



April 1, 2016

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

Dear Secretary Rahn:

Enclosed is Anne Arundel County's FY 2017 Priority Projects List, which accompanies this letter for your consideration for inclusion in the FY 2017 through FY 2022 *Consolidated Transportation Program*. The County sends this list to you as a guide to assist the Department in advancing necessary highway, transit, bicycle and pedestrian projects in accordance with Chapter 725, Acts of 2010. This list reflects an update of the County's previous FY 16 Priority Letter and List dated April 2015.

As you know, the roads in Anne Arundel County are subject to traffic generated by the multiple State owned facilities (BWI-Thurgood Marshall, Port of Baltimore, Chesapeake Bay Bridge, State Capital, and several State agencies) as well as the continuing growth of the National Security Agency (NSA) at Fort George G. Meade. This installation and its tenant agencies and contractors are very important contributors to the County's and State's economic vitality.

Despite significant reductions in highway user revenues, the County has remained a good partner in funding the necessary studies and construction to improve State infrastructure. These efforts have included funding planning studies for Annapolis Road (MD 175) and the Environmental Assessment (EA) for Fort Meade-Laurel Road (MD 198). We have funded improvements to Central Avenue (MD 214) at Muddy Creek Road (MD 468) in Mayo, completed improvements on Hog Neck Road (MD 607) at MD 100 in Lake Shore, and are partnering with the Department to build improvements on Mountain Road (MD 177) at Woods Road. We also completed 30 percent plans for multiple intersections around Fort Meade and hope to partner with the Department to construct necessary improvements to reduce congestion near the Fort.

In 2015 Anne Arundel County launched an important priority to build out a safe, interconnected network of bike routes, including trails, on-road and protected bike lanes. We established the Anne Arundel County Bicycle Advisory Commission, which includes an SHA representative, and in our FY17 Budget we are requesting provisions for a new Bicycle/Pedestrian Coordinator and capital and maintenance funding to accelerate buildout of our network based on our 2013 Pedestrian/Bicycle Master Plan Update and the guidance of our new commission. The topography of Anne Arundel County with our many peninsulas relies heavily on state roads for bicycle connections among key areas such as downtown Annapolis to Parole (MD 450), Odenton to Ft. Meade and Arundel Mills (MD 175), BWI to Baltimore (MD 170) and south county (MD 2, MD 214, MD 468). This year's letter includes more emphasis on bicycle routes to schools, employment, shopping, tourism and transit destinations.

The following are the County's highest priorities by various categories of funding:

Highways:

In keeping with the State's and the County's *Complete Streets* policies, bicycle and pedestrian provisions should be considered during construction, renovation, expansion and maintenance of our roads.

Annapolis Road (MD175): MD 175 remains the County's highest primary road priority for the reasons noted above. This should include a continuous off-road trail down to Odenton Town Center.

Robert Crain Highway (MD 3): This road is the only connection between major suburban population centers and Fort Meade/BWI. We are requesting a new project to address congestion and capacity constraints from just north of Riedel Road to MD 32.

John Hanson Highway (US 50): We ask the Department complete planning and design of the segment of the John Hanson Highway (US 50-US 301) from east of Rowe Boulevard (MD 70) to Governor Ritchie Highway (MD 2) to provide relief to daily recurring congestion to improve access to the State's Capital and its medical facilities.

Fort Meade-Laurel Road (MD 198): The County has fully funded the activities of the Maryland State Highway Administration to complete the EA of the MD 198 Corridor from MD 32 to the Baltimore-Washington Parkway. The County requests that SHA complete the EA and advance an initial or break-out project that could demonstrate the corridor's importance and obtain the necessary environmental clearance from the Federal Highway Administration.

William Preston Lane, Jr. Memorial (Bay) Bridge: Currently there is only one crossing of the Chesapeake Bay from south of Richmond and north of Baltimore via the Chesapeake Bay Bridge along US-50/301. The recently completed MDTA report on the existing bridge highlighted significant capacity concerns in the future. While completing a NEPA document without the funding in place to begin any phase of work necessary may be premature, attention must be given to this area now so that the necessary environmental work, design and construction can be completed when the improvements are needed. Due to the regional significance of this facility, the legislative work needed to create the funding mechanism for any necessary improvements must begin now.

Transit:

Odenton MARC Station TOD: Improving accessibility to the Odenton MARC Station and its more than 50 daily trains is our highest transit priority, and the 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 Rd bicycle gate to Ft. Meade. As a good partner, the County has created a Tax Increment Financing District to assist in funding the replacement parking in garage(s).

Commuter Bus: The “2015 Baltimore Regional Transit Needs Assessment” by the Baltimore Metropolitan Council recommended expanded commuter bus service from Baltimore to Annapolis, a route that had been stopped several years ago. Likewise it recommends exploring additional suburban connections such as between Annapolis and Fort Meade/BWI Airport/Columbia. We appreciate the State’s efforts to expand the park and ride facilities in Davidsonville, but request expanded service to offer more commuters the opportunity to use transit to commute to the Washington Metropolitan area.

Annapolis/Parole Intermodal Center: The need for this transit facility has been well documented and studied, most recently funded by the Baltimore Regional Transportation Board, to serve Annapolis/Parole area and to serve as a hub for transit service connecting the Washington and Baltimore areas, plus Fort Meade and BWI for city and county residents. Routes 2 and 450 bisect the area and are in need of bicycle accommodations for travel within and to/from Parole town center. We are requesting funding for planning, land acquisition, design and construction.

System Preservation/Highway Safety Projects:

Mountain Road (MD 177) from Solley Road: The County has recently completed a corridor study of Mountain Road from Solley Road to Edwin Raynor Boulevard to assess traffic operations and safety needs. From this study the County would like to begin work on a breakout project from Catherine Avenue to Edwin Raynor Boulevard. The majority of this corridor is also a Commercial Revitalization District, and an important component of the project would be to address access management, bicycle/pedestrian facilities and streetscaping to encourage redevelopment of this corridor to regenerate economic vitality of the Pasadena area as a whole. We are requesting planning, design and construction funding in coordination with the County's efforts.

Mountain Road (MD 177) at Magothy Bridge-Hog Neck Road (MD 607): The County has previously funded SHA to evaluate and recommend improvements to reduce recurring congestion at the intersection of these two important State-maintained roads. The County recommends that the State advance funding to construct a new northbound through lane. The County has already secured right-of-way for this improvement and done minor improvements just south of this location.

Bikeways/Trails:

In keeping with the State and County's Complete Streets policies, we should consider bicycle provisions during construction, renovation and maintenance of our roads, provisions for routes, racks and lockers on all transit projects and a review of whether multi-use trails are appropriate when planning pedestrian improvements. The highest priority projects are below:

Baltimore and Annapolis (B&A) Trail Connector: This important segment of the trail system will offer safe connections among public recreation areas, Anne Arundel Community College and the B&A Trail across MD 2. The 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.

WB&A Trail Pedestrian Bridge (Anne Arundel to Prince George's County): There is a Bikeways grant for the design of this critical trail connection between Anne Arundel and Prince George's Counties that would become part of the East Coast Greenway. We are requesting construction funding.

Community Safety and Enhancement Program:

Baltimore-Annapolis Boulevard (MD 648): Previously SHA initiated design of corridor safety and enhancements from MD 2 to MD 10. This corridor is a main street of Glen Burnie and connects residences to schools and commercial activities. The County requests that SHA finish the design effort and advance the project to construction.

West Street (MD 450): We are seeking planning, design and construction funds to reduce congestion, improve pedestrian and bicycle compatibility, and enhance a major gateway to the State's Capital along West Street between MD 2 and Admiral Drive.

Sidewalks:

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 along this section, a large commercial corridor at MD 3 and existing schools and parks at various locations along the way as well.

Central Avenue (MD 214) from Solomon's Island Road (MD 2) to Mayo Road (MD 253): This segment of 214 is in close proximity to the South River High School cluster complex, would provide sidewalk improvements for residents traveling to the commercial areas of MD 2, and would most importantly provide a safer walking ability for school children along this highly traveled roadway.

Fort Smallwood Road (MD 173) from Duval Highway to Riviera Drive: This segment of MD 173 carries substantial traffic and creates difficulties for pedestrians and bicyclists wishing to access schools and other public facilities. It has been identified by both SHA and the County as a Tier I pedestrian/bicycle facility. The County requests funding for design and construction of this important segment of the network.

Our priority list is enclosed. The attached list identifies highway, transit, and, conservation, preservation, and safety that which are our priorities to maintain the mobility of our residents, visitors and work force and to improve access to important centers of activity. We are eager to continue the mutually beneficial working relationship between your Department and Anne Arundel County.

Sincerely,



Steven R. Schuh
County Executive



Derek J. Fink
Council Chairman

Enclosure

cc: Members, Anne Arundel County House and Senate Delegation
Members of County Council
Mark D. Hartzell, Chief Administrative Officer
Christopher J. Phipps, Director, Department of Public Works
Larry R. Tom, Planning & Zoning Officer
Brian Ulrich, Planning Administrator

TRANSPORTATION PRIORITIES

HIGHWAYS

The roadway segments displayed below will require the initiation or completion of project planning studies before the actual system improvements can be constructed. These projects are included in the Highway Needs Inventory and on the Long Range Plan of the Baltimore Region and the County's *General Development Plan* (2009).

H.1: Annapolis Road (MD 175) from Baltimore-Washington Parkway (MD 295) to Telegraph Road (MD 170): Multilane Reconstruct: This project remains the County's highest priority on the primary system. The project is necessary to support the increasing travel demand at and around Fort Meade as a result of changes in installation security, increases in activity at the post as well as development occurring around the installation including a bicycle/pedestrian trail for the full project length. We ask for funding for final design, right-of-way and construction for each of the phases in a systematic way as to be designing the next phase as one phase is under construction until the entire corridor is completed.

H.2: Robert Crain Highway (MD 3) from north of Riedel Road/Waugh Chapel Road to Patuxent Freeway (MD 32/I-97): Improvements in this corridor are necessary to meet the growing travel demand due to increasing residential and employment growth to the south of the alignment and increases in population and job growth in and around Fort Meade and BWI Airport. We are requesting a planning and environmental study of the segment from north of Waugh Chapel Road/Riedel Road to MD 32, that experiences higher congestion and recurring safety issues, into final design and construction. Consistent with the selected alternative, this segment must also include pedestrian and bicycle facilities. The construction of this segment will promote the five goals of the Maryland Transportation Plan (MTP).

H.3: John Hanson Highway (US 50) from the William Preston Lane, Jr. Memorial Bridge to I-97: Severn River Bridge: This is the major highway serving the Washington Metropolitan Area, the Chesapeake Bay Bridge, Eastern Shore and City of Annapolis. Portions of the facility, especially from MD 665, across the Severn River Bridge to Governor Ritchie Highway (MD 2), experience recurring congestion. SHA's previous feasibility study established a probable Purpose and Need for the capacity increase. We understand that the planning and design study recommended improvements to US 50 at the Severn River Bridge and we are requesting construction of this improvement. The remainder of the corridor remains a concern as well.

H.4: Fort Meade Laurel Road (MD 198) from Baltimore-Washington Parkway to Patuxent Freeway (MD 32): The project is necessary to meet current and anticipated travel demand occurring as a result of development in Laurel, BRAC at Fort Meade and at the NSA and US Cyber Command and to maintain safe traffic flow. Because MD 198 is the County's highest priority on the secondary system, the County has funded the environmental assessment and seeks the timely identification of short-term improvements. We ask that SHA rapidly complete the environmental studies and initiate 30 percent design on the selected alternative, both to meet an identified need as well as do its part in our partnership. The MD 198 Project Planning Study has a Finding of No Significant Impact dated August 2015. Improved connection to one of the largest concentrations of employment in the State is consistent with adopted plans and policies of the State and promotes the goals of the MTP.

H.5: William Preston Lane, Jr. Memorial (Bay) Bridge: MDTA recently completed a *Life Cycle Cost Analysis Report* that indicated traffic capacity issues in the future at the Bay Bridge crossing. By 2040 queues exceeding 10 miles are expected in both directions. Providing the needed capacity improvements would cost between 3 and 7 billion in 2014 dollars. While it is premature to begin preparing the environmental documents now, because of the size of the funding necessary, it is imperative the state and federal government determine and protect the revenue stream necessary to fund the required improvements.

H.6: Baltimore-Washington Parkway (MD 295) from MD 100 to I-195: This section of MD 295 has become more congested with the increased activity at BWI, Fort Meade, and Arundel Mills. The Environmental Assessment identified Purpose and Need for improvements and has received Location Approval. Design and construction of this corridor improvement should include the Hanover Road interchange and the Hanover Connector Road from the Parkway to Aviation Boulevard (MD 170), as well as separated pedestrian and bicycle facilities connecting the Patapsco Valley State Park to the BWI Trail. There is still a concern with how and where truck traffic exits the parkway that must be studied as well. Investment in constructing this priority will promote the five goals of the MTP.

H.7: Patuxent Freeway (MD 32) from MD 175 to I-95: Growth in east-west travel coupled with planned expansion of the NSA, Fort Meade, US Cyber Command and their contractor base will only exacerbate recurring congestion and the need for increased capacity. We recommend initiation of project planning and request that managed lanes be considered as part of that process. Construction of improvements along MD 32 will provide more efficient multi-modal connections between one of the largest employment sites in the State with large population areas in Annapolis and Columbia and will also promote the five goals of the MTP.

TRANSIT

T.1 Odenton MARC Station TOD Service Capacity and Accessibility Improvements

At the request of MDOT, the Anne Arundel County Council in Resolution 3-15 designated an area of approximately 750 acres around the Odenton MARC Station as a Transit Oriented Development Area. To improve accessibility to the MARC system, garages must be constructed in Odenton, which has the largest number of boardings for any suburban station in the system. The station also needs safe bicycle/pedestrian routes and bike racks to encourage the 600 commuters who drive less than 2 miles to the station to bike or walk. The garage increases accessibility, serves as a focal point for transit to support development at Fort Meade and the Odenton Town Center, and reduces the sprawl and inefficiency of surface lots scattered throughout Odenton.

T.2 Commuter Bus

With the increasing traffic congestion in the region, as well as the aging of the workforce, investment in more commuter bus routes and parking facilities is necessary. The County appreciates funding for construction to enlarge the Davidsonville (MD 424) park and ride lot, and the increase in commuter bus service between Severna Park and Washington, DC. We seek funds to increase commuter bus service connecting the County with the Baltimore and Washington Metropolitan Area, thus supporting all five of the MTP goals and recommendations in the Transit Development Plan.

T.3 Annapolis/Parole Intermodal Facility

This transit facility, included in previous Priority Letters since 2005, is envisioned to be located in Annapolis or Parole and to support the current and increasing transit demand within the Annapolis/Parole area and to serve as a hub for transit service connecting the Washington and Baltimore areas, plus Fort Meade and BWI. 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 the County's Transit Development Plans. Current park and ride capacity in the Annapolis/Parole area is insufficient to meet the increasing demand caused by growth in 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 Intermodal Facility. City of Annapolis has received planning funds to conduct pre-NEPA analysis and is supported in that effort by the County. Supporting greater access to transit meets all five MTP goals. We are seeking project planning and design funds to help implement recommendations of the planning study.

SYSTEM PRESERVATION/HIGHWAY SAFETY PROJECTS

The following should be studied to identify the necessary improvements needed to improve motorist safety and relieve congestion, or to take advantage of previous design studies, advancing those improvements to construction. Construction of these projects is consistent with the adopted goals of the MTP.

SPHS.1 Mountain Road (MD 177) from Solley Road to Edwin Raynor Boulevard.

The County recently completed a corridor study of Mountain Road from Solley Road to Edwin Raynor Boulevard. The study indicated a need to improve the entire corridor for bicycle/pedestrian safety improvements as well as corridor and intersection specific improvements for vehicular traffic. Likewise a July 2015 Arterial Congestion Management Study was completed by SHA staff reviewing the MD 177 corridor from Magothy Beach Road to MD 2 and identified a major need for corridor improvements. The county has a CIP project to make improvements on Catherine Avenue (a county road) that was recommended in the SHA study. The County is requesting SHA assistance in the planning, design, right-of-way acquisition and construction of a breakout project that would be a first phase of the larger corridor needs, specifically from Catherine Avenue to Edwin Raynor Boulevard.

SPHS.2 Mountain Road (MD 177) at Magothy Bridge-Hog Neck Road (MD 607).

The County previously funded planning studies, design and construction of the MD 100/MD 607 intersection with extended capacity to the northbound approach of its intersection with MD 177. The intersection at Mountain Road continues to experience crashes and recurring congestion. The County has acquired right-of-way north of Mountain Road that would facilitate a second northbound lane. The County believes that improvements at this location will address both concerns. The Arterial Congestion Management Study referenced above also recommended this improvement.

SPHS.3 Intersection Improvements needed to support BRAC Recommendations.

Anne Arundel County, in partnership with SHA, completed studies in 2009 developing 30 percent plans for various intersections near Fort Meade. We believe that these State-maintained intersections should be advanced to final design especially in light of the Enhanced Use Lease project, located at Fort Meade and being finalized:

- Reece Road (MD 174) at Pioneer Drive
- Reece Road (MD 174) at Telegraph Road (MD 170)
- Ridge Road (MD 713) at Severn Road

SPHS.4 MD 100 at Coca Cola Drive. The County seeks funding to conduct appropriate planning and preliminary design to evaluate traffic operation conditions at the interchange to determine the extent of improvement necessary to address recurring queue formation.

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SPHS.5 Aris T. Allen Boulevard (MD 665) at Riva Road. The County is beginning a planning study to address the recurring congestion at this gateway to Annapolis and Parole. We request state participation in the County study and that any recommendations that result would become eligible for funding with future CTP's.

SPHS.6 Intersection improvement at: Aris T. Allen, Chinquapin Round Road, and Forest Drive. The County has a study underway of Major Intersections and Important Facilities along several of the County's peninsula areas, including the MD 665/Forest Drive corridor. While it is early in the study, the state is aware of the queueing and congestion issues at the intersection of the three roads that are causing safety and operational issues. We request that any recommendations from the completed study would be eligible for planning and design money in future CTP's.

BIKEWAYS/TRAILS

B.1 Baltimore and Annapolis (B&A) Trail Connector

This project is to construct Bicycle and Pedestrian Improvements to connect the B&A Trail in Arnold, MD, to Anne Arundel Community College located on College Parkway, also in the Arnold community. The improvements will include approximately 900 feet of shared use pathway, ten feet wide, from the B&A Trail to Jones Station Road, and 3100 feet of shared roadway improvements on Jones Station Road. This project will ultimately connect the existing thirteen mile B&A Trail to the planned nine mile Broadneck Peninsula Trail. The Broadneck Peninsula Trail will extend from MD Route 2 in Arnold to Old Cape St. Claire Road on the Broadneck Peninsula. The B&A Trail Connector is currently in the schematic design phase, and programmed for construction in FY17. In addition to the Anne Arundel Community College connection, this project will allow thousands of residents on College Parkway and adjacent communities to access the B&A Trail via neighborhood sidewalks and shared roadways. This project is perceived to be an eligible Bikeway Program Grant or a Transportation Enhancement Program grant. The estimated construction and construction inspection cost is \$430,000. State or Federal funding assistance at the 80% funding level would make this project a reality.

B.2 WB&A Trail Pedestrian Bridge (Anne Arundel to Prince George's County)

The WB&A Trail is a planned nine mile paved recreational trail from Odenton to the Patuxent River on the abandoned Washington, Baltimore and Annapolis Railroad right of way. In addition to the local and regional benefits of this Trail, it is also a critical component of the East Coast Greenway and the American Discovery Trail. Phase I and II of the Trail are operational from Odenton to the Patuxent River on the Anne Arundel County border. The final phase of this ten foot wide, paved, recreational Trail consists of a bridge over the Patuxent River to connect to the WB&A Trail in Prince George's County. The bridge will be located where the Trail in Anne Arundel County intersects the Patuxent River. Anne Arundel County has received a Bikeways Program grant for 80 percent of the estimated cost for bridge design. Prince George's and Anne Arundel County will share the 20 percent Bikeway Grant match. The Anne Arundel County Department of Public Works will manage the design effort for the bridge, with construction programmed for FY18. The estimated cost of construction and inspection is \$6,942,000. This project is perceived to be an eligible Bikeway Program Grant or a Transportation Enhancement Program grant. Anne Arundel County and Prince George's County would welcome State or Federal assistance with the construction of this bridge in FY18 at the 80% funding level.

B.3 South Shore Trail Phase Two

The South Shore Trail is a planned fourteen mile paved recreational trail from Odenton to Annapolis located on the South Shore Line of the former WB&A railroad right of way. The County continues to make progress with the design of phases one and two of the South Shore Trail. Phase One, which extends from Waterbury Road to Hansel Drive near Route 3 (Crain Highway), is the recipient of a Federal SAFETEA-LU earmark grant, and is scheduled for construction in the spring of 2017. Phase Two, from Bonheur Drive to Sappington Station Road is the subject of a proposed FY18 Transportation Alternatives Program (TAP) grant application to be submitted in May of 2017. Each of these paved Trail segments will be approximately two miles in length and ten feet wide. The estimated construction and inspection cost of Phase Two is \$3,953,200. This project is perceived to be an eligible Bikeway Program Grant or a Transportation Enhancement Program grant. State or Federal funding assistance at the 80% program level would make this project a reality.

B.4 B&A Trail Ranger Station Rehabilitation:

The Baltimore and Annapolis Trail Ranger Station, historically referred to as "Frost's Store" is a former commercial building built in 1889 and located at 51 West Earleigh Heights Road. The prior use of this building included a train station, general store and post office along the former Baltimore and Annapolis Railroad. It currently serves as a visitor's center and ranger station for the B&A Railroad Trail, a thirteen mile paved trail from Saw Mill Creek Park at Dorsey Road to Jonas Green Park at the Route 2 Severn River Bridge. This historic building requires major repairs to the foundation, structural framing, roof, mechanical systems, windows and doors. The rehabilitation effort is currently in design and is programmed for construction in FY18. This building is a major historic landmark for Anne Arundel County and a functioning visitor's center for the B&A Railroad Trail. The estimated cost of construction and inspection is \$630,000. This project is perceived to be an eligible Bikeway Program Grant or a Transportation Enhancement Program grant. State or Federal funding assistance at the 80% program level would make this project a reality.

B.5 Broadneck Peninsula Trail Phase Three

The Broadneck Peninsula Trail is a proposed 9 mile paved recreational trail from Maryland Route 2 to Sandy Point State Park located on the north side of College Parkway. Phase one from Green Holly Drive to Old Cape St. Claire Road was constructed with a Federal SAFETEA-LU grant in 2013. Phase II from Green Holly to Bay Dale Drive is in design and is fully funded with a Federal TAP grant and a local match. The County would greatly benefit from future TAP funding assistance for Phase three, which will extend the Trail from Bay Dale Drive to Peninsula Farm Road, along the north side of College Parkway. Phase Three of the Broadneck Peninsula Trail is programmed for design in FY 2018, with anticipated construction in FY 2020. Discussions are underway to possibly advance the design and construction effort on Phase Three. If the schedule is adjusted, the construction would be advanced to FY19, at an estimated cost of \$2,828,000. Anne Arundel County would welcome State or Federal assistance with the construction of this trail section at the 80% funding level.

B.6 Aris T. Allen (MD 665) Non-motorized travel study

MD 665 from MD 2 to Forest Drive provides a vital vehicular link from the Forest Drive area east of Chinquapin Round Road to MD 2, Riva Road and west to the highways of Route 50 and I-97. However this facility is not appropriate for bicycles and pedestrians as it functions as a freeway facility. There is a great demand however for residents of that area of Forest Drive, particularly some of the lower income areas, to walk and bike to Annapolis Harbor Center and the Admiral Cochrane Drive area businesses and public services. We are requesting funding for a study of how best to provide a facility for non-motorized travelers along that corridor.

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

The following projects, when funded for construction, will help revitalize these redeveloping communities by improving pedestrian circulation. These requested projects support revitalization in the State's mature communities and are consistent with adopted goals of the MTP and support prior investments in planning.

CSEP.1 Baltimore-Annapolis Boulevard (MD 648) from Cromwell Light Rail Station to Arundel Expressway (MD 10). We are seeking funds to finalize the design and construct a pedestrian and bicycle compatible corridor connecting Glen Burnie with the State's light rail investment.

CSEP.2 West Street (MD 450) between MD 2 and Admiral Drive. The City 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 enhance this major gateway to the State's Capital. There are also concerns with safer bike routes.

CSEP.3 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 Baltimore City Line, so that the corridor including northward extension of the new bike route on MD 170 south of MD 648 is complete.

CSEP.4 Deale-Churchton Road (MD 256) from Bay Front Road East (MD 258) to Rockhold Creek Streetscape. We are seeking planning and design funds for the balance of the project.

CSEP.5 Taylor Avenue (MD 435) from Rowe Boulevard (MD 70) to end of State maintenance. We are seeking design funds to create a pedestrian and bicycle compatible corridor connecting the State employment complex with adjoining communities consistent with the goals and policies of the MTP and prior recommendations in the City of Annapolis West Annapolis Study.

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 has been previously identified in the adopted *Pedestrian and Bicycle Master Plan* and meet the goals of the MTP.

S.1 Davidsonville Road (MD 424) from Crain Highway (MD 3) to Defense Highway (MD 450)

S.2 Central Avenue (MD 214) from Solomon's Island Road (MD 2) to Mayo Road (MD 253)

S.3 Fort Smallwood Road (MD 173) from Duval Highway to Riviera Drive

S.4 Mayo Road (MD 253) from Solomons Island Rd (MD 2) to Central Avenue (MD 214)

S.5 Mountain Road (MD 177) Garland Road to Long Point Road

S.6 Defense Highway (MD 450) Tarrytown Avenue to Good Hope Road

S.7 Ridgley Avenue (MD 436) from Taylor Avenue to Bestgate Road

S.8 Nursery Road (MD 168) from Hammonds Ferry Road to Baltimore Annapolis Boulevard (MD 648)

S.9 Arundel Mills Blvd (MD 713) from Ridge Road to Dorsey Road (MD 176)

S.10 Dorsey Road (MD 176) from Arundel Mills Blvd (MD 713) to Candlewood Road

S.11 West Street (MD 450) from Solomons Island Road to Admiral Drive

S.12 Crain Highway (MD 3 Bus) Green Branch Lane to Oak Manor Drive

S.13 Solomons Island Road (MD 2) from Admiral Cochran to Forest Drive

S.14 Ritchie Highway (MD 2) from Ordinance Road to Warfield Road