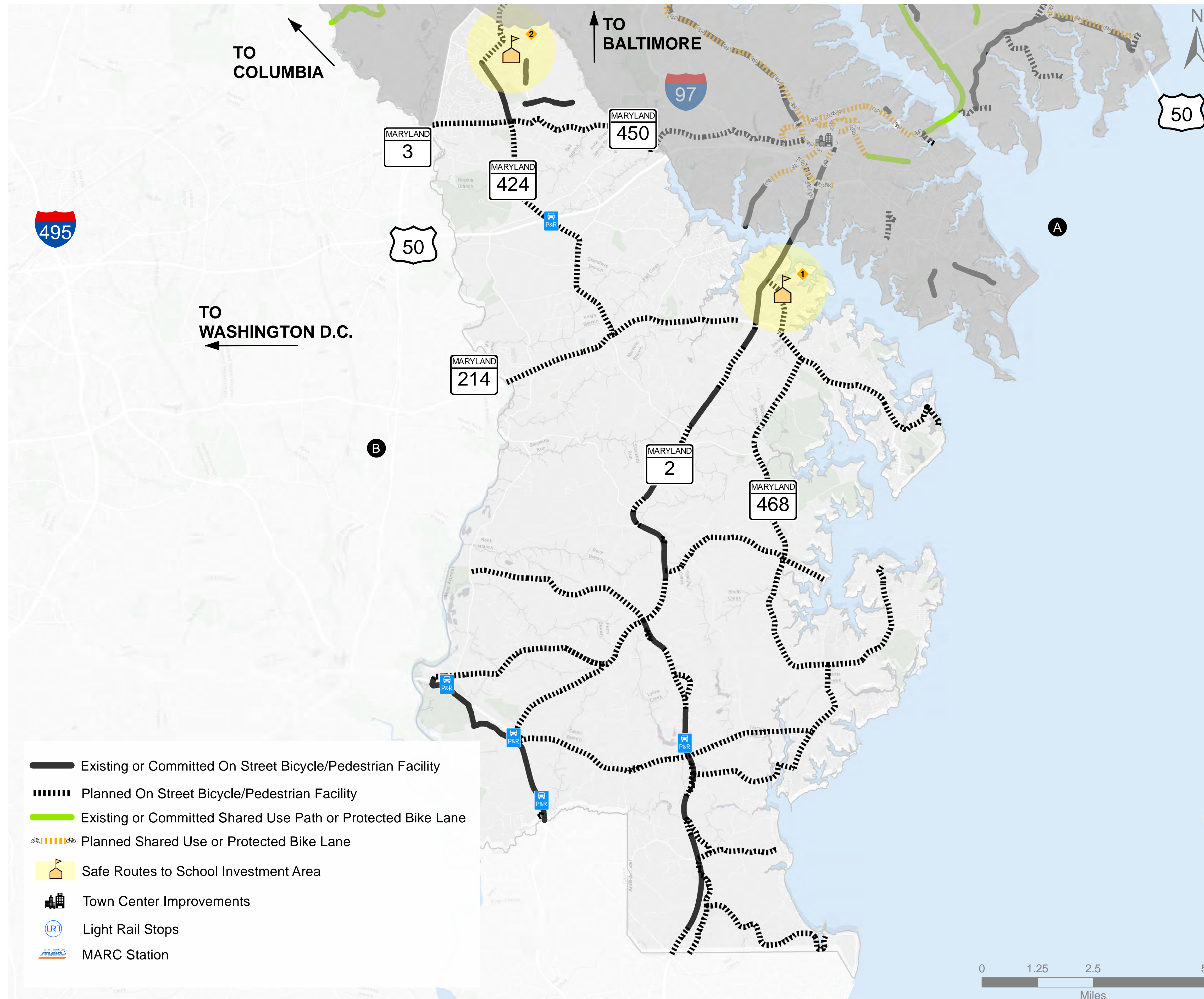


# COUNCIL DISTRICT 7

## Recommended Bicycle and Pedestrian Investments

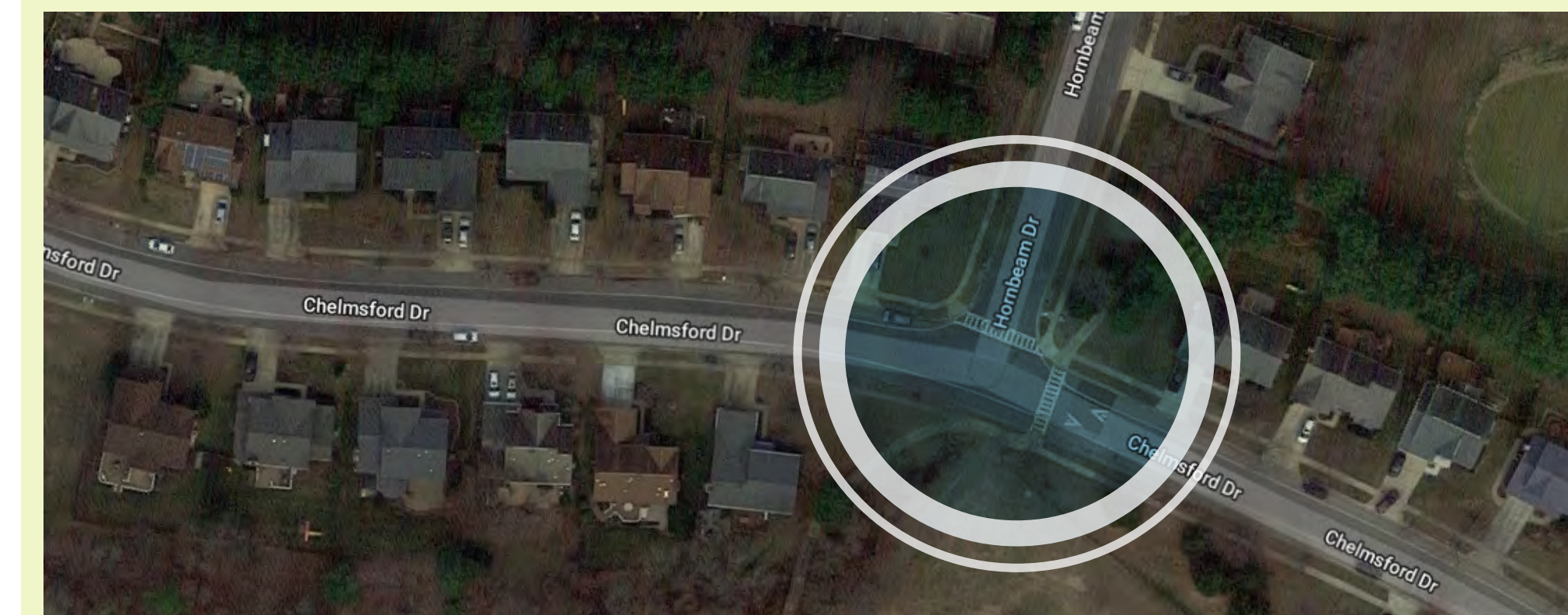


### 1 Edgewater Elementary School



Edgewater Elementary School is located on Washington Road, off Mayo Road. The school's boundary is limited by the South River and adjacent creeks. As such, no through traffic uses Washington Road. Walking conditions for students would be improved with the addition of sidewalks along Washington Road and Maryland Way as well as along Mayo Road between Washington Road and Oakwood Road.

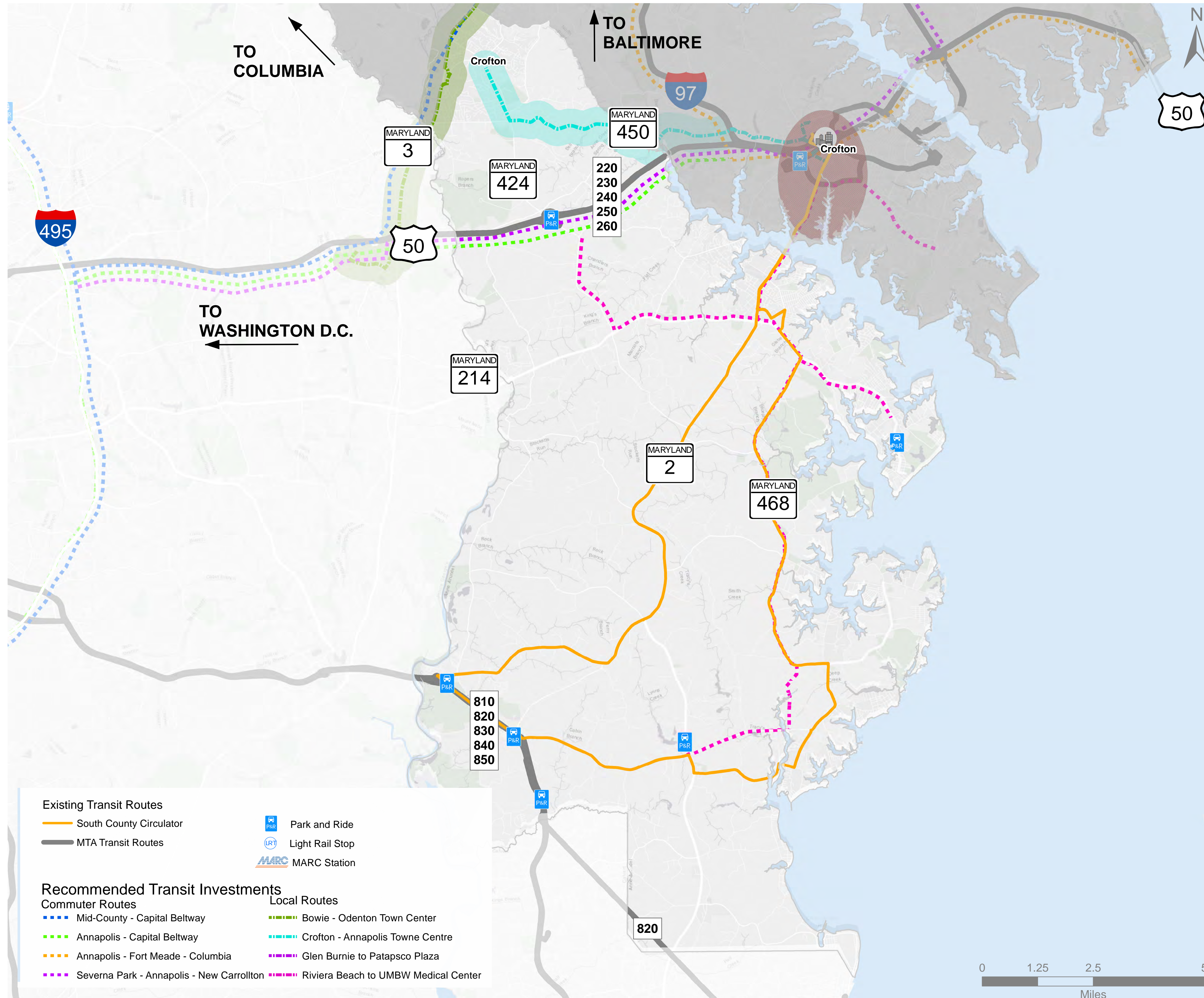
### 2 Crofton Meadows Elementary School



The walkzone of Crofton Meadows Elementary School includes most of the residential areas within the school boundary. The walkzone could be expanded to include almost all of the school boundary by improving crossing conditions at Chelmsford Drive and Hornbeam Drive. This intersection currently has a speed bump, but the addition of a high-visibility crosswalk, raised crosswalk or curb extensions would improve safety for students. Students could then utilize the sidewalk leading from this intersection to the school.

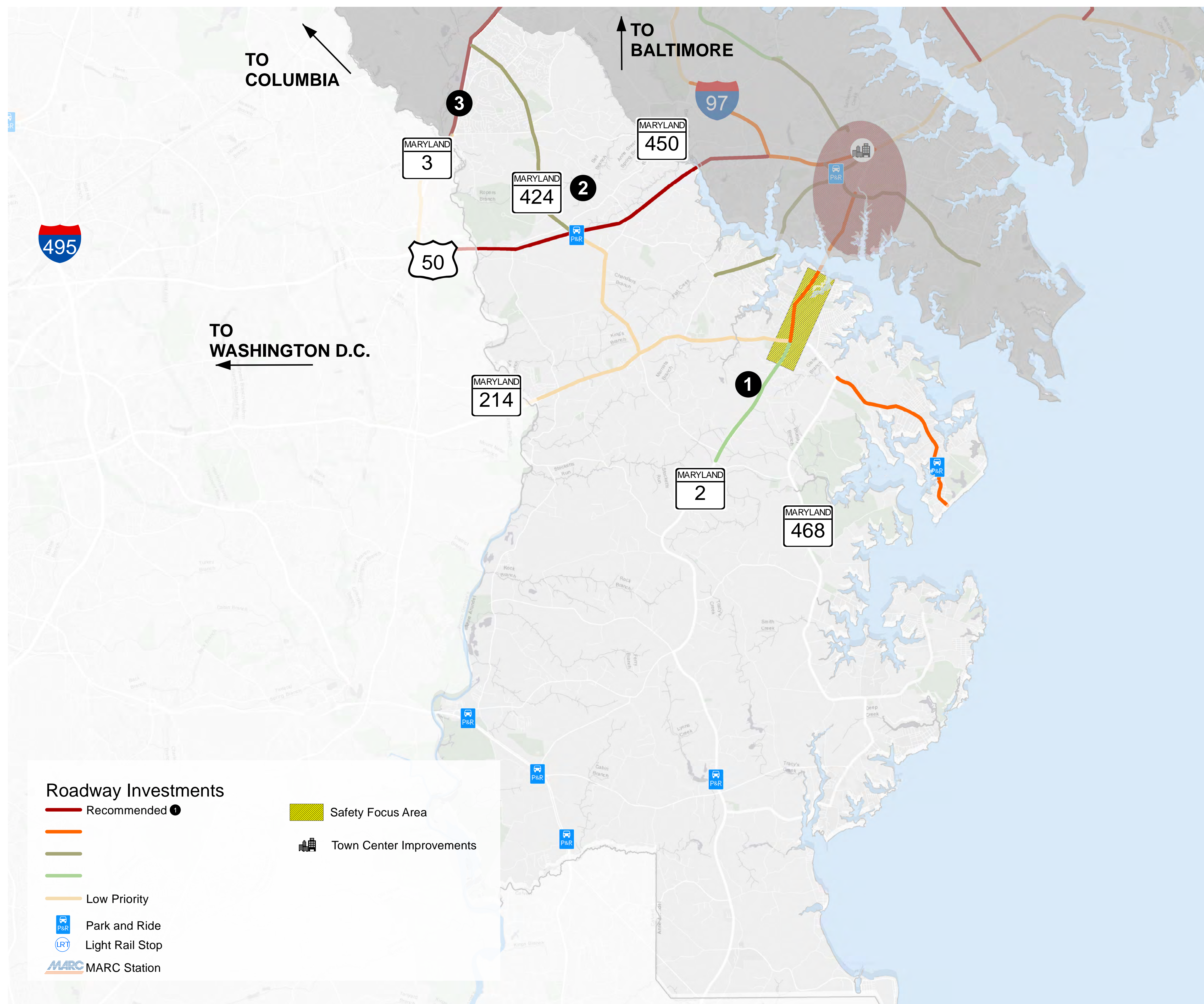
# COUNCIL DISTRICT 7

## Recommended Transit Investment Priorities



# COUNCIL DISTRICT 7

## Recommended Road Investment Priorities



### Summary of Major Projects

#### 1 A South County Strategy

Protecting the rural and agricultural character is of paramount concern in South County. This yields a very different transportation strategy than the urbanized areas to the north. Approaches must be tailored to protect the rural character and support small towns like Deale, Mayo and Shady. This includes:

- coordinating land use and transportation strategies with Calvert County to achieve a safe and consistent transportation network without bottlenecks;
- avoiding wholesale road widening in favor of small operational improvements to allow for safe left turns;
- slowing traffic through the more populated areas; and,
- building the sidewalk and bicycle network where it makes the most sense for very localized trips.

#### 2 US 50 HOV/Commuter Bus Strategy.

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 to I-97. The establishment of HOV lanes on US 50 (and/or 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 South County to College Park, Silver Spring and Bethesda, and to construct a new park-and-ride lot in Edgewater.

#### 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 from 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.

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.