to add bike lanes, sidewalk space, trees, and other amenities for bus riding.



Figure 25 Ritchie Highway section ideas - created using Streetmix (streetmix.net)

Walking Recommendations

Pedestrian improvements are organized into four categories. Specific locations are in the tables below and illustrated on the Proposed Pedestrian Network Map in Figure 28.

Increase the immediate access to community destinations. This includes ensuring the sidewalks, curb cuts, crosswalks, and direct access points immediately surrounding schools, parks, and community locations are consistently well maintained and built to modern standards. Study and inventory pedestrian facilities and improved access within 500’ of community destinations and public parks. Install high-visibility crosswalks, make curb cuts and ramps ADA-compliant, make sidewalk repairs, and install or widen sidewalks to a 5’ minimum width. On streets with high vehicle volumes or high vehicles speeds, include a buffer between the sidewalk and vehicle lanes. While the 5’ minimum sidewalk will provide enough space to comfortably walk, it will be uncomfortable if it is immediately adjacent to high-speed traffic. Community designations that should be studied are labeled in Figure 28.

Inventory Pedestrian Priority Streets. Pedestrian Priority Streets have been identified as part of this study. They are streets that link parks, schools, and community destinations together with complete sidewalks and bike facilities or shared-use paths. On each Pedestrian Priority Street, inventory the existing conditions, and add high-visibility crosswalks, ADA-compliant curb cuts and ramps, and sidewalks that meet at least the County’s minimum width requirements of five (5) feet.

Table 6 List of Pedestrian Priority Streets

Map #	Project Name
1	Old Riverside Road
2	5 th Avenue
3	Marshall Road
4	Ritchie Highway
5	1st Street and Kramme Street
6	4th Street to E Patapsco Avenue
7	Edge of Arundel Village Park
8	Patrick Henry Drive to Taney Avenue
9	Wasena Avenue
10	6th Street
11	Wasena Circle to Matthews Avenue
12	Moore Street
13	Walton Avenue
14	Upland Road
15	Olson Road (South of Holy Cross Road)

Enhance crossings at intersections between busy streets and Pedestrian Priority Streets. Upgrade signalized intersections on high-volume streets with high visibility crossings, leading pedestrian intervals, and revised timing for pedestrian priority. Additionally, add marked crosswalks on all legs of intersections. At unsignalized intersections on state-maintained roads, study the location for the installation of Pedestrian Hybrid Beacons. On Ritchie Highway, this should be studied at 2nd Avenue, 6th Avenue, 14th Avenue, and 19th Avenue. Locations are marked on the map in Figure 28.

Governor Ritchie Highway (MD-2) Intersection Inventory
from north to south

Plan #	Side Street 1	Side Street 2	Signalized	Median Break	Painted Crosswalks
1	Belle Grove Road	Jack Street	Yes	-	4/5
2	1st Avenue	Tungston Street	No	Yes	0/4
3	2nd Avenue	Harwood Street	No	No	0/4
4	4th Avenue	Hillcrest Avenue	No	Yes	0/4
5	5th Avenue	Orchard Avenue	No	Yes	0/4
6	6th Avenue	Franklin Avenue	No	No	0/4
7	7th Avenue	Audrey Avenue	No	Yes	0/3
8	8th Avenue	Doris Avenue	No	Yes	0/4
9	9th Avenue	Townsend Avenue	No	Yes	1/4
10	10th Avenue	-	No	No	1/3
11	11th Avenue	11th Avenue	Yes	-	3/4
12	14th Avenue	-	No	No	0/4
13	16th Avenue	-	Yes	-	3/4
14	Church Street	-	Yes	-	4/4
15	Hammonds Lane	Walton Avenue	Yes	-	4/4
16	Cedar Hill Boulevard	-	Yes	-	0/3

Table 7 Ritchie Highway Intersection Inventory of crosswalks and signals

- If signalized and doesn't have crosswalks, add crosswalks at every corner.
- If signalized and has four crosswalks, paint high visibility, add leading pedestrian interval, and assess timing of light for pedestrian experience.
- If unsignalized and a median break exists, conduct a ped tracking survey to understand the volumes at which people are crossing and why.
- If unsignalized and median break does not exist, evaluate for PHB.

Pave existing shortcuts providing short but critical links to parks, schools, and community destinations. Install wide sidewalks or trails in the missing links shown on Figure 28.

Table 8 List of Shortcuts

Map #	Project Name
14	Alley 27 to abandoned alley easement at Brooklyn Heights Park
15	Extension of 11th Avenue to Arundel Village Park
16	Connect Ritchie Highway to Brooklyn Heights Park
17	Extension of Church Street to behind Brooklyn Park Middle School



Figure 26 An example of a commonly used shortcut on 5th Avenue South.



Figure 27 Pedestrian crossing with a shopping cart at 16th Street and Ritchie Highway. 16th Street is an example of an intersection with only three of four crosswalks being painted.

BROOKLYN PARK NEIGHBORHOOD TRANSPORTATION STUDY

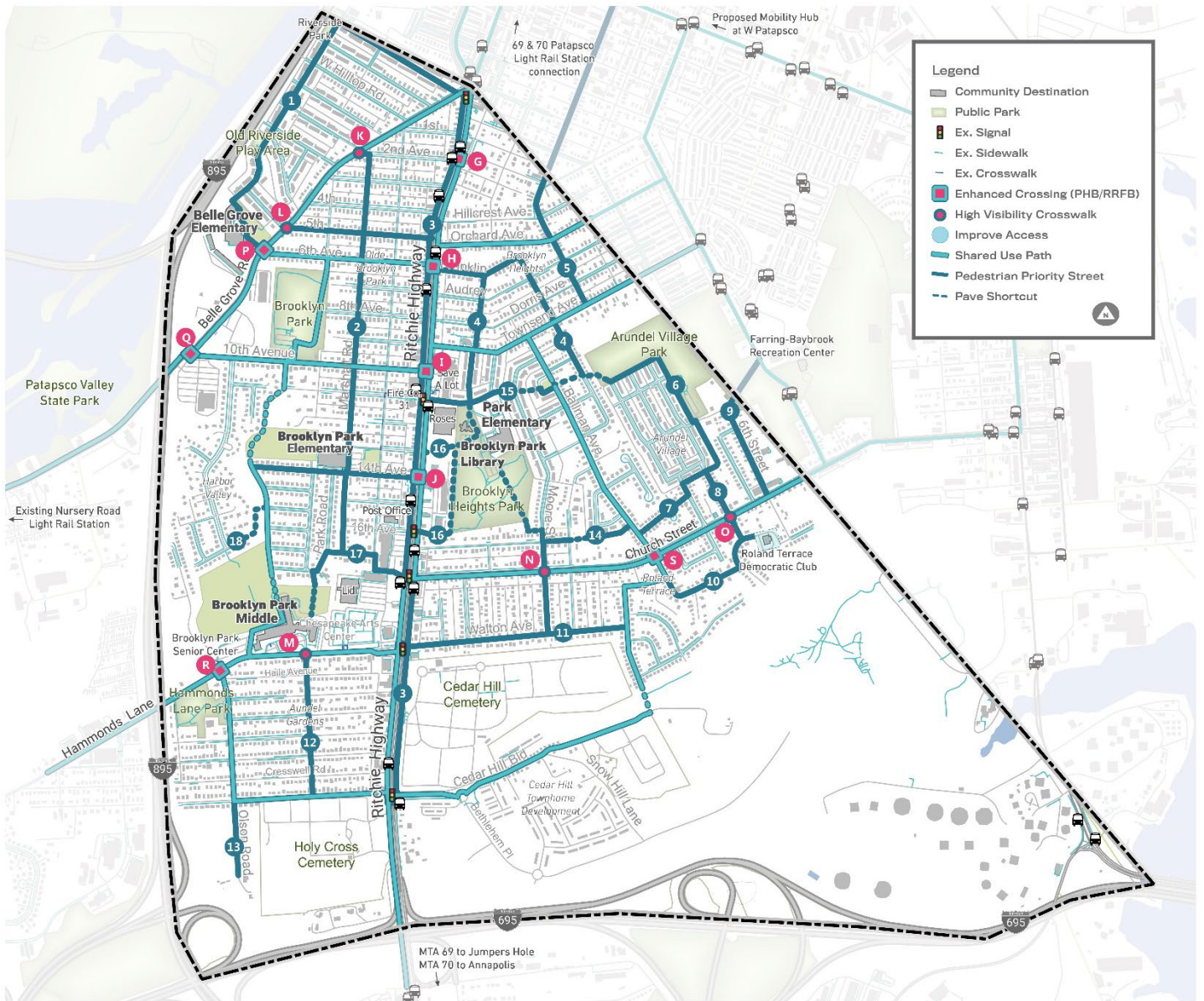


Figure 28 Proposed Pedestrian Network

Biking Recommendations

Brooklyn Park has one existing bicycle facility – a shared-use path along newly constructed Cedar Hill Boulevard. A shared-use path on Belle Grove Road is in development. The proposed Bike Network list here expands on the proposed bike facilities from the approved Walk & Roll Anne Arundel! plan as well as additional proposed streets that provide inter-community connections.

Table 9 List of biking recommendations. Project numbers with a parenthesis are from Walk&Roll Anne Arundel!

Map #	Project Name
(1)	Ritchie Highway
(2)	Belle Grove Road
(3)	Hammonds Lane
(4)	Church Street
(5)	Orchard Avenue
(6)	Townsend Avenue
(7)	10th Avenue
(8)	14th Avenue
(9)	Olson Road
(10)	Upland Road
1	Morgan Road
2	6th Avenue
3	6th Street
4	Ballman Avenue
5	Walton Avenue
6	Cedar Hill Boulevard
7	Redmond Street / Gillespie Street / Matthew Avenue
8	4th Street
9	Valley Road
10	Lednura Street

BROOKLYN PARK NEIGHBORHOOD TRANSPORTATION STUDY

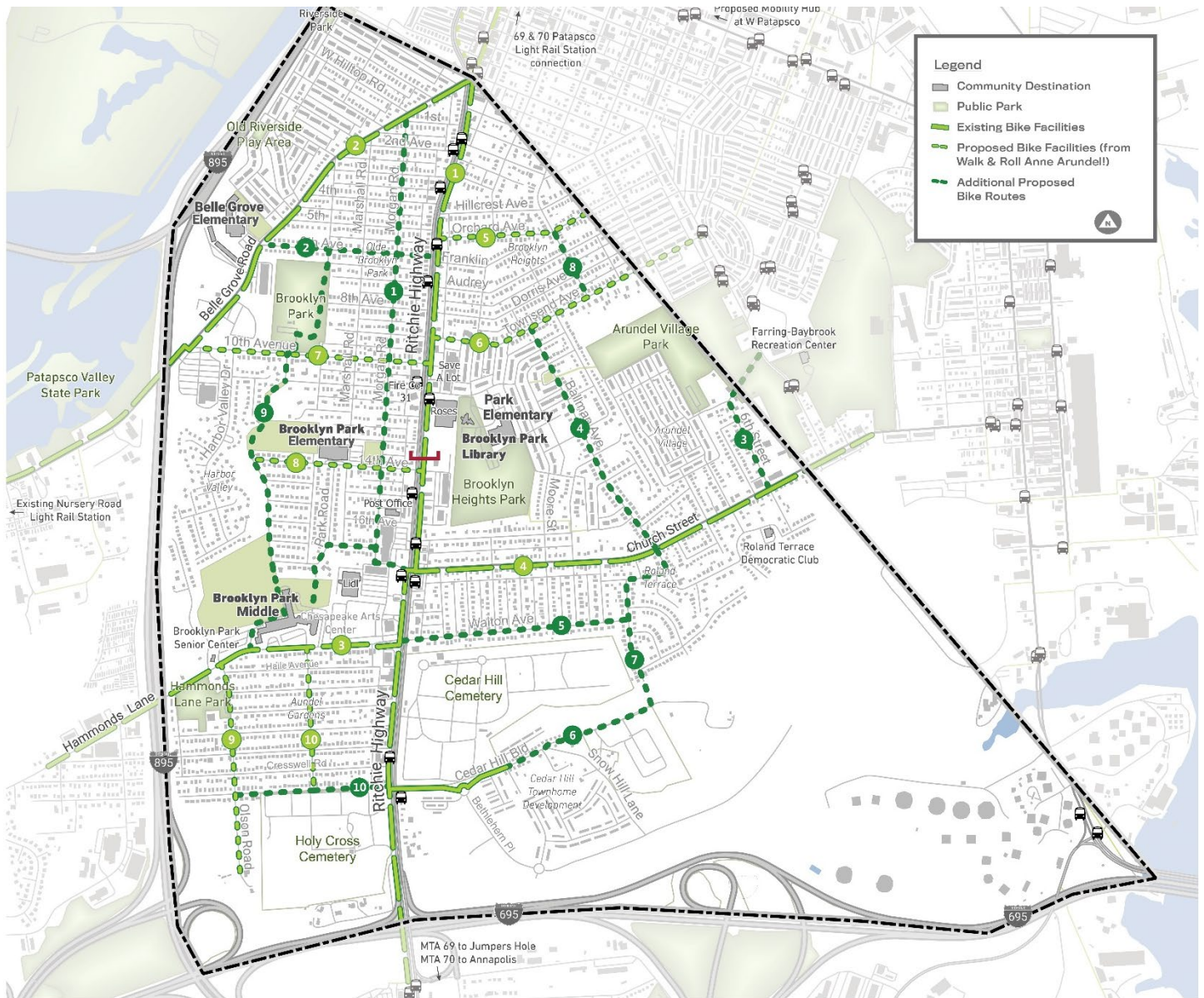


Figure 29 Proposed Bike Network

Transit Recommendations

Many transit projects out of this plan are in the Invisible Infrastructure section, such as surveying residents about the Brooklyn Park Connector and adjusting service based on feedback. Physical transit projects include:

Project

As part of upgrades along Ritchie Highway, clean up sign clutter so the bus stops are easier to locate, and install bus shelters, benches, and trash cans.

Study the potential to provide a stronger east-west connection through Brooklyn Park along Belle Grove Road and Church Street.

Partner with the City of Baltimore to install a mobility hub where bus service lines intersect at S. Hanover Street and W. Patapsco Avenue.

Study the potential for increasing bus frequency on Routes 69 and 70.

Inventory opportunities for bus stop upgrades at frequent ridership locations.



Figure 30 Individuals waiting for bus on overturned cart described in community outreach present in Google Streetview image at bus stop in front of Lidl grocery store.

BROOKLYN PARK NEIGHBORHOOD TRANSPORTATION STUDY

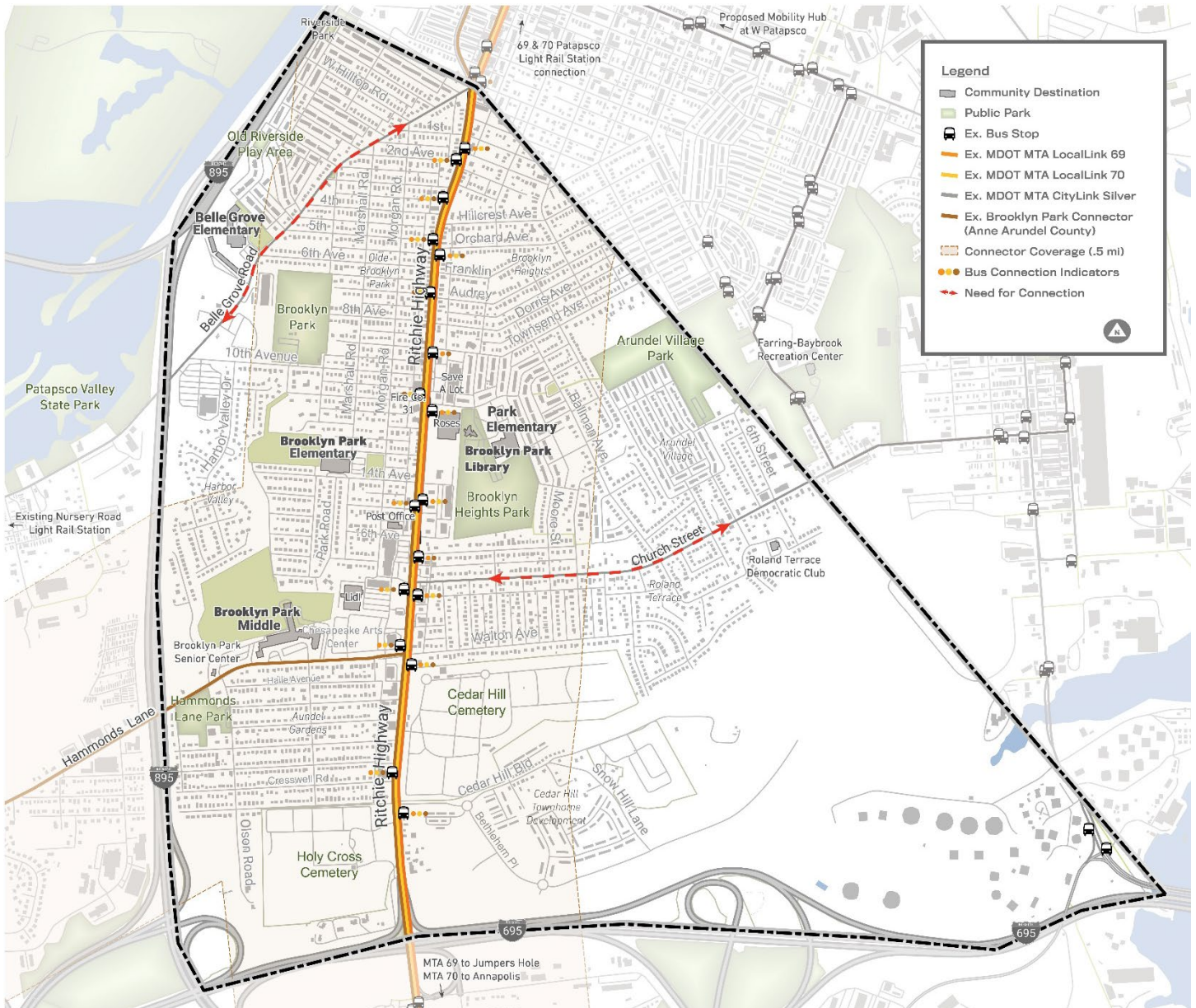


Figure 31 Proposed Transit Network

Changes to Vehicle Travel Lanes

The projects below address locations where the vehicle network is at odds with the bicycle and pedestrian network. In addition, traffic calming and changes to one-way traffic were common comments in the public outreach process.

Study changes to the vehicle network to address speeding on residential streets. Speeding was mentioned as a major concern for Brooklyn Heights residents, especially along wide, one-way streets. Restoring these to two-way traffic may increase connectivity and result in lower operating speeds.

Table 10 List of Vehicle Network Studies

Map #	Project Name
2	Townsend Avenue, Orchard Avenue, Audrey Avenue, Dorris Avenue
3	W. Meadow Road, Edgevale Road, W. Hilltop Road, W. Arundel Road

Ensure speeds on priority pedestrian and bike streets are low and stay low. Conduct a speed study, and implement traffic calming where pedestrian priority streets, or streets that are part of the Bike Network, overlap with streets that carry a moderate volume of automobile traffic.

Table 11 List of Traffic Calming Studies

Map #	Project Name
1	Morgan Road
7	10th Avenue
8	14th Avenue
2	Belle Grove Road
3	Hammonds Lane
9	Olson Road
10	Upland Road
4	Ballman Avenue
4	Church Street
5	Walton Avenue

Study new connections. Add to the density and connectivity of streets in the south end of Brooklyn Park by building a new connection at Hammonds Lane and Cedar Hill Road. This is an important component of the bike network and will be a Pedestrian Priority Street. Ensure the new street includes high quality sidewalks and traffic calming features so that speeds stay low.

Table 12 List of Traffic Calming Studies

Map #	Project Name
4	Hammonds Lane and Cedar Hill Road extension

BROOKLYN PARK NEIGHBORHOOD TRANSPORTATION STUDY

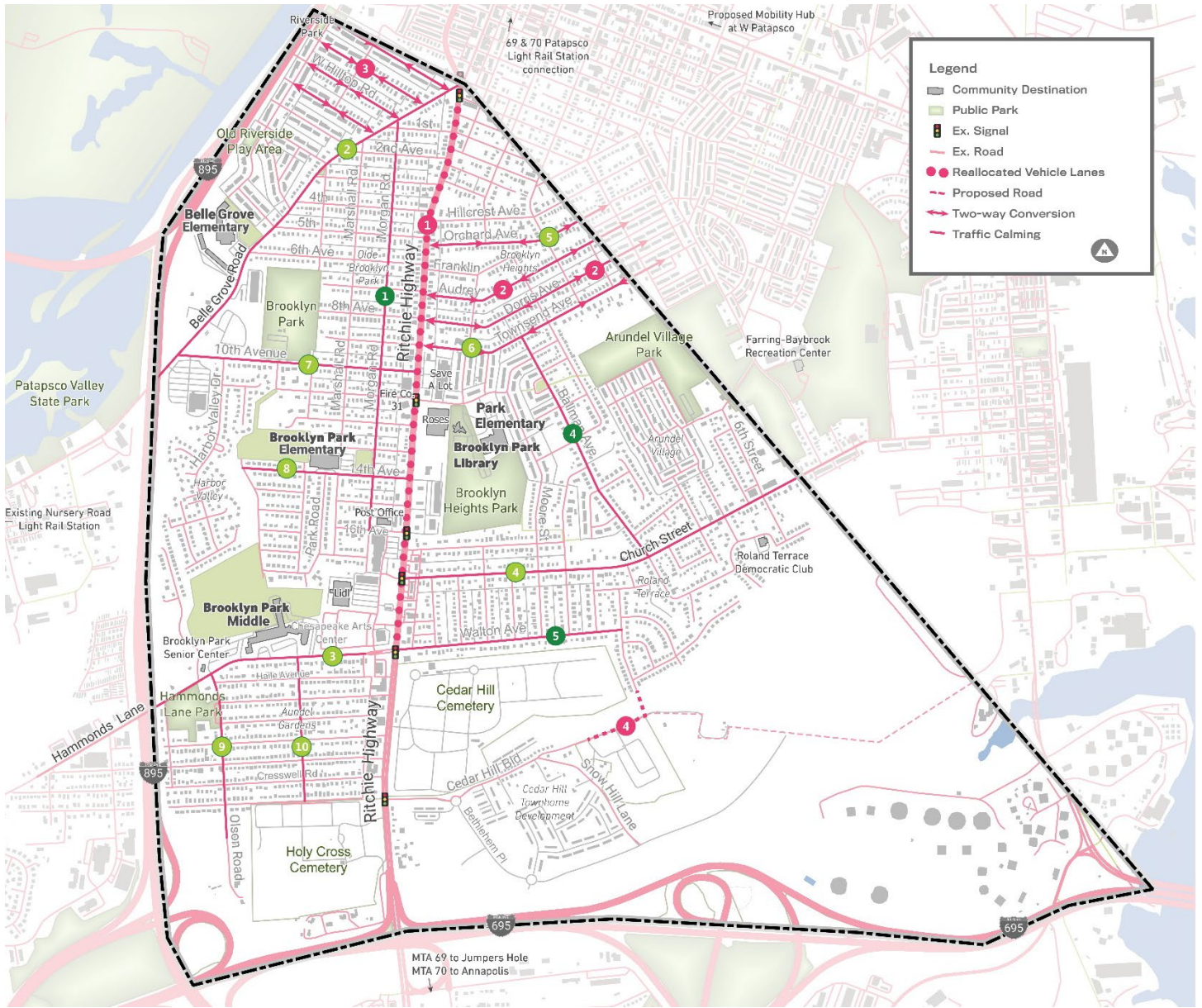


Figure 32 Proposed Changes to the Vehicle Network (Green numbers refer to bike network projects)

IMPLEMENTATION

Transforming Brooklyn Park’s streets to meet the community vision expressed in this plan will be a multi-year process. This section lays out a phased approach for implementing the proposed projects. Projects have been prioritized according to the following factors:

Ease of Implementation – Projects that have a short design window, clear ownership structure, and are affordable compared to other projects are prioritized.

Community Voice – This Plan took great care in recording, categorizing, and collecting public comments. Projects that have a high number of comments in Phase 1 and projects that address an important issue, as catalogued in the ranked choice voting in Phase 2, will be prioritized.

Alignment with Existing Plans – Brooklyn Park is a small neighborhood in a large county. Aligning projects in this plan with those documented in historic and County-wide planning efforts helps the entire region meet their goals. Aligning projects with these plans also builds on past community outreach and planning work. Each project has been filtered through a criterion of Walk & Roll Anne Arundel!, Plan2040, and Vision Zero.

Complete network - Streets that build on existing projects and make a connection between other high-priority projects, creating a complete network.

Priority Projects and Actions

Priority projects should be initiated or completed within the first two years of publishing this plan. Many projects selected for this category are simple enough to be implemented quickly. Other projects listed below are the first steps in impactful, complex projects. These items set the County up for successful future projects. For instance, completing the Ritchie Highway Vision Plan is the first step towards obtaining funding and transforming Ritchie Highway into a street that supports the community. The following programs and policies should be implemented alongside the immediate implementation projects:

Priority Invisible Infrastructure Projects

The following projects will set the County up for implementation and build on recently completed planning efforts, such as this study and the Brooklyn Park Elementary SRTS planning effort.

- Fund SRTS Programming
- Expand healthy food options at existing small-scale grocers.
- Create a zoning overlay for the section of Ritchie Highway in Brooklyn Park, including regulations more suited to Brooklyn Park’s location just outside of an urban area.
- Allow for shared parking for new developments.
- Revise Anne Arundel County Traffic Impact Study Guidelines.

- Develop new driveway policy and design guidelines.
- Measure the success of the Brooklyn Park Connector.
- Broaden funding streams to support operations on Ritchie Highway.
- Engage the community in ownership of Ritchie Highway.
- Work towards transforming Ritchie Highway into a welcoming business district.

Priority Physical Infrastructure and First Steps

A summary of the near-term actions from the previous section is included below. Some of these recommendations are already underway, and the rest should be addressed in the next two years.

Priority Project #1: Four streets in Brooklyn Park have multiple priority projects along them. Conduct corridor studies along these for streets.

Bike Map #	Project Name
1	<p>Ritchie Highway</p> <p>Start on the Ritchie Highway Vision Plan. This complex project will require time and collaboration with the City of Baltimore MDOT, MTA, and SHA. During the Vision Plan process, study upgrades to intersections along Ritchie Highway as a near-term action. Upgrade the signalized intersections of Church Street, Hammonds Lane, Belle Grove Road, 11th Avenue, and 16th Avenue with crosswalks on all legs, leading pedestrian intervals, and signal timing that prioritizes pedestrian movements. Study the addition of new crosswalks with Pedestrian Hybrid Beacons that would close a crossing gap that exceeds 500' along Ritchie Highway. Start this work at Ritchie Highway's intersection with 14th Avenue, 10th Avenue, 6th Avenue, and 2nd Avenue.</p>
3	<p>Hammonds Lane</p> <p>Complete a traffic calming study on Hammonds Lane, including the potential for intersection upgrades at Olson Road and Upland Road using the FHWA Steps Guide.³⁰</p>
4	<p>Church Street</p> <p>Complete a corridor study on Church Street with the goals of calming traffic, adding bike facilities, and making it easier to cross. Consider intersection</p>

³⁰ <https://highways.dot.gov/safety/pedestrian-bicyclist/step/resources>

BROOKLYN PARK NEIGHBORHOOD TRANSPORTATION STUDY

	upgrades at Ballman Avenue and Wasena Avenue. Also consider the potential for future transit connections along Church Street as part of this study.
9	Olson Road Complete a traffic calming study of Olson Road, and study the potential for an enhanced crossing at Ballman Avenue.
Priority Project #2: Inventorying Pedestrian Priority Streets is a priority project. Start this process on streets along major school routes that do not have continuous sidewalks. Inventory the quality of the sidewalks, intersections, and crossings.	
Pedestrian Map #	Project Name
2	Marshall Road
4	1st Street and Kramme Street
Priority Project #3: Start on the design for bike facilities that introduce traffic calming effects on neighborhood collectors.	
Bike Map #	Project Name
1	Morgan Road
7	10th Avenue
4	Ballman Avenue
Priority Project #4: Study the feasibility of building new paths that would increase walking opportunities to parks, schools, or retail that would form an internal neighborhood loop.	
Pedestrian Map #	Project Name
14	Alley 27 to abandoned alley easement at Brooklyn Heights Park
15	Extension of 11th to Arundel Village Park

16	Connect Ritchie Highway to Brooklyn Heights Park
17	Extension of Church Street to behind Brooklyn Park Middle School

Priority Project #5: To support a multimodal Ritchie Highway, inventory and standardize amenities for transit users. As part of upgrades along Ritchie Highway, clean up sign clutter so the bus stops are easier to locate, and install bus shelters, benches, and trash cans. Assess each stop’s clearance zone.

Conclusion

Many big and bold ambitions were revealed throughout this process alongside practical needs. Families in Brooklyn Park want safer ways to get their kids to school without relying on an automobile. People in Brooklyn Park want safe and enjoyable access to their main business district, Ritchie Highway. Ambitions for the neighborhood include increased transportation options, access to businesses, and safer ways to access amenities in the neighborhood. All these topics are related, and the Brooklyn Park Neighborhood Transportation Study reflects a future where people travel freely and safely around the neighborhood.

Achieving this vision will take time. Studying Ritchie Highway, building new pathways and trails, and implementing major policy and programmatic initiatives will require cross-departmental collaboration and significant funding. Short-term progress, including traffic calming, creating additional crossings on Ritchie Highway, and repairing pedestrian paths is possible and important. These short-term actions will bring important community priorities to life in the near-term.

THANK YOU!

**BROOKLYN PARK
NEIGHBORHOOD
TRANSPORTATION
STUDY**
