



M A R Y L A N D

Office of County Executive
STEUART PITTMAN

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The Best Place

May 30, 2019

Mr. Peter K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Drive
Hanover, MD 21076

Dear Secretary Rahn:

Thank you for the opportunity to provide comment on Anne Arundel County's FY2020 list of priorities for the Consolidated Transportation Program. A strong partnership between the State and County is essential as we work together to address our urgent transportation needs and we appreciate our relationship with the Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA).

Anne Arundel County is committed to multimodal mobility management strategies that will increase safe and reliable options of travel. In 2018, Anne Arundel County began the process of completing our first transportation functional master plan, Move Anne Arundel. Move Anne Arundel is based on four goals of:

- 1) A multi-modal transportation system that provides practical and reliable transportation choices and connections for all users;
- 2) A safe transportation system;
- 3) A transportation system that is resilient, protects the environment and minimizes environmental impacts; and
- 4) A transportation system that is in good repair.

Considering those goals, the following are the Anne Arundel County's highest priorities for the Consolidated Transportation Program:

1. *Maryland 2 (Ritchie Highway), from US 50 to Benfield Road.*
The 2017 Maryland State Highway Mobility Report identifies MD 2 Northbound from US 50 to MD 648/White Road as the #6 most congested arterial section in the state during afternoon peak time. Likewise, the intersections of MD 2 / College Parkway and MD 2 / Arnold Road both were identified as intersections with a failing Level of Service (LOS). SHA has received the County's previous request to study the feasibility of adding additional lanes through Severna Park and Arnold to better serve the

communities along the Broadneck Peninsula, which experiences heavy congestion throughout its entire length, particularly in the afternoon peak period. We look forward to the study's findings and encourage the State to begin reserving funding in the Comprehensive Transportation Plan to fund recommended improvements.

2. *Robert Crain Highway (MD 3)*: This road is the only north-south local access roadway in Anne Arundel County between MD 197 in Laurel and MD 178 in Crownsville. This local highway carries over 70,000 vehicles per day, including a large amount of commuter traffic, but it is also becoming an economic generator of its own. We have requested funding for this corridor for the past several years. We are once again requesting a joint SHA and Anne Arundel County study of the Route 3 corridor between MD 424 and MD 32 to improve safety and mobility in this congested corridor. We believe this should include multimodal improvements, specifically to include safe bicycle and pedestrian crossing of MD 3 at MD 424, the Waugh Chapel area and near MD 175 where the planned South Shore Trail will cross.
3. *Odenton MARC Station TOD*: Improving accessibility to the Odenton MARC Station and its more than 50 daily trains is our highest transit priority, and, Anne Arundel County requests that MDOT identify funding to replace the existing surface spaces with structured parking. The station should also include safe bike routes and bike racks to encourage the hundreds of commuters who drive less than two miles daily to the station. This can also facilitate safe bike travel to the new Pepper Road bicycle gate to Ft. Meade. As a good partner, Anne Arundel County has created a Tax Increment Financing District to assist in funding the replacement parking in garage(s). This project continues to be a priority and we are hopeful construction can begin soon.
4. *Baltimore and Annapolis (B&A) Trail Connector*: The County trail system will offer safe connections among public recreation areas, Anne Arundel Community College and the B&A Trail across MD 2. Anne Arundel County requests continued funding for design and construction of the entire Broadneck Peninsula Trail facility; however, the highest priority at this time is providing a safe crossing of MD 2. We appreciate the funding last year for the design of the B&A Trail Connector and now request funding specifically for the construction of that portion of the Trail.

5. *WB&A Trail Pedestrian Bridge (Anne Arundel to Prince George's County)*: We appreciate the previous design and construction funding of this critical trail connection between Anne Arundel and Prince George's Counties that would become part of the East Coast Greenway. This project will remain on the list to show our continued commitment to this project until the construction funds are obligated.
6. *LOTS funding*: Funding for locally operated transit systems (LOTS) has remained flat, but Anne Arundel County transit service must not only improve, but expand service frequency, hours of operation and coverage. Key employers in the region (BWI Airport, Arundel Mills/MD Live Casino, and Fort Meade) have requested expanded service past the traditional workday hours as well as needing additional connections. The County is doing its part to provide Anne Arundel County residents access to Anne Arundel County jobs. The County is appreciative of the Fort Meade Shuttle funding, but as of now this is only funded as a two year trial. As the latest 2017 census population data indicates, Anne Arundel County's population is now within 6% of the City of Baltimore's population and as such requires more attention. Maryland Transit Authority has rolled out Baltimore Link to improve transit service for the City of Baltimore and Anne Arundel County is requesting transparent and equitable funding programs to address disparities in transit networks in the County.
7. *Davidsonville Road (MD 424) from Crain Highway MD 3 to Defense Highway (MD 450)*: This segment of MD 424 is highly developed with residential subdivisions, several parks, a large commercial corridor at MD 3, existing schools, and a new Crofton High School to open soon. As right-of-way cost estimates grow, there is concern with the cost of the project, we are looking to assist the State by reaching out to the adjoining property owners to look at ways we can reduce the right-of-way costs.
8. *MD 214 on the Mayo Peninsula*: The Mayo peninsula suffers from frequent congestion and residents are concerned about public safety and emergency access when the two-lane MD 214 highway is jammed with traffic. Anne Arundel County is completing a traffic study to assess the needs of MD 214 on the Mayo Peninsula from MD 468 (Muddy Creek Road) east to the end of the peninsula. We are requesting SHA participation as a

member of the project management committee, and, future funding to address the deficiencies identified by the study, including safe bicycle and pedestrian facilities along and crossing MD 214. Anne Arundel County has provided a capital improvement project in its draft budget for the coming fiscal year for intersection improvements at Loch Haven Road. The County hopes SHA recognizes and appreciates the County's contribution to improving State infrastructure and responds by helping speed the project through to construction as well as funding other needed improvements on this peninsula that have been identified.

In addition to the eight priorities listed above, Anne Arundel County has specific items for requests that need immediate assistance from the Maryland Department of Transportation based on the aspects of safety and economic development. We ask that MDOT consider these requests as urgent needs:

- A feasibility study to recommend improvements to MD 450 between MD 424 and Rutland Road. In 2018, the road was closed to through traffic more than 60 times due to flooding. The impacts to the community are significant to public safety, schools and transportation. In addition to the direct impacts there are significant impacts to Route 50 if traffic cannot be bypassed using MD 450, especially during an emergency situation.
- A feasibility study to recommend improvements to MD 424 from MD 450 to MD 3. The new Crofton High School is scheduled to open next year, which will significantly change traffic patterns.
- Continued funding for the Fort Meade Shuttle transit service. Fort Meade is the largest employer to Anne Arundel County and as the Fort continues to grow with expanded services to the with the Department of Defense and other installations, continuation of the service is vital for Anne Arundel County and Fort Meade.
- Designate county MARC and Light Rail stations in Anne Arundel County as Transit Oriented Development (TOD) areas. As Anne Arundel County is the home to both regional rail and light rail station, the county is primed to work with MDOT to achieve these goals; TODs tend to be dense developments that include a mix of commercial, retail and housing uses assembled in a way that is pedestrian and bike friendly. By bringing mixed-uses together

around transit stations, TOD enables citizens to live, work and play within an easy walk to transit. The county looks to work with MDOT to establish state and local designations for TOD:

- BWI MARC Station
- BWI LRT Station
- Cromwell LRT Station
- Laurel Racetrack MARC Station
- Odenton MARC Station

While the projects above represent our highest priorities, our complete priority list is enclosed with all of our requested projects categorized by mode of travel. The attached list identifies roadway, transit and active transportation projects needed to maintain mobility for our residents, visitors, and workforce as well as to address the six goals in the Maryland Transportation Plan. We are eager to continue the mutually beneficial working relationship between your Department and Anne Arundel County.

Sincerely,



Steuart Pittman
County Executive

Enclosure

cc: Honorable Andrew Pruski, Chair, Anne Arundel County Council
Honorable Mark Chang, Chair, Anne Arundel County House
Delegation
Honorable Pamela Beidle, Chair, Anne Arundel Senate Delegation
Ben Birge, Chief Administrative Officer
Ramond Robinson, Director, Office of Transportation
Christopher J. Phipps, Director, Department of Public Works
Philip Hager, Planning & Zoning Officer
Brian Ulrich, Planning Administrator

TRANSPORTATION PRIORITIES

Anne Arundel County is embracing a multimodal transportation strategy to address traffic congestion, environmental protection, population health and safety and economic vibrancy. We count on our partners at MDOT, the City of Annapolis and other jurisdictions in the Baltimore/Washington region to work with us as we adopt policies and plans that better align our land use and transportation policies to reduce automobile reliance. Our priorities reflect this commitment to safe, economical, efficient and equitable transportation choices.

IMMEDIATE NEEDS

Anne Arundel County has specific items for request that need immediate assistance from Maryland Department of Transportation based on the aspects of safety and economic development.

- Support our request to supportive of any funding to develop near term practical solutions to help reduce and minimize the frequency of flooding on MD 450. Support our request for a feasibility study to recommend improvements to MD 450 between MD 424 and Rutland Road at a latter period. In 2018, the road was closed to through traffic 60-plus times due to flooding. The impacts to the community are significant to public safety, schools and transportation. In addition, to the direct impacts there are significant impacts to Route 50 if traffic cannot be bypassed using MD 450 if an emergency were to take place.
- Support our request for a feasibility study to recommend improvements to MD 424 from MD 450 to MD 3. The area has seen significant changes, with the most important, the new Crofton High School opening soon.
- Support our request and need for continued funding for the Fort Meade Shuttle transit service. Fort Meade is the largest employer to Anne Arundel County and as the Fort continues to grow with expanded services to the with the Department of Defense and other installations, continuation of the service is vital for Anne Arundel County and Fort Meade.

CORRIDORS

Anne Arundel County relies heavily on state roads for transportation within and through the county. Many of our peninsulas rely exclusively on single state roads for travel. In many cases, pedestrians and bicyclists must travel on or across SHA roads to reach their destinations. In keeping with state and county Complete Streets policies, it is critical to provide safe parallel and crossing facilities for pedestrians and bicyclists on SHA roads. Our joint strategies for addressing traffic congestion should include reduced use of single occupant vehicles, promote walk/bike/transit and divert through traffic movements from roads such as Ritchie (MD 2) and Crain (MD 3) "Highways" and onto controlled access roads.

Controlled Access Highways. I-97, MD 100, MD 10, US 50 and I-295 should be optimized in a way that attracts traffic from more local routes like MD 2, MD 3, MD 450, MD 214 and others.

(#1 overall priority) **Maryland 2 (Ritchie Highway), from US 50 to Robinson Road.** We acknowledge that SHA has received the County's previous request to study the feasibility of adding additional lanes through Severna Park and Arnold to serve the communities along the Broadneck Peninsula, which experiences heavy congestion throughout its entire length, particularly in the afternoon peak period. We eagerly await the findings of the study, which will address how to encourage through traffic to take interstate and freeway facilities instead of these local facilities and how to provide safer bicycle and pedestrian crossings of MD 2. While it is not clear that adding lanes would fix or exacerbate the problems, we encourage the State to begin reserving funding in the Comprehensive Transportation Plan to fund improvements. We would note that the *2017 Maryland State Highway Mobility Report* identifies MD 2 Northbound from US 50 to MD 648/White Road as the #6 most congested arterial sections in the state in the PM Peak. Likewise, the intersections of MD 2 and College Parkway and MD 2 and Arnold Road both were identified as LOS "F" intersections in that same report. Safe crossings for bikes and pedestrians should be

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provided to provide access to the B&A Trail. These should be considered instead of pocket lanes as have been added in Arnold and Pasadena.

(#2 overall priority) **MD 3, from MD 32 to Waugh Chapel Road.** Since the 2009 General Development plan, population and housing has more than doubled in the MD 3 corridor, which begins at I-97 and continues to US 50 in Prince George's County. Much of the growth in the past decade has been in the Waugh Chapel area; significant residential growth will continue over the next decade as the Waugh Chapel Town Center continues to be developed. Gambrills and Millersville can also expect to see residential growth. Employment growth is not expected to be significant in the MD 3 corridor except to the extent that the retail and service establishments staff up with the new development; these jobs tend not to have a significant impact on peak travel periods. Development to the south of the MD 3 corridor is expected to be moderate as land use patterns are largely settled through Crofton and Davidsonville. Safe bike/pedestrian crossings of MD 3 in the Waugh Chapel area would reduce short automobile trips and provide access to the existing WB&A Trail and planned South Shore Trail.

The MD 3 corridor continues to be among the County's highest transportation priorities due to significant growth planned for the area, especially in the area of the Waugh Chapel Town Center. Over the next decade, MD 3 will experience the greatest increase in traffic congestion and the greatest decline in travel time reliability. In 2011, MDOT SHA received environmental approvals to widen MD 3 from US 50 to MD 32 from 4 to 6 lanes; however, the project has not advanced due to lack of state funds. The approved highway development plans do not call for significant changes in access to residential and commercial developments; frequent curb cuts and side streets for business and residential access are a significant cause of congestion. The plans do not call for inclusion of any park-and-ride lots.

Ultimately, the project will need to be advanced in phases. It is recommended that phasing occur from north to south in three segments:

- 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)

(#3 overall priority) **Maryland 295, from I-195 to MD 100.** The County supports traffic management improvements that are pinpointed at hot spots along the MD 295 corridor in such a way that limits environmental impacts while making necessary operational improvements. Systems management strategies such as ramp metering and part-time shoulder use should be considered; the section between MD 175 and I-195 is the County's priority improvement areas in order to get ahead of future problems. In particular, the interchange of MD 295 and MD 100 is a major bottleneck that must be addressed. A proposed interchange at Hanover Road, should be carefully considered.

(#4 overall priority) **US 50, from Prince George's County to the Bay Bridge, with a focus on the segment from I-97 to MD 2.** 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 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 heading west towards Washington DC and its suburbs.

Interchange improvements and/or transportation systems management/operations (TSMO) strategies at the junction of US 50 and I-97 should be advanced in order to eliminate this bottleneck and reduce the high rate of traffic crashes.

The opening of the Purple Line in late 2022 will be a benefit to Anne Arundel County residents commuting the US 50 corridor to work at locations around the capital beltway. The County encourages MDOT MTA to consider skip stop or express service from New Carrollton to the University of Maryland, Silver Spring and Bethesda. Doing so would reduce average trip time by approximately 20% compared to the same trip by Metrorail from New Carrollton and achieve competitive, reliable travel times compared to auto trips.

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(#5 overall priority) **MD 214 on the Mayo Peninsula:** Anne Arundel County is conducting a traffic study to assess the needs of MD 214 on the Mayo Peninsula from MD 468 (Muddy Creek Road) east to the end of the Peninsula. We are requesting SHA participation as a member of the project management committee, and, future funding to address the deficiencies identified by the study including safe bicycle and pedestrian facilities along and crossing MD 214. Anne Arundel County has provided a capital improvement project in its draft budget for the coming fiscal year for intersection improvements at Loch Haven Road. The County hopes SHA recognizes and appreciates the County's contribution to improving State infrastructure and responds by helping speed the project through to construction as well as funding other needed improvements on this peninsula that have been identified.

(#6 overall priority) **William Preston Lane, Jr. Memorial (Bay) Bridge:** We are encouraged by the funding of a Tier I NEPA Study for the Bay Bridge crossing location, but the work on determining the funding stream(s) necessary to make construction possible can never begin too early. Regarding the timeline for construction of infrastructure improvements, we encourage MdTA and SHA to collaborate with Anne Arundel County and Queen Anne's County staff to work together to generate potential non-capital improvements that could be made to mitigate congestion in the short term including, but not limited to, dynamic congestion pricing with advanced warnings as far as the Capital Beltway, investigation of exclusive EZPASS use, HOV/Bus Lanes, and other Travel Demand Management tools either as a part of the current NEPA study, or as a concurrent independent effort.

(#7 overall priority) **Intersection improvement at Aris T. Allen, Chinquapin Round Road, and Forest Drive:** Anne Arundel County recently completed a traffic study entitled Major Intersections and Important Facilities along several of the County's peninsula areas, including the MD 665/Forest Drive corridor. Using a single intersection analysis, the intersection LOS was determined to be satisfactory, however, due to the fact of the observed queuing and known issues were not reflected in the Synchro analysis, we have determined that the tools used were not appropriate to analyze the intersection and corridor. Anne Arundel County and the City of Annapolis are currently collaborating to review study options along the corridor for all modes, specifically at this intersection with the potential for creating a more in-depth traffic model. This would provide a better model to recommend both the corridor and parallel facility improvements in response to both existing issues and proposed development. We request SHA assistance in the creation of the model, with the idea that any recommendations from the completed study would be eligible for planning and design money in future CTP's.

I-97 from US 50 to MD 32: This section of I-97 is limited to two lanes in each direction and as such experiences recurring congestion in both the AM and PM peaks, in both directions. The interaction with the US 50 and MD 665 ramps often exacerbate the safety and operational issues. This project is number one on the 2017 Anne Arundel County Highway Needs Inventory.

TRANSIT

Auto-oriented suburbs are incredibly difficult to serve well with transit. At the local level, the current approach of operating a few routes with service every 45 minutes or more has not worked well to shift people out of their cars and hasn't worked well for those who need the service the most. Daily ridership on RTA's Anne Arundel County routes is well less than one thousand per day. Still, with an aging population and parts of the County where auto-ownership is low, there is a need for flexible transit services to meet life's daily needs. We will explore new service models including on-demand service, Transportation Network Companies (TNC) or taxi vouchers and others.

At the regional level, commuting patterns by Anne Arundel County residents continue to shift towards Howard County and the Washington, DC suburbs. More than 4,000 trips daily are taken from Odenton and BWI Airport MARC stations to Washington D.C.; approximately 2,300 round trips are made on MDOT MTA commuter buses from park-and-ride lots in Severna Park, Davidsonville, Annapolis and South County. Where quality service is provided, regional commuters will use it.

A new mode of transit policy and planning is needed for Anne Arundel County:

Commuter Bus Service. Commuter bus service is the County's transit priority for regional and state investment eventually tied to HOV lanes along US 50 and/or express toll lanes if they develop along the Capital Beltway. Specifically, it is recommended to add commuter bus service:

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- From the park and ride lots in Annapolis and Severna Park to College Park, Silver Spring and Bethesda.
- Along the MD 3 corridor to New Carrollton and Washington, DC which will also provide redundancy to relieve overcrowding on the MARC Penn Line.
- From the park and ride lot in Annapolis to Fort Meade and then downtown Columbia (possibly paired with service from Carroll and western Howard Counties along MD 32).

(#10 overall priority) **Locally Operated Transit System Funding.** Local transit services provided by the County and/or RTA should operate in a flexible model known as “Deviated Fixed Routes” or “Zonal Routes.” This kind of service tends to have set departure and arrival times at its end points but a broad service area in between. Anyone within the zone may call ahead to schedule a ride. This allows for anyone within a mile or so of a designated bus route to call ahead and request service. These types of routes work well when there is not a defined corridor to travel, but a defined set of origin or destination exists within an area. The South County Connector is also an example of “zonal” service model for the County’s peninsula communities and rural villages. The County is specifically requesting additional capital and operational funding.

BWI Circulator. BWI Thurgood Marshall’s extensive transit service to the consolidated rental car facility and satellite parking lots should be explored as a more cost-effective, higher-frequency “last mile” transit solution than is provided by MDOT MTA in the BWI area. Most BWI shuttles operate every 5 to 15 minutes; MTA’s best bus service in the area operates every 45 minutes. BWI shuttles pass by or near many of the job centers that demand higher levels of service.

Transit Hub Construction. Quality transfer points are needed in order to get the most out of transit lines in the County. At locations where multiple routes come together, sheltered curbside connection areas or major park-and-ride/transit hubs are necessary. The long-sought Annapolis/Parole Transit Center is the highest priority. Other opportunities for improvement include Glen Burnie/Pasadena near Marley Station Mall, at Fort Meade where security concerns must be overcome to allow open-door transit service onto the base, in Maryland City/Laurel, and Crofton/Waugh Chapel/Bowie.

BWI to Columbia BRT. The 2009 Anne Arundel County General Development Plan includes a bus rapid transit line between BWI Thurgood Marshall Airport and Dorsey MARC station at the Howard County line; Howard County’s General Plan adopted in 2012 calls for a bus rapid transit line from downtown Columbia to the US 1 corridor and Fort Meade. These proposals are understandable in the context of significant east-west congestion along MD 100, 175 and 32 and major employment and retail centers requiring transit access in between; however, for a bus rapid transit line to be warranted, land use plans must require dense, transit-oriented development at key nodes along the corridor. Anne Arundel and Howard Counties should join in a comprehensive land use plan for the corridor and right-of-way acquisition strategy between BWI and Columbia that could one day make bus rapid transit a practical commuting option.

(#9 overall priority) **Annapolis/Parole Inter-Modal Facility:** This transit facility was included in previous Priority Letters since 2005. It is envisioned to be located in Annapolis or Parole and to support the current and increasing transit demand within the Annapolis/Parole area, and will serve as a hub for transit service connecting the Washington and Baltimore areas, plus Fort Meade and BWI. The Purpose and Need for a garage facility is well documented in MDOT funded studies (conducted in 2002 through 2004) of the Annapolis/Parole Area and recommended in both the City of Annapolis, and, Anne Arundel County’s Transit Development Plans. The current Park and Ride capacity in the Annapolis/Parole area is insufficient to meet the increasing demand, caused by growth and employment in the Washington Area and recurring congestion. MD 2 and MD 450 bisect the area and are in need of bicycle accommodations for travel within and to/from Parole Town Center and the Inter-Modal Facility.

TOD Transit Oriented Development is critical to Smart Growth and Transportation Strategy. As Anne Arundel County is the home to both regional rail and light rail station, the county is primed to work with MDOT to achieve these goals; TODs tend to be dense developments that include a mix of commercial, retail and housing uses assembled in a way that is pedestrian and bike friendly. By bringing mixed-uses together around transit stations, TOD enables citizens to live, work and play within an easy walk to transit. The county looks to work with MDOT to

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establish state and local designations for TOD. Support our request for TOD Transit Oriented Development designation for MARC and Light Rail Station in Anne Arundel County. The stations below are stations that we believe would be added benefit to having the designation.

- BWI MARC Station
- BWI LRT Station
- Cromwell LRT Station
- Laurel Racetrack MARC Station
- Odenton MARC Station

Bicycle/Pedestrian Access to Transit. The lack of safe bicycle and pedestrian routes force travelers into their cars for wasteful short trips to transit. For example, hundreds drive less than 2 miles daily to the Odenton MARC station. SHA, MTA and AA County must work together to create safe routes to transit along with programs and land use policies that encourage biking and walking. This can save considerable funding by reducing parking needs and traffic congestion at rail stations, park & rides and bus stops.

BICYCLE NETWORK

The Anne Arundel County Bicycle Advisory Commission includes citizen members together with reps from AA County, City of Annapolis and SHA. Its mission is to advise on a safe interconnected network of bike routes, both trail and on-road lanes. Since its launch in late 2015, approximately 15 miles of bikeways have been added by AA County, Annapolis, SHA and developers. The 2013 Anne Arundel County Pedestrian and Bicycle Master Plan includes facilities proposed as shared-use paths, on-street bicycle lanes, protected lanes, shared lanes, and signed routes throughout the County. A total of 146 bike projects are proposed on County and State roads. In an auto-oriented environment, it makes the most sense to prioritize facilities that provide low traffic stress routes among many community destinations. In practical terms, the idea of a “low traffic stress route” is identified as a route that would be used by a typical adult with an interest in riding a bicycle but who is concerned about interactions with vehicular traffic. The lowest stress routes are shared use paths, protected lanes and certain roadways with low vehicle speeds, low traffic volumes, and maximum separation between bicyclists and motorists.

We envision a trail loop in the northern half of the county (north of US 50) comprised of the existing BWI Loop Trail, B&A Trail, and sidepaths in Odenton and along MD 175; and the planned South Shore Trail. Our two gap areas are 1) Odenton/Ft Meade/Arundel Mills/BWI and Annapolis from the MD 450 USNA Bridge to the planned South Shore Trail. Spurs from this loop would include the existing WB&A Trail and the in-process Broadneck Trail. Additional connections from neighborhoods and via on-road bike lanes would provide far greater opportunities for commuting to school, work, shopping, recreation and transit. The presence of these trails in areas such as Linthicum, Glen Burnie, Severna Park and Odenton provide opportunities to serve community destinations with well-designed “last mile” on-street networks.

In South County (south of US 50) which is generally less dense, we envision more on-road bike lanes to form a network. SHA has added bike lanes on segments of MD 2 but there are other roads such as MD 214, MD 468, MD 256, MD 258, MD 261, MD 259, MD 260, MD 408, and MD 423 that would benefit from safe bicycle facilities.

Anne Arundel County has small pockets of low traffic stress street networks in portions of Annapolis, Cape St. Claire, Glen Burnie, and Crofton but they are not well connected to adjacent communities and key destinations. Shared-use paths such as the Baltimore and Annapolis (B&A) Trail, Baltimore Washington International (BWI) Trail, and the Washington-Baltimore-Annapolis Trail provide a low traffic stress routes for much of the northern county.

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Trail Projects

Anne Arundel County currently has two sections of two multi-use paved trails at a 30% design level or greater; Phase III of the Broadneck Peninsula Trail and Phase II of the South Shore Trail.

Broadneck Peninsula Trail Phase III of the Broadneck Peninsula Trail from Bay Dale Drive to Peninsula Farm Road, on the north side of College Parkway is currently at the 60% design development stage. This 2.4 mile section of the Broadneck Peninsula Trail is our number one, off-road Trail priority. The Broadneck Trail ultimately will stretch from MD Route 2 (Ritchie Highway) to Sandy Point State Park, a distance of nine miles. Currently, a 1.15 mile section is complete and an additional 1.24 miles are under construction. With the support of Transportation Alternatives Funding, the County will proceed with Phase III, adding 2.47 miles from Bay Dale Drive to Peninsula Farm Road along College Parkway. In May of 2019, the County will apply for a federal TAP grant in the amount of \$2,600,000, which is 33% of the construction cost on Phase III. The County will provide 67% of the construction funding for this phase of the Trail.

South Shore Trail is the County's second priority, in the off-road trail category, is the South Shore Trail. Phase I from Hansel Drive to Waterbury Road, south of Millersville Road was recently constructed. Phase II from Sappington Station Circle in Odenton to Bonheur Drive in Gambrills is currently at 30% design development. Recognizing the demand for federal funding statewide, the County will postpone an FY20 TAP grant request on South Shore Trail Phase II. The County is optimistic that this will better position us to secure state or federal funding on Phase III of the Broadneck Peninsula Trail. The County will again pursue federal TAP funding in FY21, for the construction of Phase II of the South Shore Trail.

In summation, The County would greatly appreciate state or federal funding for Broadneck Peninsula Trail Phase III in FY20, and South Shore Trail Phase II in FY21.

WB&A Trail Patuxent River Hiker/Biker Bridge into Prince George's County where it connects with the PG County WB&A Trail. Design funded by a Maryland Bikeways grant is nearly complete and TAP construction funding has been secured. This is one of the most important trail gaps in the entire region.

MD 175 Sidepath. SHA is building a side-path parallel to the widening of MD 175 in the Ft. Meade area. We request that this path be extended south to Odenton Town Center where it would connect to the WB&A Trail, Town Center Blvd sidepath and planned South Shore Trail via the existing Odenton Rd. sidepath. To the north, we hope to provide trail or sidepath connections to Arundel Mills then on to the BWI Loop.

Odenton/Ft Meade/Arundel Mills/BWI Trail Connection. As previously mentioned, a Bikeways 2018 grant will fund a study to identify a safe trail route. This is one of the most important economic growth areas in the state of Maryland. This segment would complete the aforementioned trail loop. A safe crossing of MD 100 will be a vital element of this route.

Bicycle Lanes and Sidepaths

(#8 overall priority) **Baltimore-Annapolis Boulevard (MD 648) from Cromwell Light Rail Station to Arundel Expressway (MD 10).** We are seeking funds to finalize the design and to construct a compatible pedestrian and bicycle corridor connecting Glen Burnie with the State's Light Rail investment. Recent discussions with SHA staff have questioned the need for bicycle accommodations, but the County is adamant in needing both bicycle and pedestrian improvements along this corridor.

Arundel Mills Boulevard (MD 713) from Arundel Way to MD 176. The Local Development Council (LDC), through the County Capital Budget, is funding design and construction of a shared-use path along the east side of MD 713. Similar to the efforts for MD 177, the County is requesting the State undertake the design through an MOU, and ultimately construct the improvement using LDC funds.

Dorsey Road (MD 176) from MD 170 to MD 713. As with the MD 713 shared use path project, the Local Development Council (LDC), through the County Capital Budget, is funding design and construction of a shared use path along the north side of MD 176 from the existing BWI Trail near the intersection of MD 170 (Aviation

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Boulevard) west, tying into the MD 713 improvements proposed. Similarly, the County is requesting the State undertake the design through an MOU, and ultimately construct the improvement using LDC funds.

West Street (MD 450) Corridor from Parole Town Center at MD 2 to Church Circle. The City of Annapolis has an ongoing sector study in this area and we are seeking planning, design and construction funds to reduce congestion, improve pedestrian and bicycle compatibility, and to enhance this major gateway to the State's Capital. The safest bike/walk route is by extending the Poplar Trail west to MD 2 and east to Calvert Street or Church Circle. With a safe crossing at MD 2 and MD 450, it would connect to the sidepath that goes under US 50 to Anne Arundel Medical Center where it would meet the South Shore Trail.

Belle Grove Road (MD 170) from MD 648 to Ritchie Highway (MD 2). We are seeking planning and design funds for the section from I-895 to the Baltimore City Line, so the corridor, including northward extension of the new bike route on MD 170 south of MD 648, is complete. This area should also consider the proposed Patapsco Greenway, which includes a trail connection from the BWI Loop to the Baltimore City Line.

MD 450 at USNA Bridge along King George St toward City Dock and also to and along Taylor Avenue (MD 435) to Westgate Circle. We are seeking design funds to create a pedestrian and bicycle compatible corridor, connecting the B&A Trail and existing bike lanes on the USNA Bridge with the State Capitol and employment complex, downtown Annapolis and the West St. corridor/Poplar Trail with connections to adjoining communities consistent with the goals and policies of the MTP, and prior recommendations in the City of Annapolis Bike/Ped Master Plan.

Spa Creek Bridge (MD 181). We are requesting that the state cover the metal grates with a metal covering that provides traction and protects bicyclists from the sharp edges of the grate.

SIDEWALK PROGRAM

These projects connect neighborhoods with public facilities and activity centers and provide residents with an alternate means of mobility. The Purpose and Need for these projects have been previously identified in the Adopted *Pedestrian and Bicycle Master Plan* and meet the goals of the Move Anne Arundel and the Maryland Transportation Plan. We continue to ask for the same projects, more funding is needed to begin to make real progress on installation of sidewalks on State Highways that need them. In places where a shared-use sidepath can replace a sidewalk, that provides greater mobility choices which reduces car trips. In 2018, we secured a Safe Routes to School grant, which will assess schools that are the best candidates for improved bike and pedestrian improvements.

(#11 overall priority) **Annapolis Road (MD 175)** - MD 170 to Sappington Station Circle

(#12 overall priority) **Central Avenue (MD 214)** from Solomons Island Road (MD 2) to Mayo Road (MD 253)

Fort Smallwood Road (MD 173) from Duval Highway to Sunset Park

Arundel Mills Boulevard (MD 713) from Ridge Road to Dorsey Road (MD 176)

Dorsey Road (MD 176) from Arundel Mills Boulevard (MD 713) to Candlewood Road

Nursery Road (MD 168) from Hammonds Ferry Road to Baltimore- Annapolis Boulevard (MD 648)

Ritchie Highway (MD 2) from Ordinance Road to Warfield Road

Solomons Island Road (MD 2) from Admiral Cochran Drive to Forest Drive

Mountain Road (MD 177) from Garland Road to Long Point Road

Defense Highway (MD 450) from Tarrytown Avenue to Good Hope Road

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Ridgley Avenue (MD 436) from Taylor Avenue to Bestgate Road

West Street (MD 450) from Solomons Island Road to Admiral Drive

Crain Highway (MD 3 Business) from Green Branch Lane to Oak Manor Drive

Old Solomon's Island Rd (MD 393) from Solomon's Island Road (MD 2) to West Street (MD 450)