

# COUNCIL DISTRICT 4

## Recommended Bicycle and Pedestrian Investments



**MOVE ANNE ARUNDEL!**  
COUNTY TRANSPORTATION  
MASTER PLAN



**SABRA**  
& ASSOCIATES

### 1 Four Seasons Elementary School



The walkzone of Four Seasons Elementary School encompasses most of the school boundary. The walkzone could be expanded to the west by allowing students to use the sidewalks through Gorc Park. These sidewalks connect Strawberry Lake Way to Autumn Gold Drive. Improving crossing conditions at Strawberry Lake Way and Meandering Way with the curb extensions and raised crosswalks will further connect the area's sidewalk system.

### 4 Waugh Chapel Elementary School



The walkzone for Waugh Chapel Elementary School is limited to the neighborhood immediately adjacent to the school. While a well-connected sidewalk system exists throughout the school zone, Waugh Chapel Road acts as a barrier. The school walkzone could be expanded by providing safe crossing locations of Waugh Chapel Road at Indian Summer Drive and/or Chapelgate Drive. Changes to these intersections could include curb extensions (to reduce the crossing distance) and high-visibility crosswalks. Raised crosswalks and a hybrid signal will also improve safe crossing conditions for students.

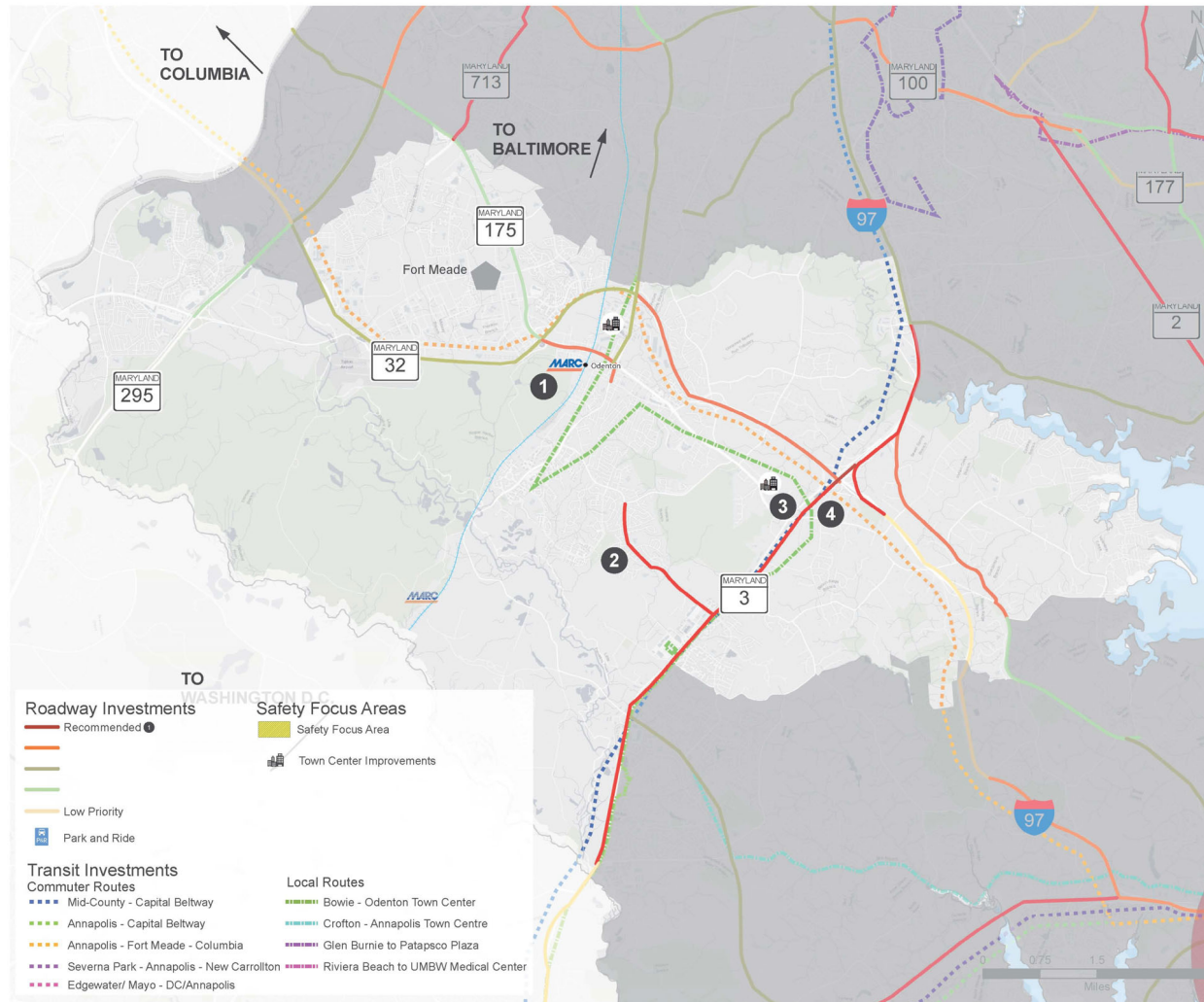


The network of shared-use paths can carry Anne Arundel County residents most of the way to many Points of Interest (POI) throughout the county. To complete the "last mile", additional on-street bicycle path designations are recommended, connecting the trails to key destinations through low-stress routes.



# COUNCIL DISTRICT 4

## Recommended Road & Transit Investment Priorities



### Summary of Major Projects

**1** Roadway and transit improvements at Odenton Town Center to support new development and manage congestion

Since the 2010 Odenton Transportation Study, Town Center Boulevard has been constructed and work on grid streets has begun. When completed, the street network will provide users multi-modal access and mobility choices throughout the community including new sidewalks, bicycle facilities, and improved access to the MARC station. Ridership growth at the Odenton MARC Station continues to outpace parking capacity; a long-planned parking garage must advance so that further community and economic development can occur. Improvements to the station such as a wider pedestrian underpass and new canopies for waiting passengers are also necessary.

**2** Improve Waugh Chapel Road between MD 3 and Dairy Farm Road to accommodate planned residential and commercial growth

Waugh Chapel Road is one of three routes to access MD 3 from the west, where residential growth has been significant over the past decade and is planned to continue. Left turns to and from subdivisions are difficult during peak hours, long traffic queues occur, and crashes are frequent. There are many gaps in the sidewalk network and bicyclists ride in narrow travel lanes with traffic through much of the corridor. An ongoing study by the Department of Public Works has identified the need for turning lanes and other improvements at several intersections. These improvements must also reflect the residential nature of the area, keep traffic at safe speeds, and respect sensitive environmental areas.

**3** A comprehensive approach to the MD 3 corridor

MD 3 should be converted to a limited access freeway which will require strengthening land development regulations and coordination between MDOT SHA, the County and property owners to ensure that local access can be provided to the many shopping centers and residential areas that have developed over the past 20 years. It is recommended that phasing occur in at least three segments north to south: MD 32 to Waugh Chapel Road (2.4 miles), Waugh Chapel Road to MD 450 (3.7 miles), MD 450 to US 50 (2.8 miles). New commuter bus service should be provided from the Waugh Chapel area to Washington, DC and to its suburbs at New Carrollton Metro Station, College Park and Silver Spring and more park-and-ride lots must be developed along MD 3 to support this service.

**4** Improving traffic safety and flow at I-97/MD 3/MD 32

Mainline widening of I-97 is not warranted at this time; however, the corridor is a strong candidate for management and operations such as ramp metering and the hardening of shoulders for peak hour use. The junction of I-97, MD 3 and MD 32 requires has a higher than average crash rate which must also 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.