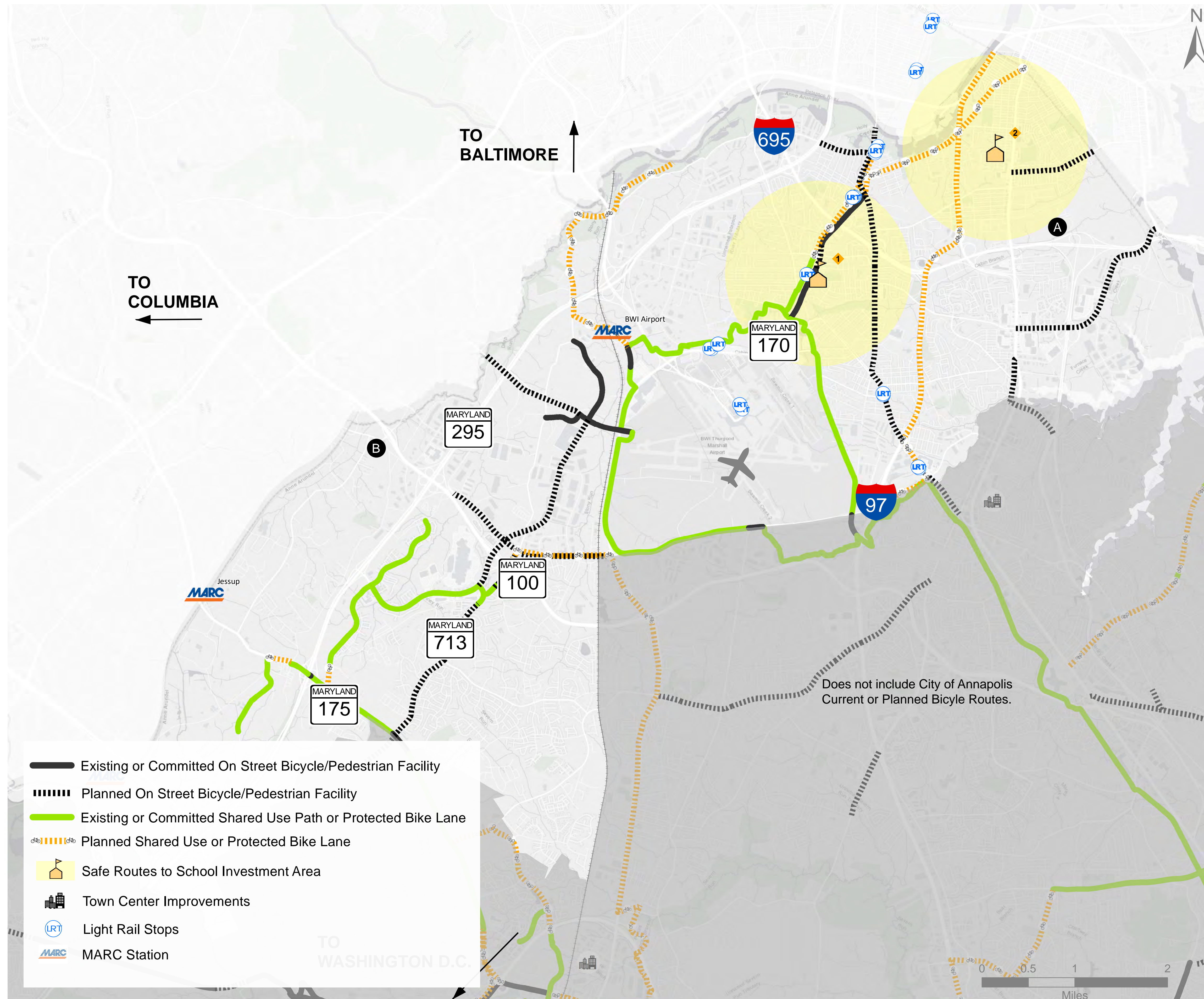
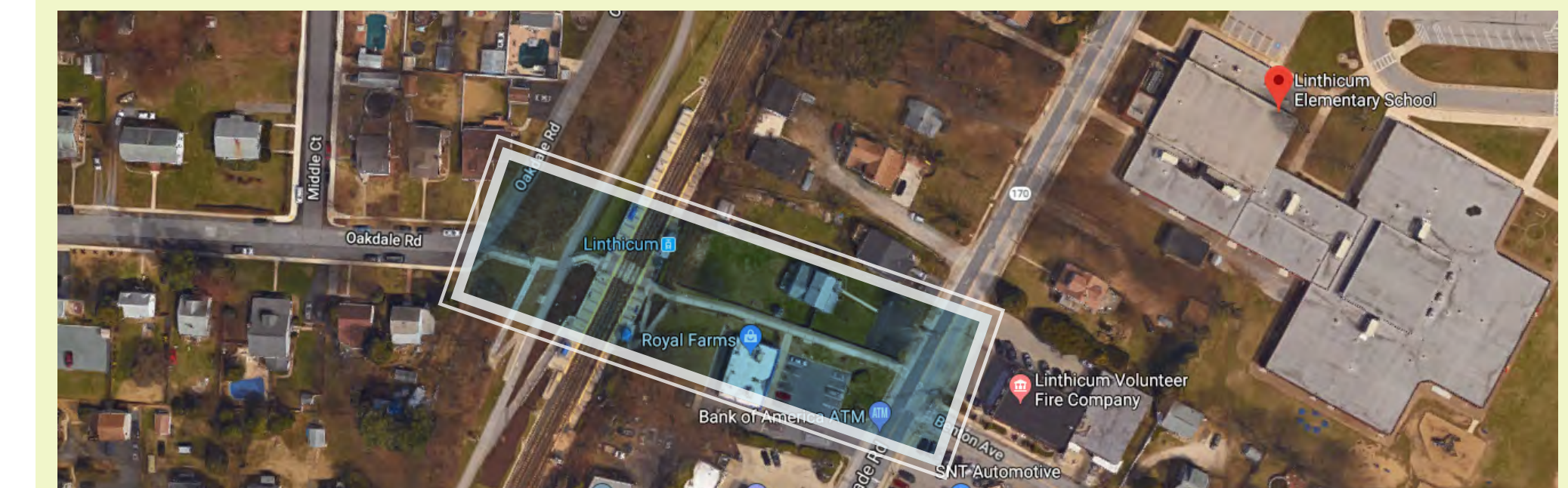


COUNCIL DISTRICT 1

Recommended Bicycle and Pedestrian Investments

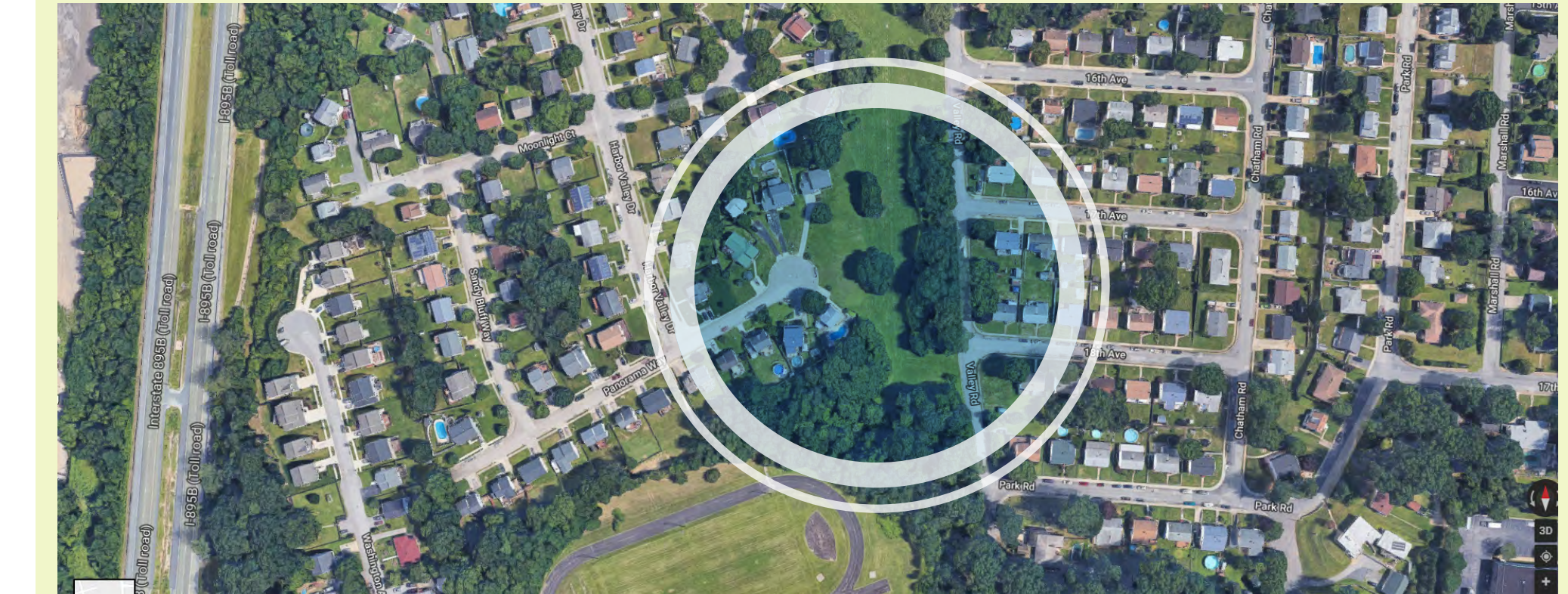


1 Linthicum Elementary School

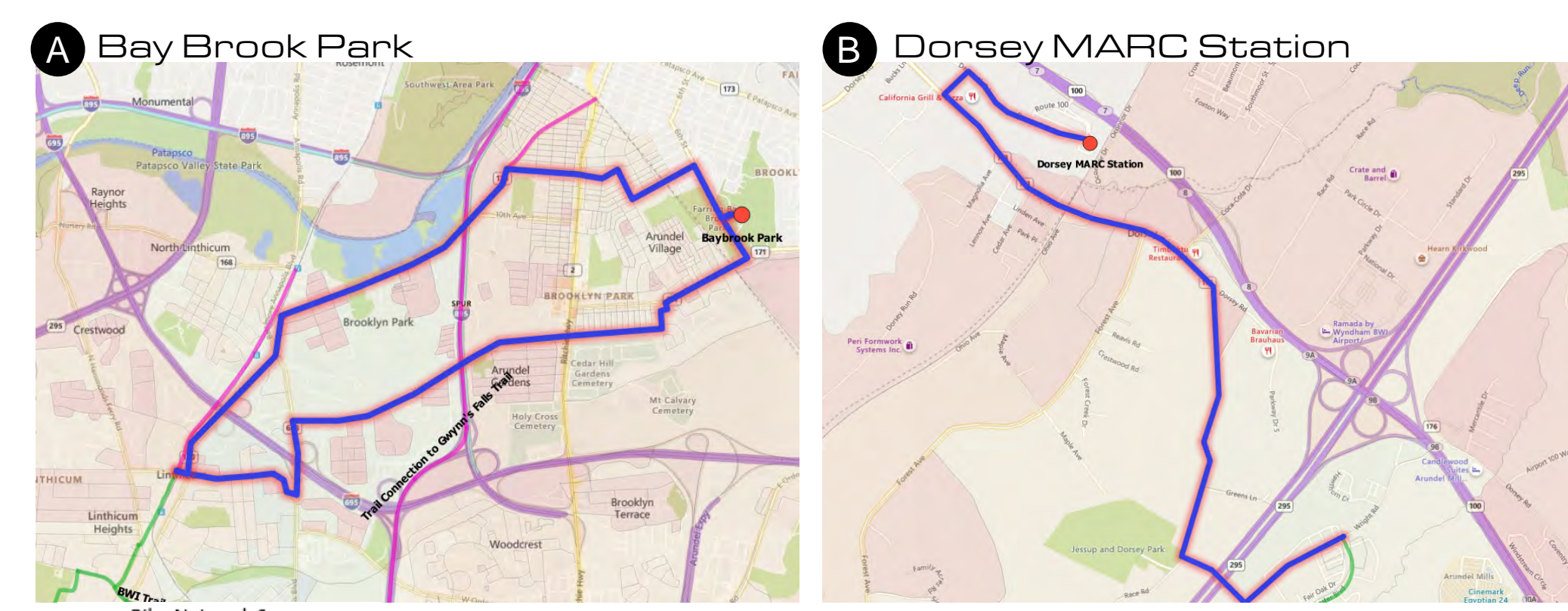


The walkzone boundary for Linthicum Elementary School is currently limited as students living to the west of Camp Meade Road (MD 170) are prohibited from crossing the light rail line. The Linthicum station is well designed for safe pedestrian crossings. The school walkzone would more than double in size with minor design changes such as a pedestrian crossing gate; use of a walking school bus and/or placement of a school crossing guard; and a high visibility crosswalk at Benton Avenue.

2 Brooklyn Park Elementary School



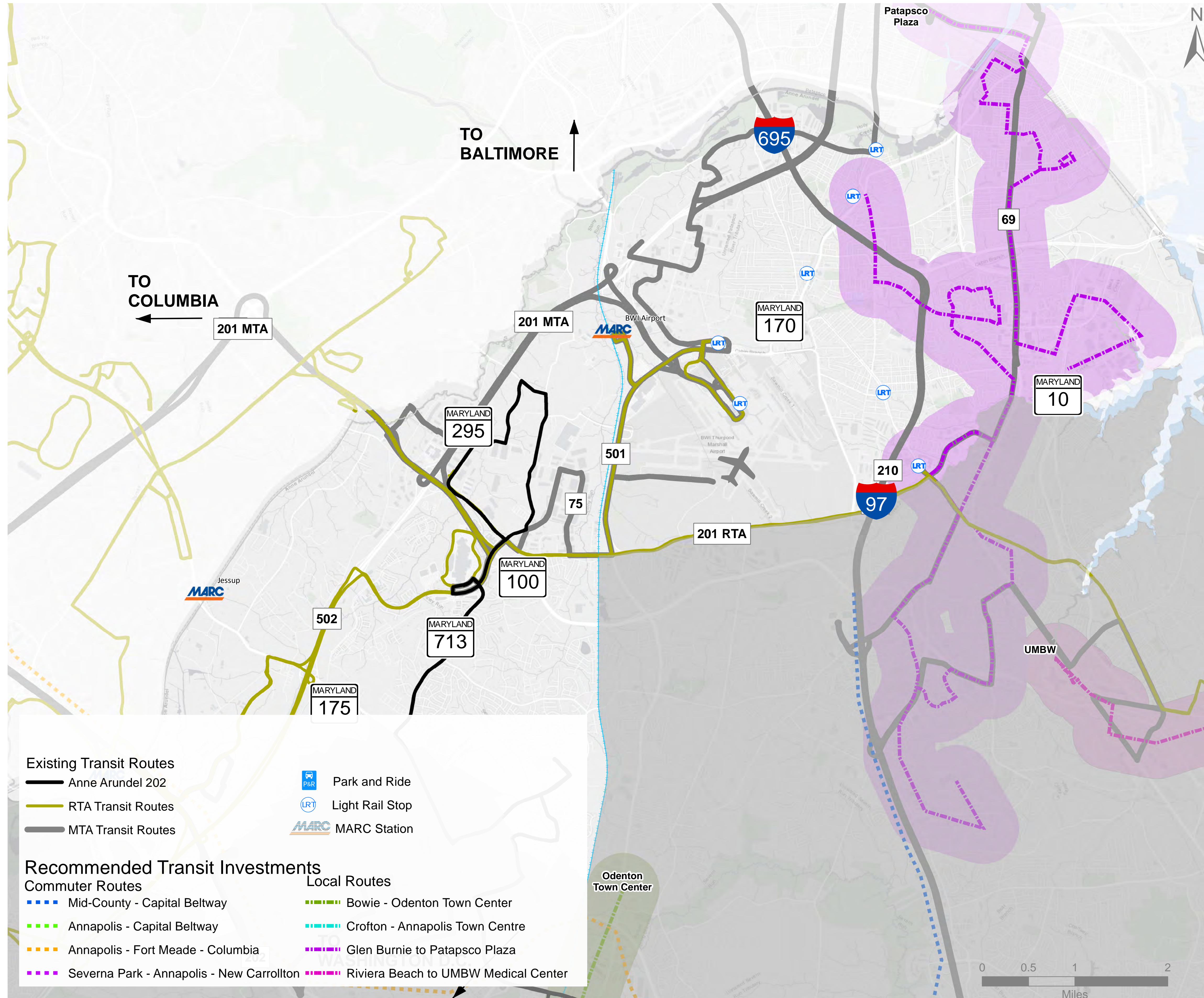
The walkzone of Brooklyn Park Elementary School includes most of the neighborhood adjacent to the school. Aside from the Arundel Gardens neighborhood, only a section of Harbor Valley Drive remains outside the walkzone. Harbor Valley Drive could be incorporated into the walkzone by creating a walkway across the narrow utility corridor between Panorama Way and Valley Road or between 14th Street and Harbor Valley Drive. A similar sidewalk connects Panorama Way with Brooklyn Park Middle School.



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

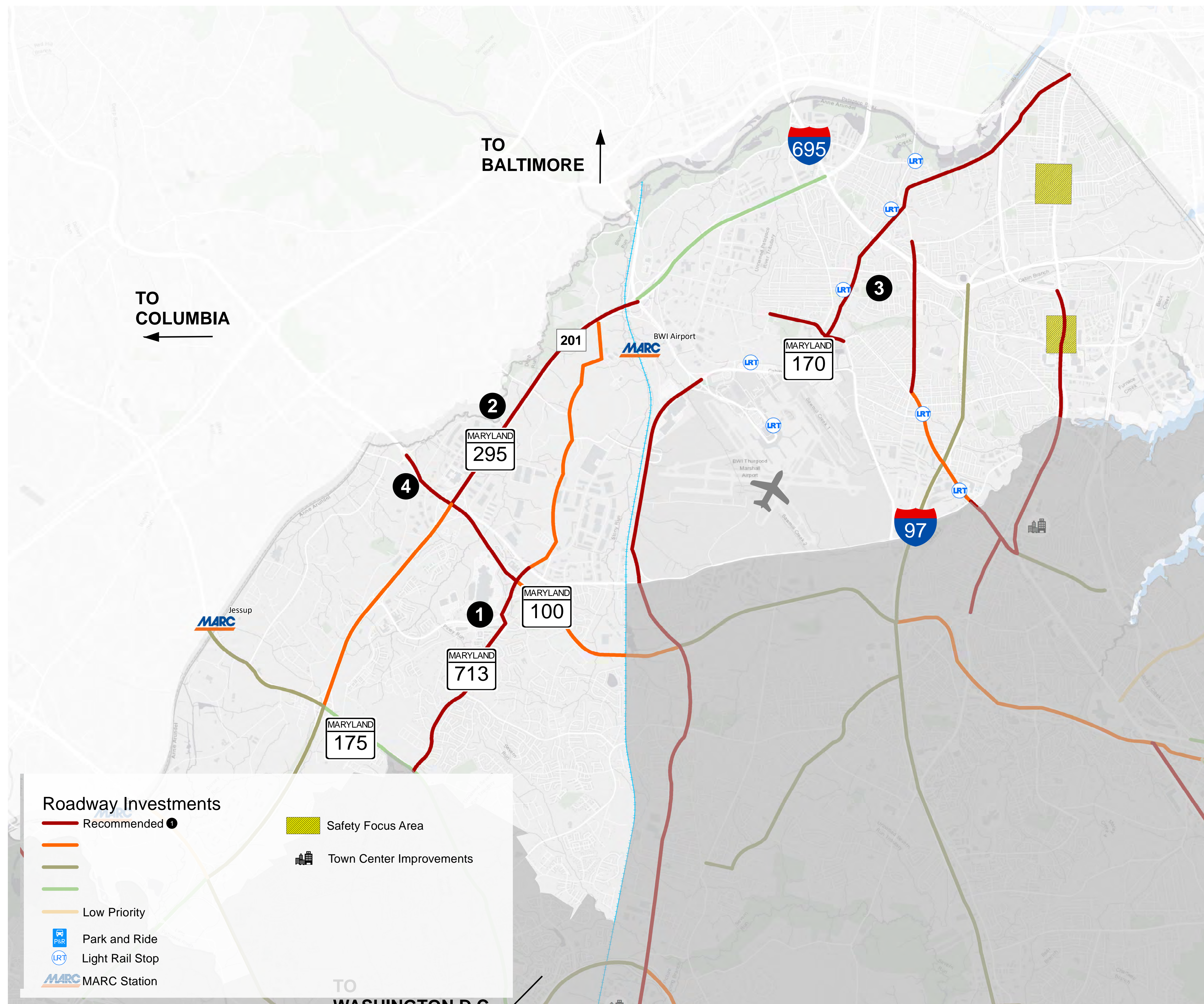
COUNCIL DISTRICT 1

Recommended Transit Investment Priorities



COUNCIL DISTRICT 1

Recommended Road Investment Priorities



Summary of Major Projects

1 MD 713 between MD 175 and Arundel Mills Blvd. to address increasing traffic congestion and traffic safety issues and provide additional bicycle and pedestrian facilities

As MD 295 (Baltimore-Washington Parkway) experiences recurring congestion, it is expected that additional traffic will use MD 713 as an alternate north-south travel route to access points-of-interest in the area. A recent study evaluated alternatives to improve traffic operations and safety and improve compatibility for pedestrian and bicycle travel. Road widening to allow for turn lanes and intersection improvements is necessary. A new continuous sidewalk is proposed on at least one side of MD 713 from MD 175 to Dorsey Road and continuous on-street bike lanes in both directions are recommended. Congestion at MD 713 and MD 175 could rise to the level of needing a grade-separated interchange although at-grade alternatives may exist to handle future traffic volumes.

2 MD 295 – Protecting Maryland’s Scenic Parkway and Managing Congestion

The Baltimore-Washington Parkway is an environmental “crown jewel” of Maryland’s transportation system and is listed on the National Register of Historic Places. General widening of MD 295 is to be discouraged to protect sensitive environmental areas. The County supports traffic management improvements that are pinpointed at hot spots along MD 295. Strategies such as ramp metering and longer exit ramps should be considered. The County’s priority improvement area for MD 295 is between MD 175 and I-195; the interchange of MD 295 and MD 100 is a major bottleneck that must be addressed. A potential interchange at Hanover Road should carefully weigh the possible benefit to alleviating some congestion at MD 100 relative to the potential environmental impacts.

More broadly, a multimodal approach is needed to managing traffic growth. MDOT MTA should aggressively implement the MARC Growth and Investment Plan to allow for more service on the Camden Line. Until that occurs, MDOT MTA should initiate commuter bus service to Washington, DC to serve commuters coming from the eastern part of the County.

3 Linthicum/Ferndale Community Connectors

B&A Boulevard (MD 648), Camp Meade/Belle Grove Road (MD 170) and Andover Road are important community connectors within the northern part of the County and require reinvestment in roadway quality and attention to safety improvements, traffic calming and bicycle and pedestrian facilities to support neighborhood quality of life and small business districts. A program of improvements should be advanced after further community consultation.

4 MD 100 from MD 170 to I-95

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

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