



Office of the County Executive
STEUART PITTMAN

May 3, 2023

Mr. Paul J. Wiedefeld, Secretary Maryland
Department of Transportation
7201 Corporate Drive
Hanover, MD 21076

Dear Secretary Wiedefeld:

Congratulations on your recent appointment and thank you for the opportunity to provide comments on Anne Arundel County's list of priorities for the FY 2024-29 Consolidated Transportation Program (CTP). We have had a great partnership with the Maryland Department of Transportation in the past and look forward to an even better relationship with you and Governor Moore in the coming years.

Anne Arundel County is a diverse and growing community that plays a significant role in the state of Maryland. With a population nearing 600,000 people, the county is home to a diverse range of demographics, including families, young professionals, and retirees. Anne Arundel is the fourth largest jurisdiction in the state and second largest in the Baltimore region. The county is also home to several regionally significant institutions, including the Baltimore/Washington International Thurgood Marshall Airport (BWI), Fort Meade/NSA, and the Anne Arundel Medical Center. These institutions not only contribute to the economic vitality of the county but also serve as important centers of employment and innovation in the region. As such, the success of Anne Arundel County is integral to the success of the state of Maryland, and we believe that investing in the county's transportation infrastructure is critical to ensuring its continued growth and prosperity.

The County is committed to prioritizing the safety of all users on our roads, but particularly those who are most vulnerable. We believe that every person, regardless of their mode of transportation, has the right to travel safely and without fear of injury or death. In response to MDOT's adoption of Vision Zero in 2019 and calls urging local jurisdictions to do the same, the County's Transportation Master Plan, *Move Anne Arundel!*, includes a target to reduce traffic fatalities and serious injuries on our roads to zero by 2040. In 2022, the County enacted a Vision Zero Plan via executive order that specifically adopts the Vision Zero strategies and principles to prevent traffic related fatalities and serious injuries on our Roadways. We recognize that achieving Vision Zero will require a multi-faceted approach that includes improving infrastructure, enforcing traffic laws, and changing driver behavior. But we also

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know that it requires a specific focus on protecting the most vulnerable users of our transportation system, including pedestrians, bicyclists, and transit riders. We believe that by prioritizing the safety of these users, we can create a transportation system that is safe and accessible for all.

In addition to our commitment to safety, we also recognize the importance of transit as a critical component of our transportation system. We believe that transit is essential for providing access to jobs, education, and healthcare for all residents, particularly those who may not have access to a personal vehicle. We therefore support expanding funding to jurisdictions for transit services, including increased funding for public transit, bike share programs, potential ferry service and other active transportation options. By investing in these services, we can create a more equitable and sustainable transportation system that serves the needs of all residents. In 2023, the County will be adopting its first stand alone Transit Development Plan (TDP), which will reflect our current needs and priorities. We hope that the State can help fund the continued development of our local transit system, particularly expansion of micotransit services that can help provide opportunities for our residents and visitors to utilize the State's regional transit services. The County is proposing a rideshare surcharge following other local jurisdictions to assist in those efforts as well.

As a county, we recognize the importance of protecting our natural environment and ensuring that our transportation infrastructure is resilient in the face of climate change. Anne Arundel County is particularly vulnerable to flooding due to its location along the Chesapeake Bay and its many waterways. Several state roadways are regularly inundated, and the City of Annapolis has experienced significant flooding in recent years. We believe that investing in flood resistance infrastructure and improving the resiliency of our transportation system is critical to protecting our communities and promoting sustainable economic growth. We are grateful for the establishment of the Resilience Authority of Annapolis and Anne Arundel County, which will help fund improvements to our infrastructure and support our efforts to make our communities more resilient in the face of climate change. We look forward to working with the Authority and other partners to ensure that our transportation system is both safe and sustainable for generations to come.

We are committed to expanding our active transportation infrastructure to better serve the needs of our residents, particularly those who are most vulnerable, and to promote safe and healthy transportation options. Our Walk and Roll Plan, unanimously adopted by our County Council, outlines a comprehensive strategy for enhancing our pedestrian and bicycle facilities, and will guide our efforts to create more connected, accessible, and equitable transportation networks. We have a strong track record of partnering with state agencies, such as the Maryland State Highway Administration (SHA), to improve pedestrian and bicycle infrastructure through programs like the Transportation Alternatives Program (TAP). Additionally, we have collaborated with SHA on a number of sidewalk projects, which have helped to increase safety and accessibility for pedestrians in our communities. These efforts reflect our commitment to ensuring that all residents have access to safe, convenient, and sustainable transportation options, regardless of their income, race, or ability.

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While we recognize the importance of alternative modes of transportation, as our primary mode of travel we must also prioritize improving our existing roadways to better accommodate the needs of our community. Through our continued partnership on TSMO efforts and targeted road improvements, we can work towards a more efficient and safer roadway system for all.

The following projects comprise our immediate priorities for state funding in the upcoming CTP.

Roadway and Bridges

1) Maryland 3 (Crain Highway), from Saint Stephens Church Road to MD 32/I-97. The County has allocated the local match for the design, right-of-way and construction funding in the County's Capital Improvement Program ("CIP") for an improvement to add capacity between St Stephen's Church Road and MD 32, including intersection improvements and biped facilities. The County and the State Highway Administration ("SHA") have an agreement for cost sharing on 30% design to be completed around May of 2023. County requests that SHA minimize any further delays to the project schedule to provide these needed improvements to the community in a timely manner. The County also requests SHA fund the remainder of design, right-of-way acquisition and construction which have not been shown in the latest CTP.

2) Maryland 2 (Ritchie Highway), northbound from US 50 to Arnold Rd. As with MD 3, the County has allocated the local match for the design, right-of-way and construction funding in the County's CIP for an improvement to add capacity and address safety along MD 2 northbound from US 50 to Arnold Road, including intersection improvements and biped facilities. The County and SHA have an agreement for cost sharing on 30% design to be completed around May of 2023. The design for this project in particular, like several of the other projects in this list that the County is participating in financially, has been delayed. County requests that SHA minimize any further delays to the project schedule to provide these needed improvements to the community in a timely manner. The County also requests SHA fund the remainder of design, right-of-way acquisition and construction which have not been shown in the latest CTP.

3) MD 170, from MD 100 to MD 174. The County has allocated the local match for the right-of-way, utilities and construction funding in the County's CIP for an improvement to improve capacity and safety along MD 170 between MD 100 and MD 174, including intersection improvements and biped facilities. SHA is managing design efforts for this project, but has also run into delays in dealing with a variety of issues. County requests that SHA minimize any further delays to the project schedule to provide these needed improvements to the community in a timely manner.

4) MD 214. The County has allocated over \$6 million in the County's CIP towards this project with an additional money programmed for improvements to improve traffic operations, roadway safety, pedestrian and bicycle connections, and drainage deficiencies on MD 214 from MD 468 to the east of Loch Haven Road. The County and SHA have an agreement to complete the design for this project. The design is currently funded entirely by the County, but the County is requesting state participation in the funding of right-of-way, utilities and construction similar to the projects listed above.

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The County requests that SHA minimize any further delays to the project schedule to provide these needed improvements to the community in a timely manner.

5) MD 665/Aris T. Allen Boulevard at Forest Drive. This intersection is a key gateway to the Forest Drive section of the City of Annapolis and Annapolis Neck beyond. The City, County and State have been coordinating on necessary intersection improvements at Aris T. Allen, Chinquapin Round Road, and Forest Drive to improve traffic operations, vehicular and non-vehicular safety, and pedestrian and bicycle connections. Currently this project is in the alternative analysis phase, but a recent fatality adds urgency to the need for implementation of improvements. If there are short term safety improvements that can be made as we move forward with a larger capital project, we would encourage those to be made immediately. The County has allocated money in its CIP for design and programmed additional funds for right-of-way and construction, but is requesting continued State participation in the project, including financially.

6) I-97 from MD 50 to MD 32. The County is grateful for the addition of the new project to the last CTP of Transportation Systems Management and Operations (TSMO) improvements including peak period hard shoulder running and we are hopeful that the project can be implemented in a timely manner.

7) MD 198 from MD 295 to MD 32. This alignment has experienced increased development over the past several years. A NEPA study completed in 2015 supported the widening of the alignment. At one time a breakout project had begun design, but as the construction was unfunded, the design was halted. The County requests that the project be restarted with design efforts and ultimately construction, in order to relieve congestion, improve bicycle and pedestrian safety and improve connectivity.

8) Bay Bridge. We are appreciative of the Phase II NEPA Bay Crossing Study efforts and hope that while it is a MdTA project, given that the limits are from the Severn River Bridge in Anne Arundel County to the U.S. 50/U.S. 301 split in Queen Anne's County that sufficient attention is paid to the impacts on the communities on both sides of the bridge as well as the bridge portion of the study. We continue to encourage multimodal components to the project as well as variable tolling as potential solutions to the issues under study.

Transit

1) Parole Transportation Center. Design work continues on this project to provide a regional transit center for the state capital, Annapolis, in the Parole area. The County has allocated design funds and programmed construction funds in the draft budget and capital improvement program for this effort and has received a federal earmark. As work proceeds with acquiring the land to construct the center, the County is counting on state support for the center that will assist in both County and MTA operations. The County is pursuing grant funding, and the State's support in that endeavor

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makes the planned multimodal center a much more attractive candidate project. We appreciate the letter of support from MDOT-MTA for the RAISE grant application and ask for continued support.

2) *LOTS funding.* We are appreciative of both the regional bus and rail service MTA provides County residents and the recent minor increase in Locally Operated Transit System (“LOTS”) funding so that the County and City of Annapolis can provide local transit service. The County is trying to expand its local bus service coverage and frequency to link both county residents to the regional system as well as out-of-county residents to county employers. Additional LOTS funding would help us provide countywide microtransit in the form of call-and-ride style zonal services to the lower density areas of our County so that no resident would be without access to transit. We continue to request state assistance in developing a revenue stream specifically for cities and counties. This dedicated transit-funding stream could allow the County to partner with the Washington Metropolitan Area Transit Authority (“WMATA”) and MTA to extend services in and into the County as well as provide expanded coverage, frequency, and span of service by both the county and city of Annapolis-operated transit systems. We want to highlight that the investment by the State into our capital and operations is not commensurate with the fact that we are the second most populous county in the region and fourth most populous county in the state. Anne Arundel County was the only county of Maryland’s five most populous jurisdictions that continued to grow in 2022 and did not lose population over the past year, according to recently released annual estimates by the U.S. Census Bureau. The LOTS funding formula should specifically use the population of the jurisdictions. Both the County and the City are committed to transitioning to electric vehicles, including the City’s innovative electric ferry proposal, and are requesting state assistance with this transition, both in terms of vehicles and adequate charging infrastructure.

3) *Transit-Oriented Development (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 stations, the County is primed to work with MDOT to achieve these goals. We look forward to working with David Zaidain on these projects.

First, we are appreciative of the consideration underway to formally designate the area around the Cromwell Light Rail Station as TOD and we hope to work with MTA to complete that effort as our first priority.

Second, currently the only state designated TOD is at the Odenton MARC Station where the County is partnering with MDOT on the construction of a garage on the west lot. The County has already established a Tax Increment Financing (“TIF”) District to provide funding towards the parking garage. The County has allocated the necessary funds from the Odenton TIF district towards the design of a facility this year and has additional money to contribute towards the construction. The County is asking for continued coordination and support from the State as well as State participation in the development of the TOD.

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Third, the Laurel Racetrack MARC Station development potential has strong support for the proposed station renovations at the Laurel Racetrack MARC Station. There are a number of issues with the Racetrack outside of transportation, but it and the other TODs are important drivers of economic development and place-making in Anne Arundel County. Each of these projects would benefit from the requested TOD designations, accompanied by MDOT-MTA serving as the lead agency for funding, design, and construction of station renovations to support TOD development. Furthermore, Anne Arundel County remains open to exploring multi-jurisdictional funding contributions to provide additional support to these projects.

4) *Transportation Operations Facility.* The County has completed a feasibility study for the purchase of land and construction of a new full service transportation operations facility to service its expanding local transit operations. The facility requires several acres of land to accommodate a vehicle maintenance building, as well as an attached administration building and vehicle storage and fueling (traditional and electric). The draft CIP considers funding the design and right-of-way acquisition towards such a facility, and the County is pursuing grant funding. We thank the MTA for the letter of support for both the Low-No Emission and the Bus & Bus Facilities grant applications and would request continued state support for funding efforts.

5) *Regional Services* Cromwell Station (Glen Burnie) to Annapolis (Corridor 3) and Union Station (DC) to Annapolis (Corridor 24) are two of our more highly proposed corridors from the Central Maryland Regional Transportation Plan. These corridors, also in the draft Statewide Transit Plan, would serve vital regional transit needs. The initiation of an express bus along Route 97 from Cromwell Station to Parole Transit Center would close the transit gap between Annapolis and the end of the current light rail spur. The connection to DC could take various forms, from extension of local service from New Carrollton to Annapolis or increased frequency of current regional service, but expanded connectivity is needed.

Bicycle-Pedestrian

1) *Anne Arundel County Trail Network.* The County's trail system serves as the backbone of the County's bicycle network. The State has been integral in providing the funding assistance for pieces of this system including the Broadneck Peninsula Trail, South Shore Trail, WB&A Trail, and BWI Trail Extension. The County is asking the State to streamline the review process for those projects in the permitting phase. We are also asking for the implementation of an MOU to establish ownership, maintenance, and other responsibilities among the various governmental bodies in anticipation of the ultimate construction of various segments of the trail network, similar to the existing MOU for the BWI Trail. This is of particular importance near and through federal lands (along MD 175 at Fort Meade and MD 435 through the Naval Academy) and state properties near BWI with the BWI Loop and trail extension north along the light rail tracks, and will be necessary to acquire grants for implementing the design, right-of-way, and construction of those segments of the regional trail network. We appreciate the multiple grants that the State has awarded the County to continue to build out its trail network and intend to apply for more grants to achieve build-out of this network in this fiscal year and future years.

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2) **MD 175 Sidewalk.** The County is committed to working with SHA to install sidewalks along MD 175 from MD 170 to the Sappington Station roundabout. This sidewalk segment is the highest priority of numerous segments that the County and State are working on together to construct. The County has provided design funding for this project so that there is no delay in implementation. The County is requesting that the County investment be returned with state funding towards construction and that project delivery times be minimized.

3) **MD 713 Shared Use Path.** The County has partnered with SHA for the design of this shared use path along MD 713 from Arundel Mills to MD 176 to ultimately connect to the BWI Trail. We are requesting state funding in the right-of-way and construction efforts to connect area communities to Arundel Mills and BWI.

4) **MD 176 Shared Use Path.** The County has partnered with SHA for the design of this shared use path along MD 176 from the BWI Trail at MD 170 to MD 713 to ultimately connect to the Arundel Mills area. We are requesting state funding in the right-of-way and construction efforts to connect area communities to Arundel Mills and BWI.

The above high priority list of projects is not simply a project wish list from our County, but rather a well-thought out prioritization of projects that the County has and is actively investing local county dollars toward. The County seeks to continue to leverage the combined resources of the County and State to provide a greater level of service to our shared constituents.

While the above list enumerates the County's highest priorities, we have provided a more exhaustive list of projects that the County and City of Annapolis are requesting some level of participation from the State below the signature of this letter, many of which also have county funds committed.

Sincerely,



Steuart Pittman County
Executive

cc: Members, Anne Arundel County House and Senate Delegations
Members of the Anne Arundel County Council
Gavin Buckley, Mayor, City of Annapolis
Christine Anderson, Chief Administrative Officer
Janssen Evelyn, Deputy Chief Administrative Officer
Samuel D. Snead, Director, Office of Transportation
Karen Henry, Director, Department of Public Works
Jenny Jarkowski, Planning and Zoning Officer
Brian Ulrich, Planning Administrator, Office of Transportation

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ADDITIONAL PROJECTS

The additional projects below, in addition to the high priority projects listed above, are categorized into modes following the format of the County's recently adopted Transportation Master Plan, *Move Anne Arundel!*

IMPROVING REGIONAL CORRIDORS AND MAKING COMMUTES MORE RELIABLE

In general, the County is requesting that the Controlled Access Highways; the ones listed below and others such as MD 32, MD 100, and MD 10; should be optimized in a way that attracts traffic off of more local routes like MD 2, MD 3, MD 450, MD 214 and others. This doesn't always have to include traditional additional travel lanes but could include HOV lanes, transit improvements, and other TSMO strategies. We are specifically requesting money expended to advance the following projects.

- **Maryland 3 (Crain Highway), from Prince George's County to MD 32.** In addition to the improvements requested above, there are additional improvements identified in the recent TSMO analysis that warrant attention. We anticipate future project requests from this list of recommended improvements as well as safety and biped enhancements throughout the corridor.
- **MD 295 from I-195 to MD 100.** A Finding of No Significant Impact ("FONSI") was issued for this project in April of 2011, and this project has been requested in priority letters from the County ever since, with no construction thus far. This project includes an interchange at Hanover Road to improve access to BWI Airport and would also assist in the economic development of the area. The County recently completed a design to preserve a corridor for the Hanover Road extension that was a part of this project and is actively pursuing the right of way acquisition. We are specifically asking that the MD 295 and associated interchange project be funded with state dollars.
- **US 50 from the Prince George's County Line to the Chesapeake Bay.** We are requesting the beginning of preliminary engineering for the addition of HOV lanes through the corridor as well as the immediate addition of more frequent transit, including regional service to New Carrollton to connect the County to rail to Washington D.C in addition to enhanced commuter service to the Mall area. The interchange issues with I-97 also warrant immediate review either as a part of the TSMO project or independently.
- **Bay Bridge.** The County remains concerned about the current traffic impacts on the surrounding communities pending any future Bay Bridge project. We think dedication of a share of the toll revenues to local jurisdictions to improve local traffic issues that affect both sides of the bridge due to the regional traffic that attempts to use local roads to

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bypass congestion is warranted. The County is specifically requesting operational improvements such as congestion pricing to manage the demand and its associated impacts on the County roads surrounding the Bay Bridge that are adversely impacted by the summer weekend traffic. We believe that more can be done to prevent summer weekend eastbound travelers from attempting to bypass the backups by using adjacent roads in our neighborhoods now from an operational perspective.

- **MD 100.** MD 100 around Arundel Mills, including west to Howard County including the area of Coca Cola Drive continues to be congested. The County is asking SHA to review the issues and look at ways to address congestion in this corridor through a variety of strategies that the County and State can combine on.

UPGRADING COUNTY CORRIDORS AND STRENGTHENING COMMUNITY CORES

We also have important needs on non-controlled access, but highly important, arterials in the County. For every State-owned corridor/area listed below the County has expended funds to study needed improvements and is proposing to, or has already allocated funds towards construction improvements as well. The County is asking that the State also dedicate construction funds to the following projects.

- **Maryland 2 (Ritchie Highway), from US 50 to Arnold Road.** The County appreciates the coordination on the design for the first phase of improvements along this corridor, and continues to advocate for financial assistance to complete the design and for the construction of the 3rd northbound lane from US 50 to Arnold Road. This would only be the first phase of additional improvements needed north to MD 10 and eliminate the alternating 2 to 3 lane sections in both directions. However we are also concerned with the high speed nature of the roadway and are requesting that efforts be made to reduce speeds and severity of crashes through the corridor.
- **Odenton MARC Station.** The County remains committed to Transit-Oriented Development around the Odenton MARC Station. In addition to the County funding towards the Garage, we are also asking for additional Locally Operated Transit System funding to provide improved and more frequent bus service to reduce parking demand and provide needed services associated with TOD.
- **MD 175, from MD 295 to MD 170.** This project has been in the priority letter for many years. And a series of improvements have been constructed or are under construction. The interchange improvement project at MD 295 has been delayed but is finally getting closer to construction. However, there is also the final segment of improvements that were identified as a part of #AA4361 from Bluewater Blvd to the south. The remaining improvements south into Odenton Town Center, previously shown in previous CTP's as "Engineering underway from Mapes Rd. to Nevada Ave" have been defunded and

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all work stopped. County hopes these improvements will regain funding and the needed improvements identified in the study will be constructed including a realignment of the eastbound MD 32 off ramp in accordance with the Odenton Town Center Master Plan.

- **MD 177, from Outing Avenue to Edwin Raynor Blvd.** The County has been provided the Preliminary Investigation design and cost estimate. Continued community involvement is necessary as issues with access and parking are addressed while still providing the necessary safety and multimodal improvements. While the County does not have the funding necessary to progress this project to the next phase, the planned improvements remain important to the County and we remain committed to providing those improvements in the future. The County is requesting the State assist in efforts to find alternative ways to fund these improvements.
- **MD 713, from MD 175 to Arundel Mills Boulevard.** The County completed a study, with participation from SHA District and Planning Staff, for this segment of the roadway. The recommended improvements are a multilane divided boulevard style facility with bicycle and pedestrian accommodation. The County is requesting that the State begin to fund the initial elements necessary to ultimately provide improvements in this corridor.
- **MD 450, from Rutland Rd to MD 424.** The County appreciates the money used for culvert repair in this corridor to address flooding issues that have closed this road numerous times. However, a more comprehensive project to address the drainage issues is warranted, but the County is also requesting assistance in the connection of local roadways to provide alternative travel ways during closures.
- **MD 424, from south of MD 450 to MD 3.** The County appreciates the State's coordinated efforts with the County with regards to sidewalk improvements in this corridor. The County also appreciates efforts to assist the school system on improvements related to the construction of Crofton High School. The County is further asking for assistance with the intersection of MD 450 and MD 424 which is a bottleneck. The County is asking for a detailed analysis at the intersection to determine what may need to be done to improve this bottleneck. Planning coordination is necessary to determine the long-term needs of this intersection.
- **Governor's Bridge Road Bridge.** This historic bridge is a border bridge between Prince George's and Anne Arundel Counties linking the communities of Bowie and Davidsonville. The Counties partnered on an alternatives analysis for the rehabilitation of this bridge that has been closed for over 5 years because of the deterioration of the structure. An in-kind replacement is Anne Arundel's preferred alternative, however given the limited federal aid for bridge reconstruction in both counties and higher pressing needs for the use of those funds we are left looking for other sources of funding to supplement the County's contribution towards the replacement of this historic bridge.

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There appears to be a cost sharing agreement between all interested parties, but we are requesting SHA's assistance to ensure this replacement gets implemented.

ADVANCING NEW MODELS OF TRANSIT

The County would like to congratulate the State on the success of the commuter bus program in Anne Arundel County. The success of the program causes the County to request additional services that are in demand from our residents. The County is looking to provide even greater services to its residents but requests state funding associated with that as well. The County's masterplan guides our request in both Regional and Local Transit Services.

- **REGIONAL SERVICES**

- **Regional Transit Plan.** The RTP published in October 2020 is a plan for improving public transportation in the region over the next 25 years.; We are regularly and continually engaging with State, County staff and elected officials to implement the RTP and strategic actions identified in the Plan. Your continued partnership is appreciated.
- **Annapolis to Ft Meade/Columbia.** A commuter bus service between the State capital and the region's largest employment center is a gaping hole in the region's commuter services. The County is requesting immediate commuter bus service to Fort Meade and future connection to Columbia.
- **Chesapeake Bay Passenger Ferry.** This project would establish a passenger ferry between numerous ports along the Chesapeake Bay and would promote tourism by allowing visitors to reach multiple destinations by boat. A collaborative effort between several counties and municipalities has occurred to prepare a feasibility study and the partners are seeking MDOT's support for establishment of a passenger ferry system for the entire Chesapeake Bay region. This project would meet the MTP goal that addresses community vitality and economic prosperity by establishing an alternative mode of transportation that supports tourism and economic development.

- **LOCAL SERVICES**

- **Fort Meade Shuttle.** Associated with the Odenton Town Center TOD designation and the largest employment area in the region, the County is requesting additional funds to increase the span and frequency of the Ft. Meade transit services that the County has attempted to maintain since the State discontinued the pilot shuttle.

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- **BWI Shuttle consolidation.** BWI operates an extensive shuttle program serving the airport, while both MTA and the County also operate local bus service in the area. It would be optimal to combine resources to serve both BWI Airport travelers and employees, and other area services such as Arundel Mills and the surrounding employers, with a more robust service. The County is specifically asking the State to combine services and funding into a more seamless program for all users in the area.

BUILDING A CONNECTED BICYCLE NETWORK

Anne Arundel County currently has three off-road trails in design and/or construction. We are actively working to complete the entirety of the Broadneck Trail, complete Phase 2 of the South Shore Trail, and the bridge for WB&A Trail's Patuxent River crossing, all within the next two years.

- **Broadneck Peninsula Trail.** We thank MDOT for the financial help in constructing the various phases of this project which are all in process. Phases 1 and 2 are complete. Phase 4, B&A Trail to Peninsula Farm Road, has been completed by others. Phase 1B College Parkway East to Bay Head Park and Phase V Bay Head Park to Sandy Point State Park and community connector trails are in the Construction Documents phase and Phase 3 Peninsula Farm Road to Bay Dale Drive has been bid and is in construction..
- **South Shore Trail.** This trail is the next major focus of the County. Phase 1 is complete, Phase 2 from Sappington Station Circle in Odenton to Bonheur Drive in Gambrills will be in construction through FY24. We will begin design of Phase 3, Bestgate to Eisenhower Golf Course in FY24 and will apply for TAP in FY25 with construction to begin in FY26. Phase 4, Eisenhower Golf Course to Waterbury Road, is currently in Design and we expect to begin construction in October, 2024. In FY27 we will begin a Feasibility Study for Phase 5, Bestgate Road to City of Annapolis, MD Route 3 Crossing. In FY2022 the County was awarded \$1,112,000 and in FY2023 \$500,000 Local Parks and Playgrounds Infrastructure grant funds and is applied to Phase 2. In 2024 and 2025 we will apply for a Bikeways grant for use in FY26 and FY27 for each year of \$500,000. In May 2025 we will apply for \$3M in TAP grant funding to support Phases 3 and 4.
- **WB&A Trail Bridge.** This 9-mile project will link the South Shore Trail in Odenton over the Patuxent River to an existing rail trail in Prince George's County. Phases 1, 2, and 3 are complete. Roughly half of Phase 4, Loop from Strawberry Lake Way to South Shore Trail, is open from Waugh Chapel to South Shore with about 1.9 miles to complete. The feasibility study to identify right of way is needed to complete Phase IV from Waugh

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Chapel Road to South Shore Trail Phase II. The Phase 5 Bridge over the Patuxent River is currently in construction. In 2025 for use in FY26 we will be applying for a Bikeway grant for \$800,000 for the construction of Phase 4.

- **Trail Spurs, Connectors:** In FY23 the County was awarded \$1.5M of Congressionally Directed Community Project Funding through the DOT Highway Infrastructure Projects Account and State Funding of \$1M to fund the design, right-of-way acquisition and construction of trail spurs and connectors to the major trails traversing the County (i.e. Broadneck Peninsula Trail, South Shore Trail and WB&A Trail). We are in the process of prioritizing locations where these funds will be applied. We ask for the State's assistance in using this funds.
- **BWI Extension and Baybrook Connector.** Continuing north from the existing BWI Trail spur, the County appreciates the financial assistance in funding the design of the Light Rail trail, taking the current design at Preliminary Investigation (30%) to final construction documents. The County also appreciates the grant funding to complete the design for a shared use path along Belle Grove Road from the Nursery Road Light Rail Station area to the County Line. The County will be requesting funding for the construction of both segments of the bicycle facilities with upcoming applications.
- **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.
- **Arundel Mills Boulevard (MD 713) from Arundel Way to MD 176.** The Local Development Council ("LDC"), through the County Capital Budget, is funding the design of a shared-use path along the east side of MD 713. The MOU between the State and the County currently takes the design to Preliminary Investigation. We appreciate the pending cost share to complete the design and are requesting right of way and construction funding.
- **Dorsey Road (MD 176) from MD 170 to MD 713.** As with the MD 713 shared use path project, the LDC, through the County Capital Budget, is funding the design of a shared-use path along the north side of MD 176 from the existing BWI Trail near the intersection of MD 170 (Aviation Boulevard) west, tying into the MD 713 improvements proposed. Similarly, we are appreciative of the design collaboration and request right of way and construction funding.
- **Odenton to Arundel Mills.** As work progresses on the BWI to Arundel Mills connections, missing are two short shared use path segments to connect Odenton to Arundel Mills, that although not the direct connections needed, would fill in some vital missing gaps and provide lower-traffic stress to cyclists. Improvements to both Milestone Parkway (from Clark Rd to the Shared Use Path being constructed on MD 175) and Bluewater Boulevard (between the current SUPs on MD 175 and where the current

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- Bluewater SUP ends at Portland Station Lane/Regiment Way) would fill in two small gaps (1500' & 2200' respectively) in the network. We appreciate the design funding obtained through the last Bikeways funding and look forward to opportunities to continue the collaboration through right-of-way and construction funding.
- **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 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 side path that goes under US 50 to Anne Arundel Medical Center where it would meet the South Shore Trail.
- **MD 450 at USNA Bridge along King George St toward City Dock and also to and along Taylor Avenue (MD 435) to Westgate Circle.** The County has signed an agreement with SHA for design funds to create a pedestrian and bicycle compatible corridor, connecting the B&A Trail and existing bike lanes on the United States Naval Academy Bridge with the State Capitol and employment complex, downtown Annapolis, and the West St. corridor/Poplar Trail, with connections to adjoining communities and the Naval Base along MD 648 consistent with the goals and policies of the MTP, and prior recommendations in the City of Annapolis Bike/Ped Master Plan. We anticipate needing assistance with the right-of-way and construction of the segment under design, as well as future phases of these improvements.
- **MD 450 from USNA Bridge to Boulter's Way.** As mentioned above we are working on connections between the B&A Trail and the City of Annapolis. While that project progresses through design, we need to start the planning for future phases. We are specifically requesting a feasibility study of the next phase from the USNA Bridge, north to Boulter's Way where the current B&A trail terminates as a separate facility.
- **Patapsco Greenway.** The Baltimore Metropolitan Regional Transportation Board funded a study of the Patapsco Greenway including bicycle and pedestrian trail infrastructure including spurs to connect Anne Arundel County to that regional facility. The County requests that any funded improvements in the area of the County include consideration for connections for Anne Arundel County residents.

MAKING COMMUNITIES MORE WALKABLE

The three areas of focus regarding the pedestrian element of the County's Transportation Master Plan revolve around providing safe routes to school, identifying public facilities in locations where facilities exist (or are less expensive to provide), and building out the County's

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Town Centers of Parole, Odenton and Glen Burnie. The following are high-priority sidewalk projects that accomplish one or more of the goals above and that the County is currently working with the State to construct. The County is specifically asking for construction funds for the following projects, and any other expenditures that are needed to take these projects to construction:

- **Annapolis Road (MD 175)** - MD 170 to Sappington Station Circle
- **Central Avenue (MD 214)** from just east of Solomons Island Road (MD 2) to Mayo Road (MD 253)
- **Fort Smallwood Road (MD 173)** from Duval Highway to just beyond Sunset Park
- **West Street (MD 450)** from MD 178 (Generals Highway) to MD 2 (Solomons Island Road)
- **Nursery Road (MD 168)** from Hammonds Ferry Road to Baltimore-Annapolis Boulevard (MD 648)
- **Reece Rd (MD 174)** from Town Center Blvd Extension (at Meade Heights Elementary) to Pioneer Drive
- **Crain Highway (MD 3 Business)** from I-97 to Green Branch Lane
- **New Cut Road** from I-97 to the end of state maintenance 150' north of Upton Road
- **Ritchie Highway (MD 2)** from Ordnance Road to Warfield Road
- **B&A Blvd** from 1st Ave/North Co HS to Burwood Shopping Plaza
- **Ritchie Highway (MD 2)** from Cypress Creek Road to McKinsey Road
- **Ridgely Avenue (MD 436)** from Taylor Avenue to Bestgate Road

The remaining projects are also important, however the County does not currently have funds designated for these projects and asks that the State place these projects at the top of the priority, should additional funds beyond the projects listed above become available.

- **West Street (MD 450)** from Solomons Island Road to Admiral Drive
- **Solomons Island Road (MD 2)** from Tarragon Lane to Forest Drive
- **MD 256 (Deale Area Sidewalks)** from Rockhold Creek Road to MD 468
- **Mountain Road (MD 177)** from Garland Road to Long Point Road
- **Defense Highway (MD 450)** from Tarrytown Avenue to Good Hope Road
- **Old Solomons Island Rd (MD 393)** from Solomons Island Road (MD 2) to West Street (MD 450)

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