

H539616 Safe Routes to Schools
Comments from Virtual Public Meetings and Follow-Up Responses
October-November 2023

School	Question #	Question	Upvotes	Answered in meeting? (if yes, see recording and transcript)	County response (not answered in meeting)
Crofton Meadows	CM1	Hello, how about more bike racks or free bike locks to encourage more biking? I know our school doesn't have enough rack space and some people don't want to leave bikes for fear of theft.	0	Yes	
Crofton Meadows	CM2	Can we get a crosswalk at Riedel and 424?	1	No	This is outside of the school walk zone and not a location recommended for improvements in this project to expand the walk zone. As MD 424 is a state-maintained roadway, please reach out to SHA for this request by calling 410-841-1000 or submitting a service request at https://www.roads.maryland.gov/mdotsha/pages/index.aspx?pageid=519 .
Edgewater	E1	Did anyone consult with the people who live in the area behind Edgewater Elementary school? We are usually at the mercy of the school and would like to be part of ANY discussion impacting the neighborhood.	0	Yes	
Edgewater	E2	Are certain areas in the current non walking plan reasonably going to be added to the walking plan. I ask because of the "M" recommendation. This area is great need for a sidewalk from the school to at least Edgewater park.	0	Yes	
Edgewater	E3	At the time of the assessment on site did anyone take notice of the dangerous situation created by parent cars lining up and blocking the road?	0	Yes	
Edgewater	E4	There is currently no sidewalk directly in front of the school	0	Yes	
Edgewater	E5	How about a sidewalk down to the ball field entrance?	0	Yes	
Folger McKinsey	FM1	Part of the justification of the study is the "crash data", which the study indicates is from a 1-mile radius. This includes areas far outside the scope of the recommendations. Can you support the recommendations by breaking down the data by map segment so we can understand the benefit?	1	Yes	
Folger McKinsey	FM2	How relevant are the "day visit" observations if it was from a "chilly February" day when people are less likely to walk / bike?	2	Yes	
Folger McKinsey	FM3	Why is the study focusing on "encouraging walking and biking to school" when the study admits a VERY small discrepancy between "walking as primary method of transportation" vs "walking as an ideal method"? It seems there would be bigger benefit from focusing on bus reliability.	1	Yes	
Folger McKinsey	FM4	We had a meeting over a year ago regarding sidewalks along Arundel Beach Road for properties affected. What has happened in the year since that meeting? We need sidewalks ASAP!	2	No	Please reach out to the County's Project Manager, Gus Yazdani, at pwiyazd20@aacounty.org or 410-222-7543. More info is available on the project webpage at https://www.aacounty.org/public-works/engineering/capital-projects?projectNumber=C478358
Folger McKinsey	FM5	what about aesthetic of our neighborhoods, keeping it natural vs lots of concrete ?	6	Yes	
Folger McKinsey	FM6	sidewalks for the streets near Folger should not be a "long" timeframe. This needs to be prioritized.	1	Yes	
Folger McKinsey	FM7	Should existing street lights be shown with other infrastructure shown on the slide?	1	Yes	Street lighting locations are shown on the BGE website "report an outage."
Folger McKinsey	FM8	We live on Sunset Drive near McKinsey Elementary. How wide would the sidewalks be? We have mature growth landscaping along the road that would likely be destroyed. Would we be compensated for changes to our property?	4	Yes	
Folger McKinsey	FM9	If intersection of car and pedestrian/bike traffic is the driving cause of pedestrian/bike safety issues, why does the recommendation include no accommodation for additional parking or drop off loops/spaces? The survey confirms there is not currently enough room for all cars today at FMES.	2	Yes	
Folger McKinsey	FM10	How did the county determine the 1 mile radius and did this decision making take into account the young age of elementary schoolers as opposed to middle or high schoolers? Walking nearly a mile for a first grader in all weather is just as inappropriate as for a kindergartener. Thank you.	1	Yes	
Folger McKinsey	FM11	Follow-on to the crash data question: Rt 2 is inside the study area, but if much of the data is from Rt 2, that seems to not be particularly relevant to student safety. Including that in the study skews the data.	5	Yes	
Folger McKinsey	FM12	Why weren't the number of car drop offs included in the Study like the number of buses, walkers, bikes, etc?	1	Yes	
Folger McKinsey	FM13	Is there an environmental impact study being done to evaluate the loss of mature trees and new impermeable surfaces due to the proposed sidewalks?	7	Yes	
Folger McKinsey	FM14	The goal is to improve safety for buses, bikers, walkers, etc. Is there any discussion around redistricting certain Folger communities to reduce traffic?	0	Yes	
Folger McKinsey	FM15	Can you speak a bit more to the process and timeline for finalizing recommendations and prioritizing improvements and incorporating into the capital budget once feedback is received?	1	Yes	
Folger McKinsey	FM16	Can you be more specific about what is included in the estimate of Panning Costs? Are there key assumptions such as the sidewalks will be put in existing public R.O.W., there won't be any trees or significant structure to be removed, underground utilities will not need to be relocated, etc?	2	Yes	
Folger McKinsey	FM17	Please comment on getting all homeowners input vs just Elementary parents input on property changes	3	Yes	
Folger McKinsey	FM18	The map includes recommending sidewalks on nearly every street in the peninsula, which would significantly narrow roads in interior neighborhoods. While sidewalks on Arundel Beach Rd and McKinsey makes sense, the extra streets are excessive. What evidence would justify the need for such a response?	8	Yes	
Folger McKinsey	FM19	Why not just focus on having the cut through path from OF to Sunset/Folgers Elem vs having so many sidewalks put in.	2	Yes	
Folger McKinsey	FM20	When SRTS infrastructure has been put in other communities, are there reliable statistics on how many more children will walk to school, bike to school, or the number of car drop offs that are reduced? ,	1	Yes	

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Folger McKinsey	FM21	There is a proposed cut through from Whittier to Sunset that directly impacts my property. How was it determined where that cut through would be?	4	No	This is not a firm proposal. The recommendation in our study is to further explore the feasibility of a path connection here, primarily driven by a few factors. One of our goals is to find more direct walking and biking paths to the school so that we could consider expanding the walk zone while also making the area more pedestrian and bicycle friendly. When proposing these ideas, we wanted to find a location that minimizes impacts to private property, as this location would be adjacent to the Oakleigh Forest pool.
Folger McKinsey	FM22	If these parents feel bike riding or walking feel AB road is so dangerous why do I see them walking and riding bikes with their children rather than driving them to school? If they are available, why not drive them?	1	No	This coordination would be helpful with the AACPS Transportation Specialist for FMES, Carole Foley - cfoley1@aacps.org. 410-923-7884. We also recommend discussing this with staff and administrators at the school.
Folger McKinsey	FM23	Will there be some type of matrix created that allows some type of comparison of data used in the study to help show how communities might be prioritized for approval and funding?	0	Yes	
Folger McKinsey	FM24	Do you have a link to the GIS maps that shows the locations of county right-of-way vs private property for the proposed sidewalks?	2	Yes	
Folger McKinsey	FM25	how are the critical area laws impacted by any of these projects	0	Yes	
Folger McKinsey	FM26	Is it possible to use the data that was collected on existing infrastructure for each of the 17 schools to create maps of routes to school that could be considered "safe" that also incorporate current crossing guards.	0	Yes	
Folger McKinsey	FM27	You mentioned that the kids would receive bike safety education. When would this occur? Would you conduct the classes? Would the education only be for the schools on the list?	0	No	Folger McKinsey received the safety training during the week of October 2. This was conducted by members of our project consultant team in coordination with AACPS staff. Our project scope included safety training for 8 of the 17 schools evaluated. The schools who receive the training were determined based on findings and recommendations from the accessibility studies and school willingness to participate.
Folger McKinsey	FM28	I can assure you that this came as a complete surprise to those with no school students. we don't sit on the county website looking for issues	3	No	We understand that the general public was not informed about this project. However, based on the goals of this project to improve school transportation safety and accessibility for those walking and bicycling, the primary focus was distribution of notices to school families. We also included an announcement on the County DPW news page, dated 9/8/23 - https://www.aacounty.org/public-works/news .
Folger McKinsey	FM29	Only 22 of the 79 respondents were not eligible for busses, but 49 participants were included in the "Barriers to Walking to School" responses. Over half of the responses fell outside the walk routes. I don't see justification for the addition of sidewalks on low-traffic roads (most but Ar. Beach)	2	No	Our primary goal is to provide sidewalks and other amenities for walking students inside the walk zone. However, our prioritization process will determine the locations where the need is greatest, likely focusing on roads with higher motorist volumes and/or speeds like Arundel Beach Road. Low traffic roads with recommendations will remain listed but will likely be lower priority.
Folger McKinsey	FM30	Community members are very familiar with how unsafe it is to walk around certain sections of the neighborhood due to the lack of sidewalks. This isn't a surprise to anyone who walks, with or without school-aged children.	0	No	We appreciate this additional feedback. Understanding the community's extent of knowledge and input on this issue will help ensure project decisions are made to align with community needs to the greatest extent possible.
Folger McKinsey	FM31	The area in the vicinity of Chick-fil-A Severna Park is truly the most dangerous area for both the pedestrians and drivers. The county is well aware of the situation and has not taken any actions to fix it. We are talking about adding more to maintain while unable to keep up existing artifacts.	4	No	This location is outside of the school walk zone and not proposed for improvements through this project. However, you can follow-up with County DPW to further investigate this issue by calling 410-222-7500, emailing pwcust00@aacounty.org , completing the contact form at https://www.aacounty.org/public-works/contact-us , or submitting a concern at https://www.aacounty.org/contact/report-concern .
Folger McKinsey	FM32	I don't think the question is of "requesting lower priority for the back-streets vs higher for Arundel Beach / Sunset", but rather a request to only put the sidewalks where they help, and never put the sidewalks where they don't (don't do it vs a lower priority).	0	No	We appreciate the feedback. Further investigation will be conducted before any projects are considered for implementation, regardless of priority level, since this is a planning-level assessment and is based on a limited amount of data.
Folger McKinsey	FM33	Follow-up to the right-of-way question: The county website provided live has lots of maps - can you provide a link to the particular map that shows county right-of-way locations in the written follow-up?	0	No	Visit maps.aacounty.org , and select "MyAnneArundel". On the left side of the next page, select the "Layers" tab. Select the "Foundation" layer, and then select the "Parcels" sub-layer. Please note that the right-of-way lines are planning-level and not based on survey, so they are subject to a margin of error.
High Point	HP1	I'm curious to hear what the next steps are following the findings identified in the report. What are the odds that the schools will take the recommendations for sidewalks?	0	Yes	
Linthicum	L1	additional consideration help roads by AACPS doing a redesign traffic flow into and out of school. There is a great amount of land that can be repurposed on the current north side of the school to assist staff to park, parents to safely park and walk their students into school or carline drop off.	0	Yes	

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Linthicum	L2	short term recommend making the school parking lot one way direction of travel from west to east till more permanent solution can be implemented. to make the parking lot safer.	0	Yes	
Linthicum	L3	Car line no right turn is an issue for some families dropping off kids in the car line. Strategize the car line possibly move it back to the north side, so that it can be safe for cars to exit the car line.	0	Yes	
Linthicum	L4	North bound Camp Meade SR 170 is lacking a flashing sign to alert drivers of a school. As drivers pass the shopping center and fire station there is little time for transition for where the school sign is currently located.	0	Yes	
Linthicum	L5	if cars are traveling 10 - 15 miles over the speed limit on SR 170 northbound there is not enough stopping distance to gradually slow to the school lane crosswalk. Recommend working with MD State DOT region 5 to have a flashing sign and or lighted crosswalk at school lane and 170.	0	Yes	
Linthicum	L6	Ensure that signs are not blocked by trees and vegetation. In the SRTS picture of the flashing sign a tree was blocking the sign.	0	Yes	
Linthicum	L7	The state maintains the flashing signs. Each school year AACPS needs to transmit the arrival and dismissal times to MDOT Region 5 so they can program the flashing school lights to the correct time.	0	Yes	
Linthicum	L8	possibly use the car line in the south side for Pre K or K and additional considerations for adding bigger car line on the north side.	0	Yes	
Linthicum	L9	I understand that the light rail station creates a boundary for the SRTS study. However, that area is also in need of attention to make the area safer for students using those routes. What resources are available to pursue solutions out of the scope of the SRTS study?	0	Yes	
Linthicum	L10	I might have missed this, but what is the expected timeline from the proposals of the study being made and when we might see the actual implementation of some of the proposed solutions?	0	Yes	
Linthicum	L11	I noticed there was only \$300k for this project how are we prioritizing the 17 schools needs. Is \$300K enough?	0	Yes	
Linthicum	L12	Can we see current traffic counts and speed surveys in these surveys?	0	Yes	
Linthicum	L13	West side of 170 from light rail station north about 40 feet I didnt see an extension of a sidewalk on the project list. Right now its asphalt after you leave the light rail station sidewalk.	0	Yes	