



**Office of the County Executive**  
**STEUART PITTMAN**

May 17, 2021

The Honorable Gregory I. Slater  
Secretary of Transportation  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076 - 0548

**RE: FY 2022-2027 Consolidated Transportation Program (CTP) –  
Anne Arundel County Priorities**

Dear Secretary Slater:

Thank you for the opportunity to provide input on Anne Arundel County's FY 2022 list of priorities for the FY 2022-27 Consolidated Transportation Program (CTP). The COVID-19 pandemic has profoundly impacted the way Marylanders travel within our County and throughout the state. Although widespread telework has reduced travel demand on freeway facilities and regional transit services, many of our most essential and lowest wage workers are unable to work remotely, and they remain reliant on the transportation and transit infrastructure we provide. As we emerge from the pandemic, our transportation infrastructure planning must address not only the current and future needs of our residents, but also ensure that all Marylanders have equitable and affordable transportation options that enable them to commute safely throughout the County in light of our altered post-COVID world.

Anne Arundel County remains committed to being "*The Best Place - For All.*" The County's priorities focus on ensuring adequate transportation for our residents, enabling our employers to get employees to the workplace, and facilitating delivery of goods and services to customers and clients in a consistent and reasonable timeframe. As always, we appreciate our relationship with our state partners in the Maryland Department of Transportation (MDOT). Anne Arundel County is committed to utilizing local funds on these projects, in partnership with the State. As an example of this commitment, the County recently created a Reserve Fund for Permanent Public Improvements (PPI) to provide a designated, ongoing funding source for infrastructure projects. We are encouraged by the State prioritization of those projects for which local governments are willing to contribute in a meaningful way.

In 2019, Anne Arundel County adopted *Move Anne Arundel!*, the County's Transportation Functional Master Plan, with the adopted Vision that "Anne Arundel County will provide a safe, efficient, equitable, sustainable, and multimodal transportation system that provides residents,

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travelers, and visitors with connectivity and choice.” *Move Anne Arundel!* includes quantifiable goals for improving safety and shifting mode share from single occupancy vehicles to alternatives such as transit, walking, and biking. Building upon that effort, Anne Arundel County recently adopted an updated General Development Plan (GDP), *Plan 2040*, which formally incorporates *Move Anne Arundel!* as the transportation element of that plan. *Plan 2040* includes development policy areas such as *Transit Oriented Development* areas and *Critical Corridors*, which seek to advantage and improve existing transportation infrastructure. Many of our high-priority project requests in this priority letter are encompassed in one of the important development policy areas.

Anne Arundel County has specific items that require MDOT’s immediate assistance, based on safety and economic development factors. These items include:

- The County is appreciative of the \$1,000,000 drainage and maintenance project on MD 450 (Defense Highway) in Anne Arundel County. The improvements to alleviate the flooding and road closures on MD 450 (Defense Highway) are the first step toward meeting the demands and the concerns of the citizens of Anne Arundel County. We believe that the incremental fix should continue to be monitored to measure the effectiveness of the investment, while working to establish a larger project that will ensure a total fix to the drainage, maintenance, and infrastructure on MD 450. The County request for additional funding is to develop long-term practical solutions to help reduce and minimize the frequency of flooding on MD 450 between Annapolis and Crofton. As we continue to work towards long-term solutions, we request the continued investment in short-term mitigation projects and continued action to address ongoing community concerns.
- The County is currently working on infrastructure plans with the State that will help address issues with MD 214. These plans include travel lane extensions east of MD 2, bicycle improvements throughout most of the corridor, and pedestrian improvements in segments. The County is experiencing major issues when incidents such as downed trees and power lines occur along the corridor which pose significant impediments to emergency response. The County requests assistance in expediting review and approval of the agreement with the State Highway Administration (SHA) to initiate design and address ongoing safety and congestion issues along this corridor.

The projects below are identified in *Move Anne Arundel!* or are otherwise projects of significant importance that comprise Anne Arundel County’s immediate priorities for state funding in the upcoming CTP.

- 1) *Maryland 3 (Crain Highway), from St. Stephens Church Road to MD 32/I-97.* The County has allocated \$1,269,000 in the FY 2021 Budget for design, and programmed an additional \$20,566,000 in right-of-way and construction funding in the County’s Capital Improvement Program (CIP), for an improvement to add capacity between St. Stephens Church Road and MD 175. The County and SHA are working on an agreement to initiate design after an evaluation of the proposed improvements by SHA staff. The project design should take into

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consideration safer pedestrian and bicycle crossings. The County requests the continued allocation of sufficient SHA resources dedicated to managing each phase of this project in order to ensure timely delivery of the project with each Project Task Agreement (PTA).

- 2) *Maryland 2 (Ritchie Highway), northbound from US 50 to Baltimore Annapolis Boulevard.* The County has allocated \$1,306,000 in the FY 2021 Budget for design, and programmed an additional \$15,197,000 in right-of-way and construction funding in the County's CIP, for an improvement to add capacity and make multimodal improvements between US 50 and Arnold Road. The project should include a safe pedestrian and bicycle crossing at Arnold Road to access the B&A Trail. The County and the SHA are working on an agreement to initiate design after an evaluation of the proposed improvements by SHA staff. The County requests the continued allocation of sufficient SHA resources dedicated to this effort to ensure timely delivery of the project with each PTA. The County asks for state funding towards the capital construction costs in the future, in addition to SHA staff management of the design, utility relocation, and right-of-way acquisition phases.
- 3) *Odenton MARC Garage.* As a state-designated Transit-Oriented Development (TOD), development at the Odenton MARC Station is key to its continued success. The County is requesting an immediate improvement of the recently purchased property on the southeast corner of MD 175 and Town Center Boulevard, to the northwest of the station. We are interested in simultaneously exploring with the State any Public-Private Partnership (P3) possibilities, as well as a standalone garage. In order to avoid a similar outcome to the last P3 endeavor, our preferred outcome is a dual path that allows for the exploration of a P3 TOD and a garage, with neither project dependent on the other for success. Our staff are already working on this possibility and believe it can be done. The County has already established a Tax Increment Financing (TIF) District to provide funding towards the parking garage and would like to begin design.
- 4) *LOTS funding.* The County is thankful for the coordination with the Maryland Transit Administration (MTA) staff on completion of the Regional Transit Plan for Central Maryland, as well as the inclusion of County staff in ongoing efforts towards a Statewide Transit Plan. We also appreciate the State providing regional bus and rail service in the County, but more resources are needed to provide adequate local bus services to link County residents to the regional system, as well as out-of-county residents to County employers. In addition to maintenance of, or preferably increased, Locally Operated Transit System (LOTS) funding through current funding mechanisms, the County is requesting state assistance in developing a revenue stream specifically for counties. This dedicated transit-funding stream would allow the County to partner with the Washington Metropolitan Area Transit Authority (WMATA) and MTA to extend local services 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.

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- 5) *Anne Arundel County Trail Network.* The County's trail system is the backbone of our 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 MDOT-SHA to streamline the review process for those projects in the permitting phase. We are also asking for the implementation of a memorandum of understanding (MOU) similar to the existing MOU for the BWI Trail, to establish ownership, maintenance, and other responsibilities among the various governmental bodies, in anticipation of the eventual construction of various segments of the trail network. This is of particular importance near and through federal lands (such as along MD 175 at Fort Meade and MD 450/435 near the U.S. Naval Academy) and state properties near Baltimore/Washington International Thurgood Marshall Airport (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.
  
- 6) *Parole Transportation Center.* The County recently completed a feasibility study to provide a regional transit center for the state capital, Annapolis, in the Parole area. With the completion of the study, the County has allocated funds in the FY 2021 Budget for design, and programmed construction funds in the proposed FY 2022 Budget and CIP for this effort. 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 also considering pursuing grant funding, and any state support in that endeavor would make this a much more attractive grant candidate project.
  
- 7) *MD 170 from MD 100 to MD 174.* The County has established a CIP project to contribute both County transportation impact fees and developer contributions towards the construction of this project. However, progress has stalled on this project and the County would like to know what the State's plan is for the corridor and what improvements will be funded, so that the County can understand whether it should continue to reserve funds for this project and direct developers to do the same. There has been little movement on this project since last year and improvements are needed along this corridor.
  
- 8) *MD 175 Sidewalk.* The County is committed to working with the Innovative Contracting Division to install sidewalks along MD 175, from MD 170 to the Sappington Station roundabout. The County has allocated \$1,345,000 in the CIP towards this critical pedestrian improvement on MD 175. This sidewalk segment is the highest priority of the 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 reciprocated with state funding towards construction.

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- 9) MD 214. The County has allocated \$520,000 in the FY 2021 Budget for design, in addition to the previous allocation of \$1,275,000 towards design and right-of-way acquisition costs. An additional \$12,799,000 in right-of-way and construction funding is programmed in the County's CIP for the improvement to add capacity on MD 214 from MD 468 to the east of Loch Haven Road, including safe pedestrian and bicycle facilities. The County and SHA are working on an agreement to initiate design, after SHA staff evaluates proposed improvements. The County requests the continued allocation of sufficient SHA resources dedicated to managing each phase of this project to ensure timely delivery of the project with each PTA.
- 10) MD 665/Aris T. Allen Boulevard. This intersection is a key gateway to the Forest Drive section of the City of Annapolis and Annapolis Neck beyond. Both the City and the County are requesting state assistance for an intersection improvement at Aris T. Allen Boulevard, Chinquapin Round Road, and Forest Drive. The County recently completed a Parole Mobility Study with recommendations to improve safe vehicular, bicycle, and pedestrian movement for this intersection, and the City has identified improvements in its Forest Drive Sector Study. Perhaps a similar approach to this intersection is needed, as is currently in process with the MD 2, MD 3, and MD 214 projects.
- 11) Transit-Oriented Development. TOD 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. 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 or bike ride to transit. In late 2020, Anne Arundel County worked with the Greater Washington Partnership to create a report on the strategy for implementing TOD and the potential for new residential and commercial construction that could be unlocked at stations in Anne Arundel. The County looks to work with MDOT to establish state and local designations for TOD, and for support of our request for TOD designation for MARC and Light Rail Stations in Anne Arundel County.

We believe the Cromwell Light Rail Station and the BWI and Laurel Racetrack MARC Stations would benefit from State TOD designations. In particular, the BWI MARC Train Station and Laurel Racetrack developments currently have concept plans in development. There is strong support for the proposed station renovations and development potential at the Laurel Racetrack MARC Station, as CSX is currently reviewing plans. Under current plans, this opportunity is a very cost-effective approach to increasing MARC ridership. Laurel Racetrack and BWI MARC Train Stations are important drivers of economic development and place-making in Anne Arundel County. All four of these projects would benefit from the requested TOD designations, accompanied by MDOT - MTA serving as

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the lead agency for funding, design, and construction of station renovations at the stations to support TOD-oriented development. Furthermore, the County remains open to exploring multi-jurisdictional funding contributions to provide additional support to these projects.

- 12) *Countywide Bike Lane Network.* In areas that lack adequate right of way and/or density for separated shared-use paths, our Complete Streets policy seeks more on-road bike lanes and sidewalks. This is especially true in South County, but also in areas where state roads lack safe crossings and become barriers to safe pedestrian and bicycle travel. Examples of such crossing barriers include MD 2, MD 3, MD 100, MD 170, MD 175, and MD 177. In Southern Anne Arundel County, we need an interconnected network of bike lanes to safely connect towns such as Galesville, Shadyside, Deale, Harwood, Lothian, and Davidsonville. Many of our peninsulas have one route, such as MD 214 on the Mayo Peninsula, which lack safe bike and pedestrian facilities.
  
- 13) *MARC Enhancements.* MDOT completed the Central Maryland Regional Transit Plan in 2020, which focused on the needs of regional transportation. MARC Train fits into that category as regional transportation infrastructure. The Penn Line is arguably the most diverse of the three lines connecting Perryville to Washington, DC via West Baltimore and Odenton. The current MARC Cornerstone Plan includes additional service and improvement of the twelve passenger stations. Enhancements to the Penn Line are important in establishing a viable regional transportation option that is needed both now and in the future. Additionally, we request the State advocate that Amtrak add a MARC Express service on the Penn-Washington Line that includes a stop at BWI.

We look forward to the State providing clear direction on joint projects and how to best combine resources to quickly and efficiently deliver the transportation improvements our constituents need. While the above list enumerates the County's highest priorities, attached is a complete list of projects for which the County and City of Annapolis are requesting some level of participation from the State. Many of these projects also have County funds committed.

Sincerely,



Steuart Pittman  
Anne Arundel County Executive

CC: Members, Anne Arundel County House and Senate Delegations  
Members of the Anne Arundel County Council  
Gavin Buckley, Mayor of Annapolis  
Matt Power, Chief Administrative Officer  
Lori Rhodes, Chief Administrative Officer for Land Use

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Ramond Robinson, Director, Office of Transportation  
Christopher J. Phipps, Director, Department of Public Works  
Steve Kaii-Zeigler, Planning & Zoning Officer  
Brian Ulrich, Transportation Planning Administrator, Office of Transportation

Attachment: Complete List of Projects

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## COMPLETE LIST OF PROJECTS

The projects below 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, including those listed below and others such as MD 32, MD 100, and MD 10, be optimized in a way that draws traffic from more local routes such as MD 2, MD 3, MD 450, MD 214 and others. This does not always have to include traditional additional travel lanes, but could include HOV lanes, transit improvements, and other Transportation Systems Management and Operations (TSMO) strategies. We are specifically requesting money expended to advance the following projects:

- Maryland 3 (Crain Highway), from St. Stephens Church Road to MD 32. The County is requesting continued cooperation, and specifically State administration, of the County proposal to complete third lanes in both directions between St. Stephens Church Road and MD 32, as well as associated intersection improvements. This would be part of a larger overall system of identified needs along this area of MD 3 between the Prince George's County Line and MD 32, identified as a part of your recent TSMO analysis.
- I-97 from US 50 to MD 32. This segment is a bottleneck on I-97 and the interchange areas with both freeways can also get quite congested during peak times, creating delay problems as well as associated crashes, as identified in the State's Mobility Report and TSMO Strategic Plan. The Baltimore Regional Transportation Board has a proposed project to provide managed lanes in this segment in the most recently adopted Long-Range Transportation Plan, Maximize 2045. The County is asking that phased improvements begin to improve conditions now, as implementation could take years to complete.
- 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. This project includes an interchange at Hanover Road to improve access to BWI Airport and would 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. There are several issues in this area, including the most congested area between I-97 and MD 2, but also at the Bay Bridge at the eastern edge of US 50 in the County (covered in the next bullet). 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,

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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 and MD 2 also warrant immediate review.

- Bay Bridge. The County remains concerned about the National Environmental Policy Act (NEPA) study for the third span of the Chesapeake Bay Bridge. We continue to request more direct County involvement as a key stakeholder in the study, along with our equally concerned and affected partner, Queen Anne's County. We also are requesting a share of the toll revenues to improve local traffic issues that affect both sides of the bridge due to the regional traffic that attempts to use local roads to bypass congestion. Lastly, the County is specifically requesting operational improvements to manage the demand, and its associated impacts, on County roads surrounding the Bay Bridge that are adversely impacted by summer weekend traffic, as a higher priority that can have immediate impacts on the surrounding communities, as well as travelers.

### **UPGRADING COUNTY CORRIDORS AND STRENGTHENING COMMUNITY CORES**

The County also has 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 already has, allocated funds towards construction improvements. 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. As we work together on the design for the first phase of improvements along this corridor, we reiterate that the County believes it will require financial assistance for the construction of the third northbound lane from US 50 to Baltimore-Annapolis Boulevard at the Arnold Post Office. The County is proposing to spend County infrastructure dollars towards improving this state roadway to improve travel on this key corridor. This would only be the first phase of improvements on a much larger scale needed all the way north to MD 10 and eliminating the alternating two to three lane sections in both directions.
- Odenton MARC Garage. The County remains committed to Transit-Oriented Development in the travel shed of the Odenton MARC Station. Accordingly, the County has programmed funds for structured parking at the station, in addition to requiring denser development nearby. The County is asking that the State make short-term improvements to the property purchased at 1401 Annapolis Road by providing a temporary gravel lot. However, work with the County to provide structured parking on the combined properties on the west side of the Station is also a priority. 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.

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- MD 170, from MD 100 to MD 174. The County has programmed County funds for the state proposal to add additional north and southbound travel lanes, as well as bicycle lanes and sidewalks, to eliminate this bottleneck. However, we are discouraged to hear about the delay in this project and are concerned that the improvements will not happen promptly. The County is experiencing continued growth in this corridor and is committed to assisting the State to make the needed improvements, but requests better communication and coordination on this project, as well as accelerated construction. The County funds are awaiting the State's initiative to be spent on this project.
- MD 214, from MD 468 to east of Loch Haven Road. The County also completed a study, with participation from SHA District and Planning Staff, for this segment of the roadway. The County is working with SHA to fund the design of the proposed improvements and anticipates a Project Task Agreement on this project will be the first of several similar agreements to provide improvements on SHA roads within the County.
- MD 175, from MD 295 to MD 170. This project has been in the County's priority letter for many years. Moreover, a series of improvements have been constructed or are currently under construction. The interchange improvement project at MD 295 has been delayed due to utilities, but we understand it will proceed once those issues are resolved. We certainly request that improvement be constructed. However, there is also the final segment of improvements that were identified as a part of the State Transportation Improvement Plan (STIP), item #AA4361, from Bluewater Boulevard to the south. The remaining improvements south into Odenton Town Center, shown in previous CTPs as "Engineering underway from Mapes Road to Nevada Avenue" have been defunded and all work has stopped. The County hopes these improvements will regain funding and the needed improvements identified in the study will be constructed.
- MD 177, from Outing Avenue to Edwin Raynor Boulevard. The County has received 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 advance 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.

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- MD 450, from Rutland Road to MD 424. The County appreciates the money set aside 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 concerning 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, as the situation will only worsen with the opening of the new high school this fall. Planning coordination is necessary to determine the long-term needs of this intersection.

### **ADVANCING NEW MODELS OF TRANSIT**

The County congratulates 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 has also recently expanded its local transit service portfolio, taking over routes previously operated by RTA and the City of Annapolis. With that in mind, 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**

The Regional Transit Plan (RTP) published in October 2020 is a plan for improving public transportation in the region over the next 25 years and regularly and continually engaging with County staff and elected officials to implement the RTP and strategic actions identified in the Plan.

- Transit-Oriented Development. While the County's top priority is the only state-identified TOD in the County at the Odenton MARC Station, the County's General Development Plan has identified TOD potential at several MARC and light rail stations throughout the County. Whether a specific designation is required to obtain state assistance with these other efforts or not, the County remains committed to working with MDOT on these various areas to provide transit-supportive development as well as transportation services. Efforts vary among the stations, but key locations include BWI, Laurel Racetrack, and Cromwell, and specific assistance is needed for each of these station areas.

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- Parole Transportation Center. With the County's completed feasibility study for a new Transportation Center in Parole that would serve both commuter bus service to Washington D.C. and Baltimore and allow improved local services to feed the commuter service, the County committed the funding to make the necessary improvements. The County is still requesting state assistance in the funding of the construction of this center of regional importance but also in the operational aspects to make the local and state-provided regional transit systems as seamless as possible for our users.
- Glen Burnie & Annapolis to New Carrollton. With the reduced services from WMATA, it is even more important now to provide new commuter services from Glen Burnie and Annapolis to New Carrollton and vice versa for a better connection to Prince George's County and the Capital Region.
- Annapolis to Fort 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.

### **LOCAL SERVICES**

- Increased LOTS Funding. The Transit Development Plan provides a 5-year plan of expanded local transit service. The County is committed to increasing the coverage, frequency, and span of service, but cannot do this without state assistance. The County is specifically asking for financial assistance from the State in this effort.
- 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 Shuttle that the County has attempted to maintain since the State discontinued the pilot shuttle.
- BWI Shuttle Consolidation. BWI operates an extensive shuttle program serving the airport while the MTA offers local bus service and the County operates bus service in the area. It would be optimal to combine resources to serve both the BWI travelers and employees, and other area services, including 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 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. Completing the Broadneck Trail, specifically Phases IB, III, and V, is the top off-road trail priority. The Broadneck Trail will ultimately stretch from MD Route 2 (Ritchie Highway) to Sandy Point State Park, for a distance of nine miles.

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Phase IA is currently open. Phase IB from College Parkway to Bay Head Road is under design. Phase II is substantially complete and with a majority of the construction funded by a Transportation Alternatives Program (TAP) Grant. Phase III of the Broadneck Peninsula Trail from Bay Dale Drive to Peninsula Farm Road is currently at the 95% design development stage. We are awaiting final approval from SHA before generating final construction documents. Phase IV was completed by the Department of Public Works and will extend from the Anne Arundel Community College to the B&A Trail. Phase V from Bay Head Park to Sandy Point Park is also in design. Because Phase IB is connected to Phase V, the County is working on both phases as a single project. Construction for Phases III, IB, and V is anticipated to begin in late 2021 or early 2022 and be completed in 2022.

- South Shore Trail. The County's second priority in the off-road trail category is the South Shore Trail. This 14-mile trail, once completed, will connect Annapolis to Odenton. Phase I near Hansel Drive at Millersville Road to Waterbury Road was opened in May 2019. Phase II from Sappington Station Circle in Odenton to Bonheur Drive in Gambrills is currently at 90% design development. The County was awarded a TAP grant for the construction of Phase 2. We hope to start construction of Phase II beginning in the spring of 2022. Phase IV is currently in design. The County will again pursue Federal TAP funding in May of 2023 to advance Phase IV of the South Shore Trail. Construction for Phase IV is anticipated in the spring of 2024 through Summer 2025. At this time, Phase III and V are not programmed, but the Department of Recreation and Parks anticipates beginning Phase III design in the summer of 2023. The County is specifically requesting TAP funding to construct the next phase of this trail, which will eventually connect the City of Annapolis to Odenton via the abandoned WB&A railroad. Phase II design between Sappington Station and just north of MD 3 is almost complete, and the County is requesting the construction funding with the current grant application cycle.
- WB&A Trail Bridge. When the bridge is complete, this 9-mile project will link the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County. Phases I through III are fully complete and operational; roughly, half of Phase IV is open. Phase V is the Bridge that will connect the WB&A Trail from Anne Arundel County over the Patuxent River into Prince George's County. This section is currently in design, with construction anticipated for Summer/Fall 2021. This trail has great significance to the region.
- Odenton to Baltimore City. The County appreciates the funding of the Odenton to BWI Trail through the Bikeways fund, as that project wraps up, future requests for construction funding may be tied to that study. 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 Phase I to final construction documents. The County is also working with the Greater Baybrook Alliance's plans to extend a shared-use path from this location into Baltimore City via the Baybrook Connector. SHA participation in both of these efforts, from a staff review perspective, is necessary to produce fundable construction projects.

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- 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 about 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 the design of a shared-use path along the east side of MD 713. The MOU between the State and the County takes the design to Phase I, and we look forward to continued cooperation on this project.
- Dorsey Road (MD 176) from MD 170 to MD 713. As with the MD 713 shared use path (SUP) 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 proposed MD 713 improvements. Similarly, the County is currently working on an MOU to take this design to Phase I as well, and is looking forward to completing the MOU and beginning design work.
- Odenton to Arundel Mills. As work progresses on the BWI to Arundel Mills connections above, there are two short missing shared use path segments to connect Odenton to Arundel Mills, that although not the ultimate direct connections needed, would fill in some vital missing gaps and provide lower traffic stress to cyclists. Improvements to both Milestone Parkway from Clark Road to the SUP being constructed on MD 175 and Bluewater Boulevard (between the current SUPs on MD 175 and where the current Bluewater SUP ends at Portland Station Lane/Regiment Way) would fill in two small gaps (1500' & 2200' respectively) in the network.
- 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 Street toward City Dock, and 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 Street 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.

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- Spa Creek Bridge (MD 181). The City of Annapolis continues to request that the State cover the metal grates with a metal covering that provides traction and protects bicyclists from the sharp edges of the grate. Efforts are progressing to ascertain the viability of a possible improvement, but until the matter is addressed, we will continue to request assistance.

## **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 Town Centers of Parole, Odenton and Glen Burnie. The following are high-priority sidewalk projects that accomplish one or more of the goals above 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) from MD 170 to Sappington Station Circle.
- Central Avenue (MD 214) from just east of Solomon's 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 to MD 2.
- Nursery Road (MD 168) from Hammonds Ferry Road to Baltimore- Annapolis Boulevard (MD 648).

The remaining projects are also important, but the County does not currently have funds designated towards these projects and requests the State place these projects at the top of the priority list, should additional funds beyond the projects listed above become available.

- Ritchie Highway (MD 2) from Ordinance Road to Warfield Road.
- Solomons Island Road (MD 2) from Tarragon Lane to Forest Drive.
- Crain Highway (MD 3 Business) from Green Branch Lane to Oak Manor Drive.
- Mountain Road (MD 177) from Garland Road to Long Point Road.
- Defense Highway (MD 450) from Tarrytown Avenue to Good Hope Road.
- Ridgely Avenue (MD 436) from Taylor Avenue to Bestgate Road.
- West Street (MD 450) from Solomons Island Road to Admiral Drive.
- Old Solomons Island Road (MD 393) from Solomons Island Road (MD 2) to West Street (MD 450).

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