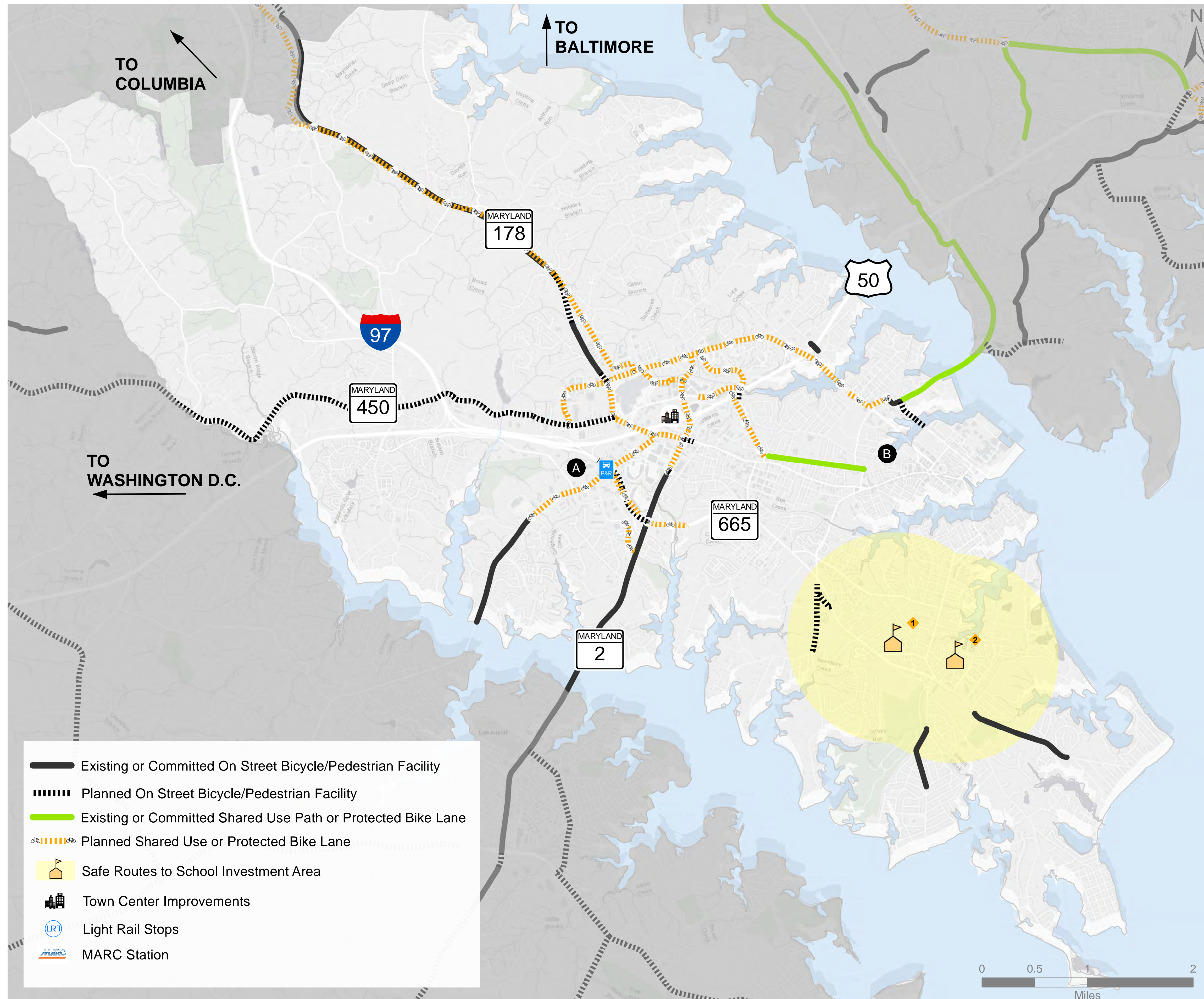


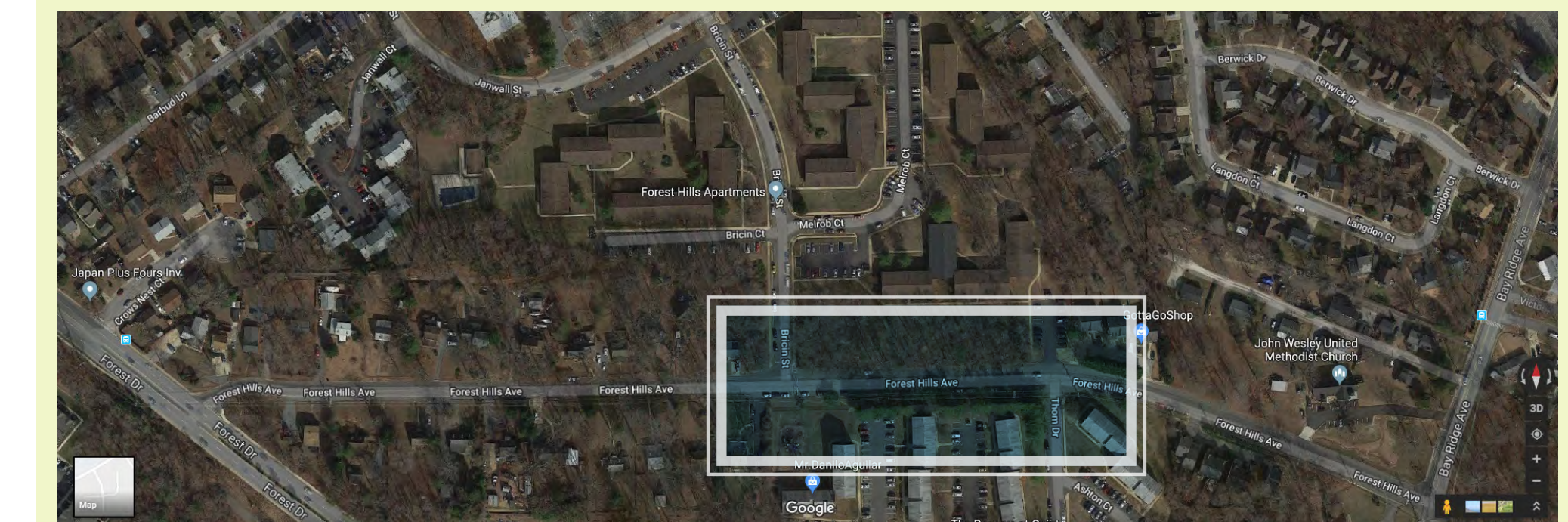
# COUNCIL DISTRICT 6

## Recommended Bicycle and Pedestrian Investments



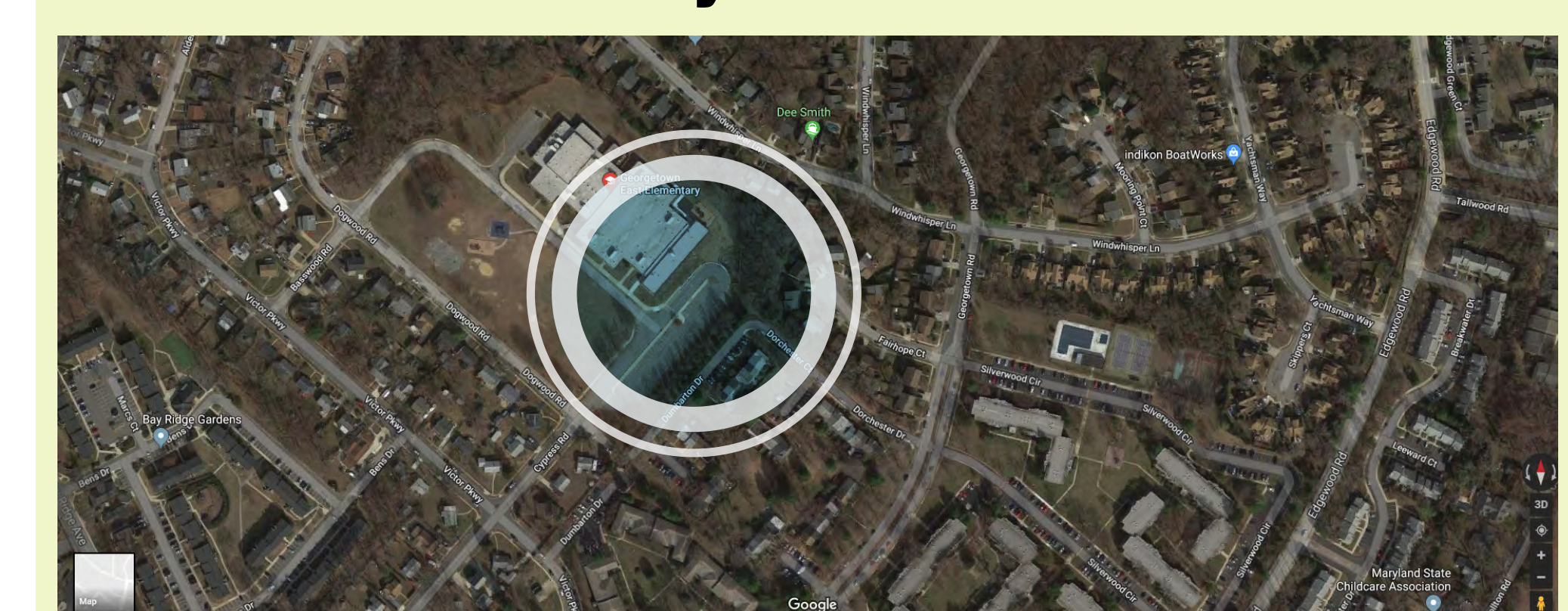
- Existing or Committed On Street Bicycle/Pedestrian Facility
- Planned On Street Bicycle/Pedestrian Facility
- Existing or Committed Shared Use Path or Protected Bike Lane
- Planned Shared Use or Protected Bike Lane
- Safe Routes to School Investment Area
- Town Center Improvements
- Light Rail Stops
- MARC Station

### 1 Tyler Heights Elementary School

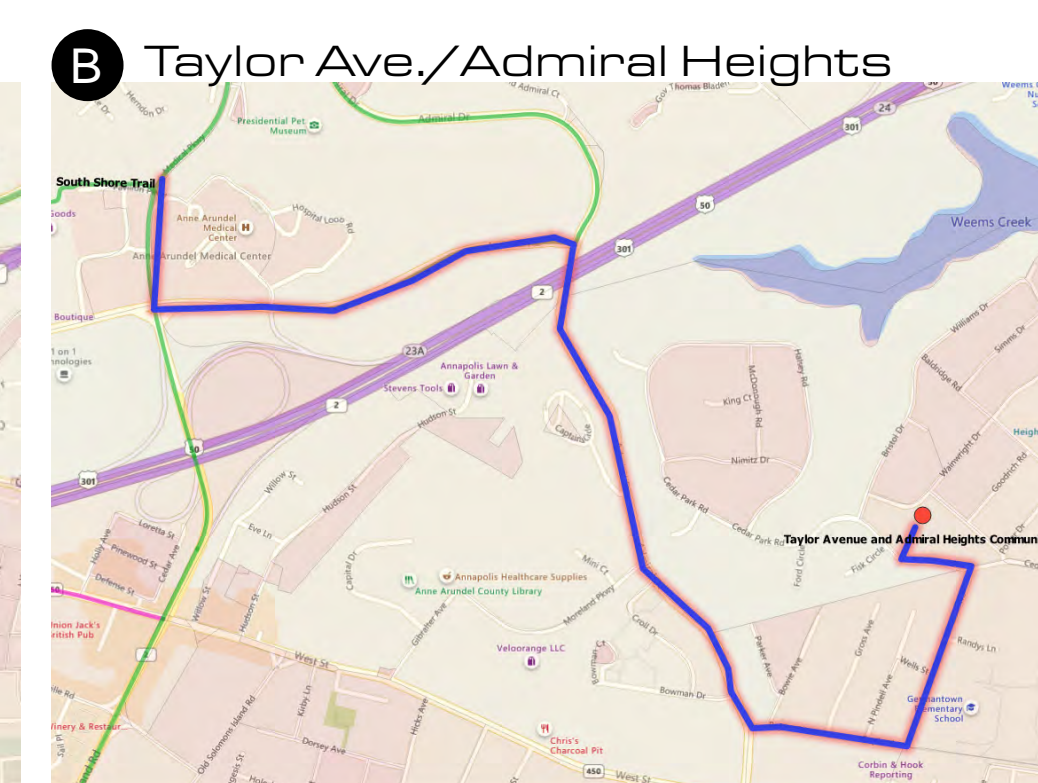
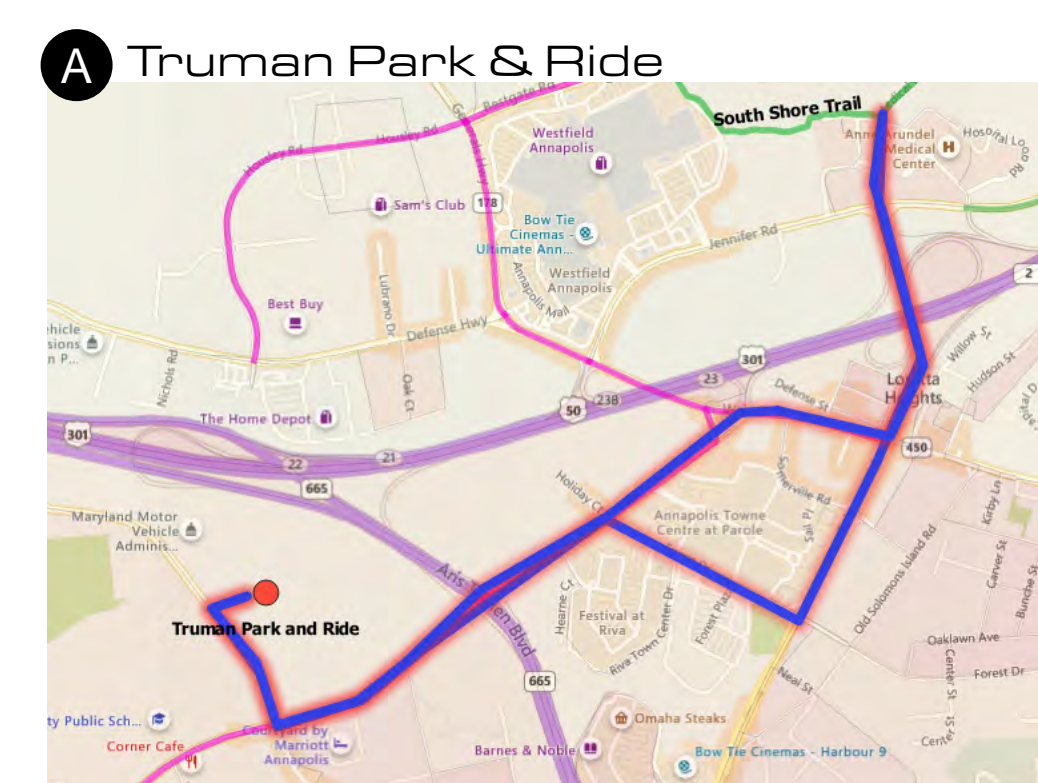


The walkzone of Tyler Heights Elementary School in Annapolis could be expanded with the addition of sidewalks on Forest Hills Avenue between Bricin Street and Thom Drive. A high-visibility crosswalk, with curb extensions, would improve crossing conditions at the intersection of Forest Hills Avenue and Thom Drive by reducing the pedestrian crossing distance and alerting motorists to crossing students.

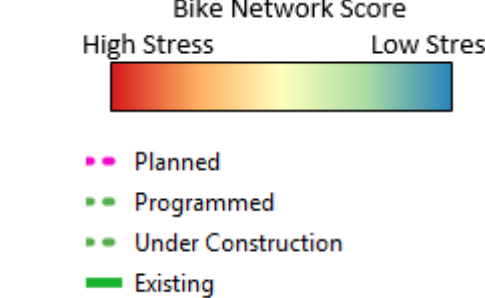
### 2 Georgetown East Elementary School



The walkzone of Georgetown East Elementary School encompasses the neighborhoods immediately around the school. A disconnected street and sidewalk system contribute to the limited walkzone to the east. The walkzone could be expanded by adding sidewalks connecting the school to Doncaster Drive and Dumbarton Drive. These modest sidewalk additions would decrease the walking distance for students from Edgewood Road.

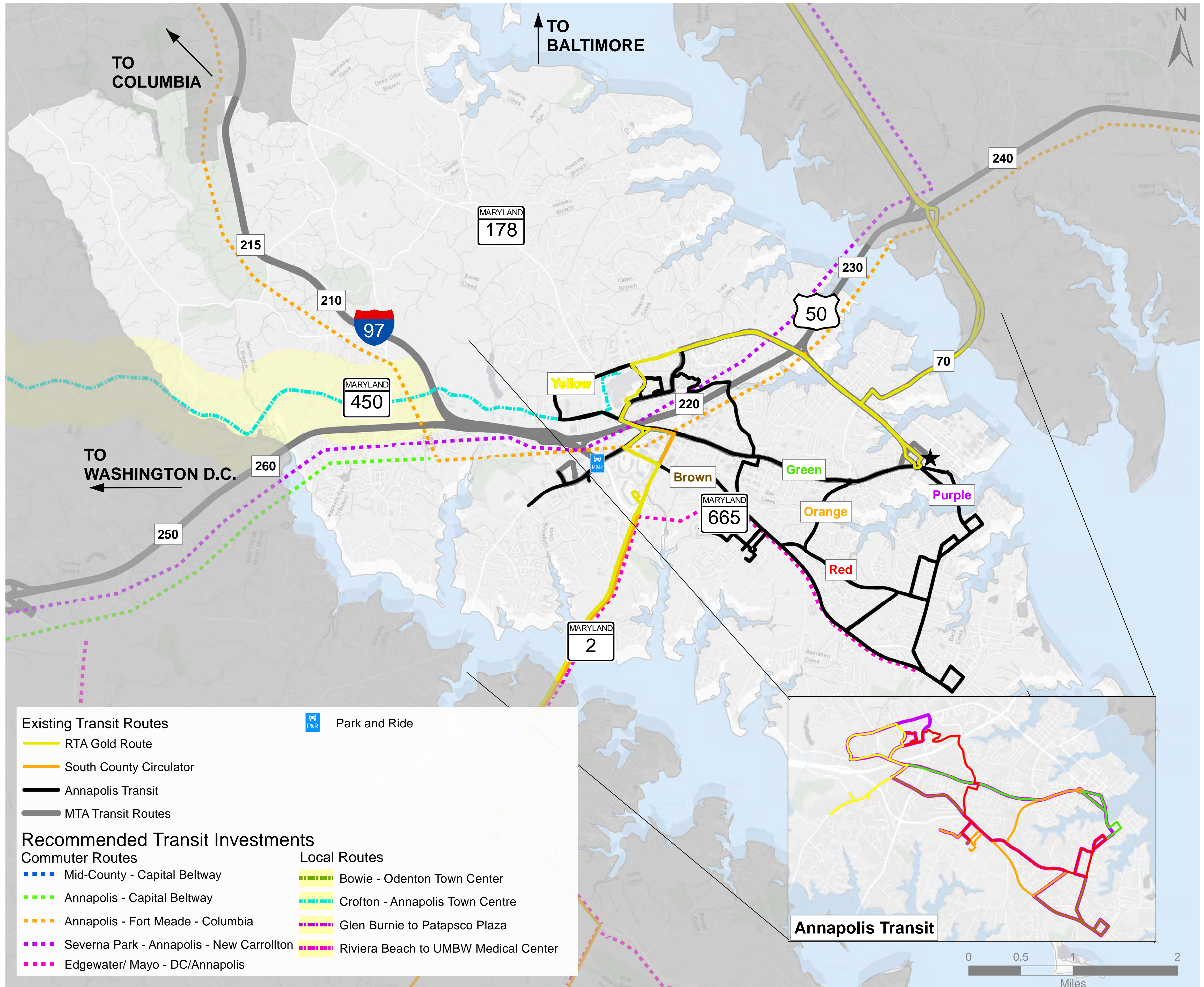


The network of shared-use paths can carry Anne Arundel County residents most of the way to many Points of Interest (POI) throughout the county. To complete the "last mile", additional on-street bicycle path designations are recommended, connecting the trails to key destinations through low-stress routes.

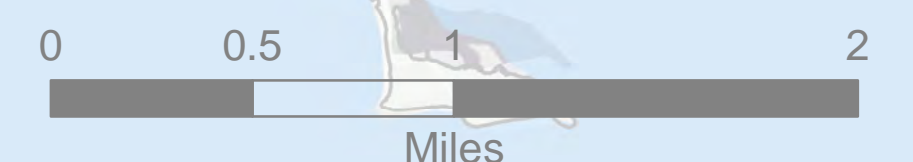
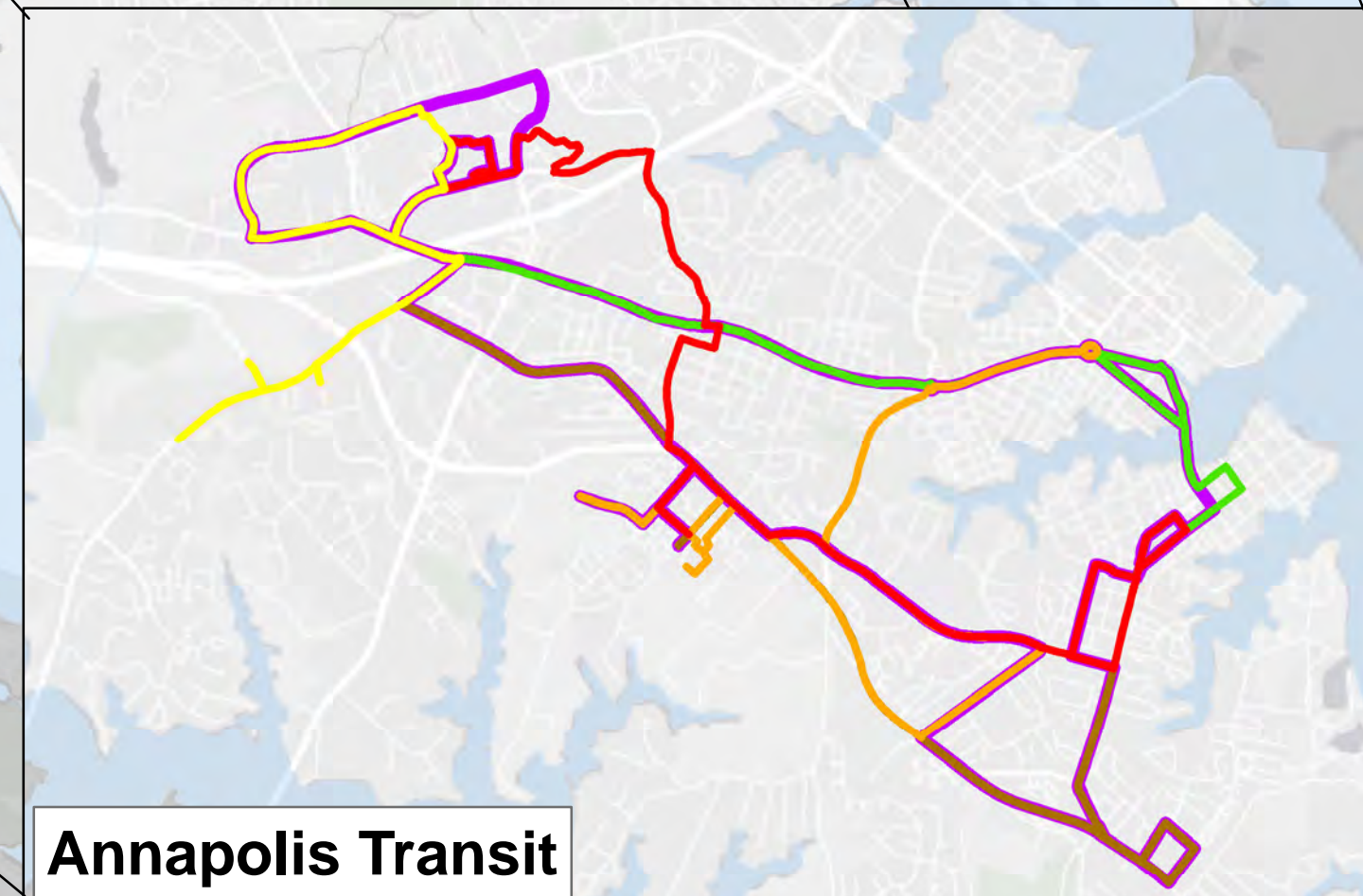


# COUNCIL DISTRICT 6

## Recommended Transit Investments

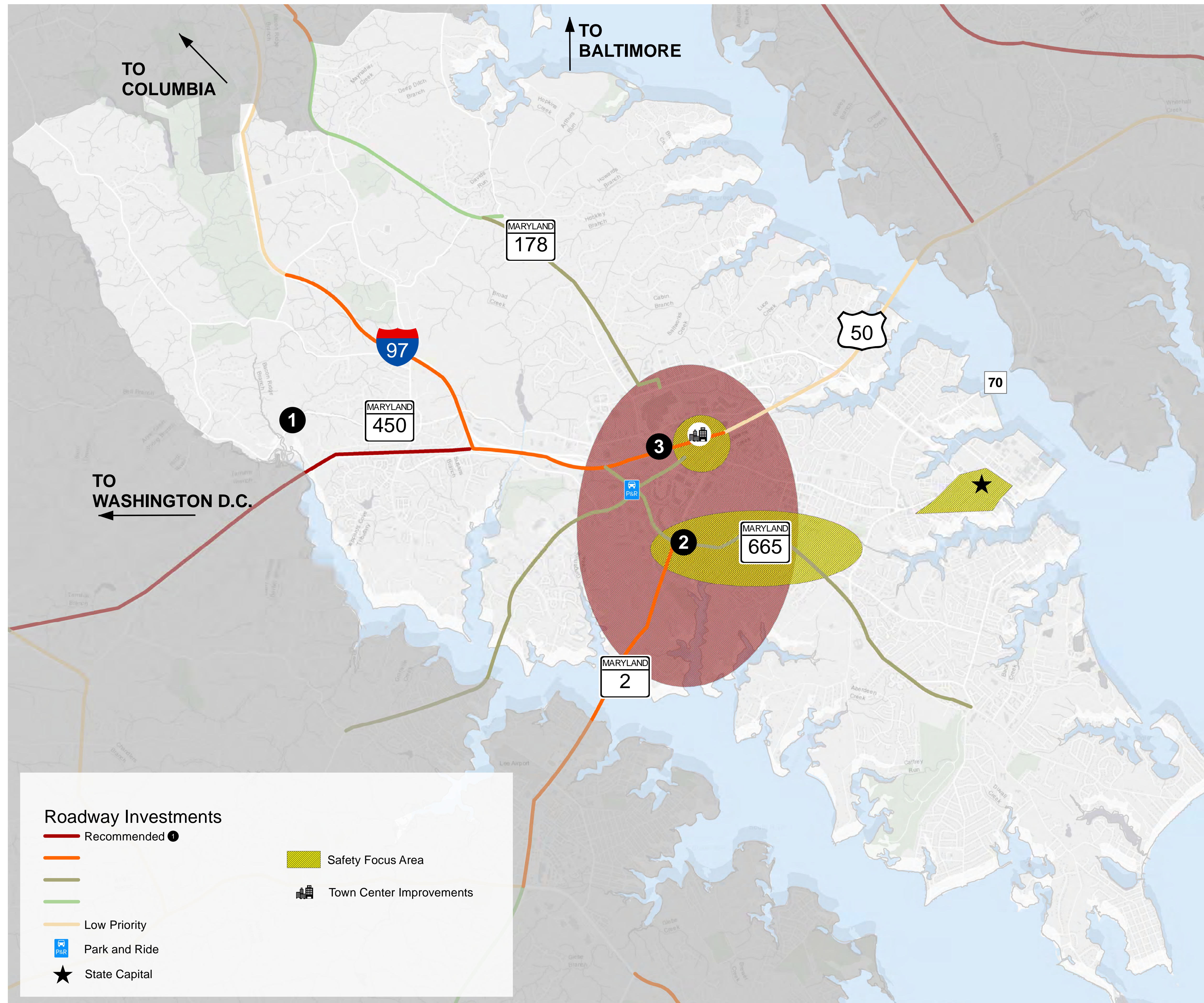


- |   |               |
|---|---------------|
| <b>Existing Transit Routes</b>            | Park and Ride |
| RTA Gold Route                            |               |
| South County Circulator                   |               |
| Annapolis Transit                         |               |
| MTA Transit Routes                        |               |
| <b>Recommended Transit Investments</b>    |               |
| <b>Commuter Routes</b>                    |               |
| Mid-County - Capital Beltway              |               |
| Annapolis - Capital Beltway               |               |
| Annapolis - Fort Meade - Columbia         |               |
| Severna Park - Annapolis - New Carrollton |               |
| Edgewater/ Mayo - DC/Annapolis            |               |
| <b>Local Routes</b>                       |               |
| Bowie - Odenton Town Center               |               |
| Crofton - Annapolis Town Centre           |               |
| Glen Burnie to Patapsco Plaza             |               |
| Riviera Beach to UMBW Medical Center      |               |



# COUNCIL DISTRICT 6

## Recommended Road & Transit Investment Priorities



### Summary of Major Projects

#### 1 US 50 – High-Capacity Solutions without New Freeway Lanes

With the strong shift of travel demand in Anne Arundel County towards the Capital Beltway, HOV lanes on US 50 between the Prince George's County line and the Capital Beltway should be extended east to I-97. The establishment of HOV lanes on US 50 (and proposed express toll lanes on the Capital Beltway) should be coupled with a significant expansion of commuter bus service. Specifically, it is recommended to add commuter bus service from the park and ride lots in Annapolis and Severna Park to College Park, Silver Spring and Bethesda. This would be coupled with a similar need for commuter bus trips along MD 3 then head west towards Washington DC and its suburbs.

Interchange improvements at the junction of US 50 and I-97 should be advanced to eliminate this bottleneck and reduce the high rate of traffic crashes.

#### 2 Improving Circulation within Annapolis and Parole

A coordinated response to growth in travel demand within the Parole Town Center and surrounding areas is currently under study as part of the Parole Master Plan update. Recommendations will relate to a traffic systems operations management plan for MD 450, MD 2, MD 665 and Forest Drive to ease congestion; improve safety, enhance walkability, and build out a local street network that allows short trips to circulate the area without using the major roadways. Construction of the Annapolis Intermodal Transit Center, new MDOT MTA commuter bus service along to the DC suburbs (see US 50 above) and expansion of park-and-ride spaces are recommended as well.

#### 3 Annapolis Transit Center

For nearly 25 years, Anne Arundel County and the City of Annapolis have sought to build and operate a multimodal transportation center near I-97 and US 50 to provide a seamless transfer point for area residents, commuters and visitors. The center would be a hub for Annapolis Transit and MTA local and commuter bus routes, a stopping point for Megabus, and provide bike sharing and other transportation services. A site selection study is now underway.

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.