



West Street Road Improvements

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From Bicycle Advocates for Annapolis & Anne Arundel County

Contact: Jon Korin, 443-685-4103 president@bikeaaa.org

West Street (Annapolis) modifications should employ “Complete Streets” concepts

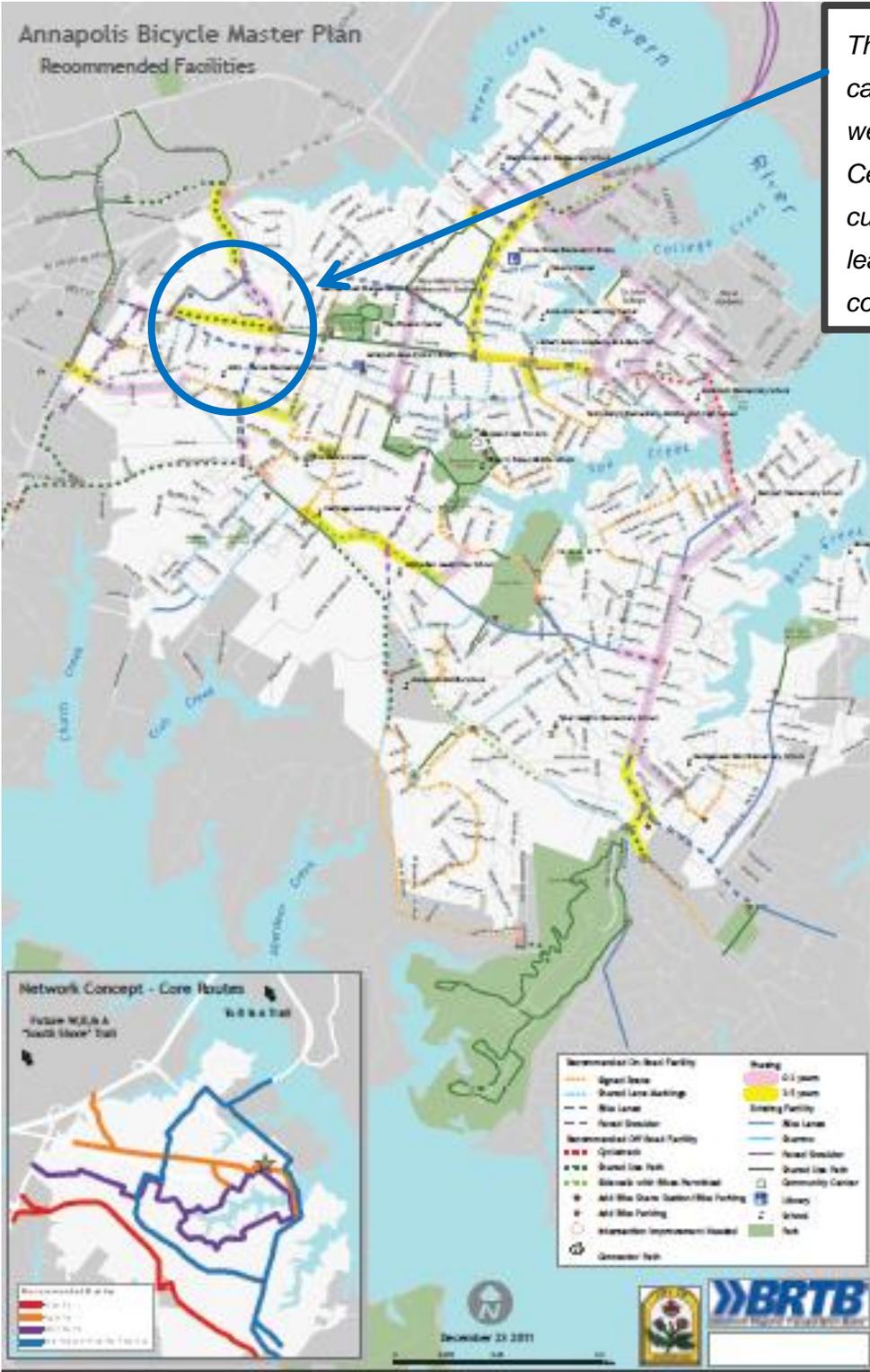
Bicycle Advocates for Annapolis & Anne Arundel County ([BikeAAA](http://www.bikeaaa.org)) is an all-volunteer 501c3 promoting safe bicycling for transportation, recreation & fitness throughout Anne Arundel County. We originated as a project of the [Leadership Anne Arundel](#) Flagship program and now represent hundreds of cyclists. We support the commitment to *Complete Streets* by the state of Maryland and more recently by the Anne Arundel County Council. *Complete Streets* assures that investment in new roads and maintenance/renovation of existing roads will address the needs of multiple transportation modes including cars, trucks, bicycles and pedestrians. This nationally recognized strategy provides more safe transportation options at little incremental cost. Safe bicycle and pedestrian routes to work, school, shopping and other destinations reduces traffic, protects the environment, stimulates the local economy and addresses Anne Arundel’s #1 health issue – obesity. It prepares Anne Arundel County for the transportation demands of the current and next generation.

Recent reporting in the *Annapolis Capital* identified possible modifications to two T-Intersections on West Street inside the Annapolis city limits, namely that street’s intersection with Chinquapin Round Road and with Admiral Drive. These two intersections are quite close to each other and often used in tandem by persons seeking to cross West Street. The zig-zag nature of that crossing contributes to frequent near-gridlock conditions for motorists on West Street and difficult crosses for pedestrians. The situation for bicyclists is even more daunting. Lack of bicycle lanes and inadequate alternatives create a dangerous “no-mans’ land” for bicyclists, whether they are riding on West Street at this location or simply trying to cross it.

While it may prove difficult if not impossible to address some of the well-documented challenges with West Street when only modifying a small segment, the recently identified plans to improve these intersections certainly provide opportunity to address street crossing deficiencies for all modes of transport, including bicycles. The Poplar Trail, a major corridor identified in the City Bicycle Master Plan, terminates just one block from these intersections and person using the trail frequently head to the intersection to continue their travels. Consideration of pedestrian and bicycle needs would improve safety conditions for these persons while also enhancing the potential for others from the Mills-Parole community to use the trail instead of West Street to access downtown Annapolis for work and leisure. This in turn enhances the safety proposition for all – motorists, bicycles, and pedestrians – whether they use the trail or West Street for east-west travel.

The state of Maryland was recently ranked #7 in the nation for bicycle-friendliness and the commitment of MDOT to *Complete Streets* is an important component. While West Street itself is administered by the State, the crossings are more of a concern of City and County entities. BikeAAA encourages coordination among all these entities to ensure improved conditions regardless of mode of transit. We stand ready to support this and future projects that make Annapolis a more livable, healthy, and economically attractive place to live, work and play.

**Annapolis Bicycle Master Plan
Recommended Facilities**



The Annapolis Bike/Ped Master Plan calls for key connectors from the western end of the Poplar Trail to Town Center, AAMC and the mall. The current termination at Admiral Drive leaves cyclists with poor choices to complete the ride to key destinations.



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| Recommended On-Road Facility | Parking |
| Signal Box | 0.5 years |
| Shared Lane Markings | 1.5 years |
| Bike Lane | Shared Facility |
| Shared Shoulder | Bike Lane |
| Recommended Off-Road Facility | Shoulder |
| Opportunity | Shared Shoulder |
| Shared Use Path | Shared Use Path |
| Shoulder with Bike Network | Community Center |
| Add Bike Queue Station/Bike Parking | Library |
| Add Bike Parking | School |
| Intersection Improvement Hatched | Park |
| Greenway Path | |