

# H539616 Safe Routes to School

## Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment   | Response  |
|-----------------|-----------|---|---|
| General Comment | G1        | There should be safe routes but if you can't stay home alone till 8 years old you shouldn't be walking/biking to school. Our society is not safe, human trafficking is real!  | We appreciate your comment and will keep in mind public safety issues as part of our transportation safety improvement strategies.  |
| Broadneck       | B1        | We are happy to see the email about the DPW plans for a Safe Routes to School project in our area! We have a traffic committee within the Bay Hills neighborhood and have already conducted traffic studies for speed and we designate part of the budget for patrolling this area. We would be happy to see sidewalks installed in Bay Hills! The only reason it hasn't moved forward within our community is because of funding and we would need to have approval from current residents to add sidewalks to everyone's yard.<br><br>How does a project like this work? Does the DPW have to gain community approval before making changes like adding sidewalks? Are these projects voted on by the public or within the DPW? The part that directly impacts our family is Map D 11 and 18 in Bay Hills Dr. Both of these sections are listed as long term plans. Is there any way to bump those up to earlier plans?   | Typically community approval is not required for projects like this, but we would often conduct community outreach to at least gain general consensus that the project is feasible from the community's perspective. Additional assessment would likely be needed before moving forward with any design to determine possible impacts and discuss them with affected property owners before starting an actual design project.  |
| Broadneck       | B2        | I am so happy to see that Bay Hills Drive near Broadneck Elementary School is included in this proposal to receive sidewalks. The Bay Hills neighborhood has been in communication with the county about our safety concerns involving the traffic, specifically on Bay Green Dr and Bay Hills Dr. We have a playground, pool, and basketball court on these two streets, yet cars zoom by. We even experience cars passing on our neighborhood street.<br><br>Our recent traffic study on Bay Green Dr showed that our 85th percentile traffic moves at 30 mph. 5mph over the posted limit. We have an average of 1100-2200 vehicles a day (2 points were measured), which means hundreds of cars are moving even faster past pedestrians on foot and bike with no sidewalks. The fastest vehicle was clocked at 54mph in front of the basketball courts on Bay Green Dr at 11am! Our HOA pays for extra private surveillance by police. Within one month last fall, they wrote close to 70 tickets. This has not deterred drivers from using our street as an express lane. I feel like part of the problem is cut through driving. Drivers want to avoid the Elementary School traffic, so they turn onto Bay Green to get to College Parkway and vice versa. The cut through study was completed manually, but I believe it was not done thoroughly. They claim only one vehicle used our street as a cut through during our rush hour. We are currently still communicating with our traffic engineer, Eric Taback, about possibly adding painted edge lines and chokers to help calm traffic. Anything we can get through Safe Routes to School to help our traffic situation is welcome.   | We will incorporate this information and your feedback it as we finalize our recommendations and prioritize projects.   |
| Broadneck       | B3        | One addition I would like to add. Is bay green drive from baydale dr to Dorado Dr. there is a sidewalk most of the way down, but it ends a house or two before dorado dr. The official bus stop for our kids is the corner of dorado dr. Can the sidewalk be extended to the end of the street so it ends at dorado?  | This request is outside of the walk zone and not part of our recommendations to extend the walk zone, so it would not be considered as part of this project. However, a request can be submitted to the County Office of Transportation (OOT) for consideration by calling 410-222-7440 or sending an email to <a href="mailto:Transportation@acoounty.org">Transportation@acoounty.org</a> . It may be possible to implement this on a relatively short-term schedule without a full capital project, but we would need to assess that further after a formal request is made to County OOT.   |
| Broadneck       | B4        | I'm disappointed that my community is listed as outside the walking area (I angledwood II) as I walked my son to school last year for the first half of the year. If sidewalk could be put in front of the apartments and the right turn from shore acres onto Bay hills Dr were not a blind spot, OR if the crosswalk at shore acres Dr and bay green Dr had a pedestrian light, then walking to school would be fine.<br><br>I definitely agree with the other findings in the report.  | For the visibility issues at the Shore Acres Dr / Bay Hills Dr intersection and concerns about the pedestrian crossing at the Shore Acres Dr / Bay Green Dr intersection, a request can be submitted to DPW for further evaluation. Please contact DPW by calling 410-222-7500, emailing <a href="mailto:pwcost00@acoounty.org">pwcost00@acoounty.org</a> , completing the contact form at <a href="https://www.aacoounty.org/public-works/contact-us">https://www.aacoounty.org/public-works/contact-us</a> , or submitting a concern at <a href="https://www.aacoounty.org/contact-report-concern">https://www.aacoounty.org/contact-report-concern</a> .<br><br>Although we did consider possible pedestrian upgrades at these locations, the scope of this project involved limited data. DPW can conduct a separate follow-up evaluation with more data and info to determine if additional measures are feasible.   |
| Broadneck       | B5        | would like to make the comment that the Safe Routes report for Broadneck Elementary very clearly shows a gap in terms of biking safety, with no bike lanes in any close vicinity to the school. Given that there is ample space in Shore acres road from Broadneck elementary all the way to college parkway, I find it very surprising that there hasn't been a stronger push to put in protected bike lanes to allow students to safely bike to school from nearby. This will be even more important when the bike paths open on college parkway.<br><br>Forked creek has a lot car traffic adjacent to the school, and protected bike lanes for the last block leading up to the school would also be a good place for bike lanes.<br><br>I live down forked creek road, and my kids ask every week if they can bike to school. Given inadequate space in the walking paths to accommodate bikes and the high level of fast, distracted drivers going by there, I have not yet felt comfortable allowing them to bike to school.   | Thank you for your comments. We will conduct a follow-up evaluation to consider bike facilities.<br><br>Please note that bicycling is legal on sidewalks within the County unless specified otherwise in the code for specific locations. However, we do consider whether it is safe and reasonable to allow it in areas where sidewalk use is heavy, especially around schools with students walking.  |
| Broadneck       | B6        | I did pin, but O&A wasn't available on my iPad. I read the entire report today, and then commented to Ms. Fiedler on several of my concerns. You can read my notes on her County Council FB page, or on the "I Live on the Broadneck Peninsula" FB page.<br><br>The biggest concern is slowing vehicles thru the school zone, during the time that students and staff arrive and depart. Road signs show incorrect times, since the beginning of the '22-'23 school year. Those signs should be brought up to date.<br><br>Being the crossing guard at BE's entrance, since January 2023, I notice when drivers are either oblivious to, or just ignore, posted school zone speeds. I often try to slow vehicles by arm gestures ... sometimes it works, alerting drivers they are going too fast ... but often it does not work.<br><br>Safety of students, either walking or riding, is my major objective, as you can well understand. Speed deterrents are sorely needed. I believe. This topic should be near the top of the priority list, for the safety of all, including speeding drivers!<br><br>Another comment ... Diane said tonight that the team of observers was on-site ONLY one day, December 19, 2022. Is one day considered enough time to view all areas included in the report? Seems very small!<br><br>Also, the report suggests moving the mid-block guard to the Shore Acres - Forked Creek intersection. Mid block is usually very busy. Perhaps on that single day it was not. Another guard should be stationed there.   | We will coordinate with our Traffic Engineering Division to update the signs so the times are correct - this finding and associated recommendation was included in the report.<br><br>We observed high vehicle speeds during our site visit. Our recommendations include a follow-up speed study to use specific data to justify additional traffic calming measures. Some sites near the school, such as Shore Acres Road, may be candidates for automated speed enforcement - our DPW Traffic Engineering Division will investigate further.<br><br>We will work with ACPES to determine if additional crossing guards can be stationed by the school.<br><br>Although the mid-block crossing may be heavily utilized per your notes (even though we did not observe high activity during our site visit), there are no driveways or other accesses along Shore Acres Rd between Bay Hills Drive and Forked Creek Road. We recommend that pedestrians cross at established intersections in this case. By removing the mid-block crossing, we can encourage people to cross at intersections and better meet driver expectations for conflicting traffic to keep speeds down. |
| Crofton Meadows | CM1       | I'm a mom to 3 children at CMES with a fourth who will attend K next year, we also live in The Ridings. I'd like to express my advocacy to include a sidewalk on Underwood Rd to allow the safe crossing from The Ridings walking trail to Tighman. It's a treat for the kids for us to be able to walk home from school, but the lack of a sidewalk and proper signs to cross make it a high anxiety situation for most parents. It's also a great way to connect the communities.<br><br>If there's a similar study being conducted for both Crofton Middle and Crofton High I would like to share my support in providing a sidewalk. Currently, students are walking or riding their bikes on Underwood and it's a safety violation (as we call it in my house, lol!) It is not safe despite the pedestrian signs on Underwood.   | We understand the limitations of only conducting a site visit for one day and appreciate your emphasis on this. Additional follow-up evaluations may be feasible to collect more information and may be needed to verify the need for recommended improvements.<br><br>The County can investigate a possible connection from the end of the Ridings walking trail across Underwood Road to Tighman Road. Based on the walking distance from the closest residence in that community to Crofton Meadows ES, it cannot be incorporated into the recommendations for this Safe Routes to School study, so it would be a separate effort. Once the separate evaluation is underway, we will notify local residents and stakeholders.<br><br>The County will be conducting a 2nd series of Safe-Routes to School studies, which may include up to 10 middle schools. The schools to be included in that project are yet to be determined. However, the County may be planning a separate evaluation for Crofton Middle School and Crofton High School - the community will be updated as this proceeds.  |
| Crofton Meadows | CM2       | I reside at the furthest address in the Crofton Meadows Elementary School walk zone, at the bottom of Harewood Lane (off Fallaway Drive) with the request that a bus stop be considered for the cross-section of Harewood Lane and Ingleside Court, thus eliminating the need for infrastructure recommendation 9 and 9b. A small number of students must walk a significant distance to Crofton Meadows and the address of the suggested additional bus stop already falls within the bus route and does not require a bus to turn around, simply turn down Ingleside and back up Harewood or vice versa. It also eliminates the need for the Kindergarten-only bus stop at the top of Harewood, thus no additional time or adjustments would need to be made to the bus route.  | We will forward this request to ACPES Transportation.   |
| Crofton Meadows | CM3       | I had a pleasure reading the report on the accessibility of my neighborhood, Crofton Meadows, to the Crofton Meadows Elementary school. All four of my children have enjoyed walking and biking to this school throughout the last decade. In fact, the only bicycle shown on the bike racks in the report is that of my daughter (looks like the assessment was done during winter months, which may not be representative of a much more walkable Spring / Fall seasons, but that's not relevant to this letter).<br><br>As my children keep transitioning to the Crofton Middle and Crofton High schools, we have found it harder to bike and walk to these schools, especially since the only available safe route with sidewalks from our community to these schools is by taking a 1-mile detour down to the Crofton Library and then up the Davidsonville Rd, making the one-way trip about 2.25 miles. Additionally, the Davidsonville Rd is known for frequent accidents as people pull in and out of driveways of several childcare centers located along the road, roughly around the same time as the Middle and High schools begin / end the school day. As the result, my son still bikes to the school, but my daughter does not.<br><br>While not strictly relevant to the elementary schools, I would very strongly like to advocate for establishing sidewalks in Crofton connecting the Crofton Meadows community (specifically, Tighman Dr, Chelmsford Dr, and Fallaway Dr) to the Crofton Middle and Crofton High schools, particularly along the Underwood Rd as well as cutting straight through the communities. These opportunities, including sidewalks and so-called "desire paths" appear to have been briefly discussed in the Crofton Meadows report in the "Additional Considerations" section. There are several indicators that such paths would be in demand by the students and the community in general, specifically:<br><br>- A path alongside Underwood Rd would cut the path from the Crofton Meadows community to the Crofton High / Middle schools from 2-2.5 miles to 1-1.5 miles.<br><br>- Underwood Rd is significantly less traveled than Davidsonville Rd, has 35 mph limit compared to the 45 mph limit at Davidsonville Rd, has a push-button crossing and speeding warning indicators, making Underwood Rd significantly more safe than Davidsonville Rd.<br><br>- Teenage-aged children and adult joggers can be frequently observed biking/jogging to/from the Middle/High school area alongside Underwood Drive - the road that has no shoulder on either side for about 0.5 miles (from the roundabout at the Mt Tabor Rd down to roughly Safford Dr) and has a blind 90-degree turn. Adding a sidewalk would protect these opportunistic student and non-student users, while building a cross-community path would make student users even safer.<br><br>- Families and individuals can be frequently observed enjoying a walk along the 0.5 mile brick paved trail section that was built alongside Underwood Rd between Tighman Dr and Crofton Colony Dr as a part of the Crofton Ridings development project.<br><br>- A demand for a path between Crofton Meadows community and the Crofton Middle / Crofton High schools is further indicated by periodic questions posted at the beginning of each school year by the parents of the new middle / high students to the general Crofton community board on the NextDoor.com community web site.<br><br>Based on these observations, I would like to kindly ask you to consider adding the aforementioned walkways, alongside Underwood Rd and cross-cutting through the neighborhoods, to the Anne Arundel development master plan. Please feel free to reach back for any additional information. | The County can investigate the feasibility of additional facilities for pedestrians and bicyclists along Underwood Road. A possible connection from the end of the Ridings walking trail across Underwood Road to Tighman Road can be incorporated into this evaluation. Once the separate evaluation is underway, we will notify local residents and stakeholders.<br><br>The County will be conducting a 2nd series of Safe-Routes to School studies, which may include up to 10 middle schools. The schools to be included in that project are yet to be determined. However, the County may be planning a separate evaluation for Crofton Middle School and Crofton High School - the community will be updated as this proceeds.   |
| Edgewater       | E1        | Unfortunately I didn't see the original email for the survey back in January. I am a parent of kids in the walk zone of Edgewater elementary (as well as Central Middle and South River High) and we walk or bike to school every day through the densely populated Landonhome neighborhood. I was very disappointed reading the recommendations. All of the recommendations were pedestrian focused. Some of the recommendations were sidewalks everywhere, which are very expensive and not really practical in the area at all. It's almost silly to suggest it. A lot of the recommendations were educational pedestrian focused like we need to give our kids helmets and training to not be hit. The problem isn't kids on bikes or walking, the problem is all the cars. All the deaths injuries and problems are car related. There needs to be additional focus on enforcement of speeding, traffic calming, preventing vehicle traffic near the school, improving sight lines for motorists who may not be able to see children, education and enforcement on distracted driving enforcement of rules regarding illegal parking which makes walking near cars dangerous, strict enforcement of safety around sidewalks (drivers rarely stop unless there is a police officer there), and other automotive focused control. If walking and biking was easier and safer more people would do it, and so many fewer parents wouldn't feel the need to drive the 4-1 mile to in their egregiously large SUVs, which would further solve other traffic related problems. We need a pedestrian first approach to the streets in the area!<br><br>I did appreciate how in depth the report was, but the person photographing the roads did everything from their dashboard of their car, which is ironic and is emblematic of the bias associated with this entire effort. Also the report was done in January in what looked like very cold weather. In milder spring/fall weather like we have currently there is a far amount of people trying to cycle safely to school, and probably many more would if it was safer!   | We will work with the County police to strategize additional enforcement.<br><br>We understand the emphasis on education and outreach only goes so far. We also understand that building sidewalks everywhere would be expensive and likely not practical, but it's a core infrastructure element for all pedestrians and especially child pedestrians. We couldn't avoid acknowledging the lack of sidewalks. Please note that all recommendations across all schools will be prioritized, so it is likely that new sidewalks would have higher priority on roads with more traffic volume and higher speeds. Those on more local streets may not be implemented for a number of years.<br><br>We also include some recommendations focused on speed management to encourage lower motorist speeds and upgrading existing signs and pavement markings that also assist with traffic calming.<br><br>We appreciate the challenges and limitations of a site visit in winter and take our data and findings into context, in combination with feedback from community residents like you about trip patterns in warmer weather. The schedule                                     |

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| School          | Comment # | Comment  | Response  |
|-----------------|-----------|--|---|
| Edgewater       | E2        | <p>My family concurs 100% with the recommendations regarding the walk zone around Edgewater Elementary, but would argue that the RR68 signal at Mayo and Potomac be an ASAP priority rather than a long-term issue to address. This is how our family walks to and from school.</p> <p>Those of us who live south of Mayo Road have to cross it to access school, as well as any community amenities and a number of businesses, and it could not be more dangerous. The distance between the lights at Millhaven and Londontown roads is extremely far to not have signal-based crossings between them. The crossing guard is wonderful but she's only there for half an hour twice daily, and the hazards at that crossing are very real.</p> <p>Last year after dropping our daughter off at school, we were walking back when there was a multi-car accident that barely missed striking the crossing guard and a few of us parents who were about to step out into the crosswalk. Someone was distracted and only noticed the crossing guard at the last minute, and the two drivers behind them were also distracted and driving too close to one another and suddenly 3 cars had hit each other pretty hard and barely stopped before fully engulfing the intersection. A couple inches, one way or the other and it would have been very bad. It was almost a tragedy as is, and I'm horrified to think had it happened just a few minutes earlier it could have been kids there. Too, every day I see drivers not notice the crossing guard and speed by her or try to speed by her as she tries to stop traffic. Sometimes they're deliberately trying to get by her, sometimes they're just not paying attention, and sometimes they're on their phones.</p> <p>Most days we have to cross at that point multiple times on foot, or, from that point, turn left or right onto Mayo using our car. Again...it's so dangerous. It's a terrible combination of an important intersection for people in our neighborhood where there's nothing to slow down traffic, and meanwhile there are multiple critical local businesses that have one or more access points to their parking in very close proximity to the Mayo/Potomac intersection. Cars continuing along Mayo will often speed up and go around those that are slowing down to turn into one of those local businesses, and they're speeding up and going around those vehicles right into the intersection. It's also the case that very large delivery vehicles will stop on Mayo to unload - particularly in front of Londontown's Wine and Spirits/Walshman's Tavern to unload and you can't see what's coming at you from the other lane. Throw in pedestrians, speed, distracted driving...I am thankful nothing terrible has happened there but also surprised and frankly it's just a matter of time and I'm terrified for my kid and all our neighbors' kids.</p> <p>I've written many places complaining about this very issue. The signal crossing can't wait.</p> <p>The report also correctly identifies how extremely dangerous the situation is along Elkridge close to Oakwood due to the people who use this area to skirt the EES car dropoff. Again, it's just a matter of time-I have either experienced a near miss or witnessed a near miss there more than on a weekly basis over the years my daughter has been at EES. I have watched the crossing guards tell people to move their cars and that they can't do what they're doing there and everyone just ignores them. It's the same people everyday and there needs to be consequences as some point.</p> | <p>We will work with the County police to strategize additional enforcement.</p> <p>All recommendations, when finalized, will go through a prioritization process. Some of these recommendations may be higher priority than others, but we are still completing that process.</p>  |
| Edgewater       | E3        | <p>We moved to this area and are planning to stay because of the walkability the neighborhood provides. However, the lack of sidewalks and school zone signage has always been a concern of ours, especially since there are so many kids that walk to school be it Edgewater Elementary (my kids), middle or high school. We live on Marlboro Road and the rate of speed which vehicles have coming off of Mayo Road, during school hours, astoundes me. I have always thought there should be more signage on Mayo Road, maybe even a school zone speed limit, during school hours. Additionally, the surrounding neighborhood streets, that fall within the walking zone mentioned in this report, would greatly benefit from speed bumps. A option that I believe would be less expensive and have a quicker impact on the community. These were the only suggestions I did not see mentioned in the findings. I know of many parents who make their kids go out of the way and walk over to the crossing guard on Potomac Road and Mayo Road just to avoid the vehicles that cut through Marlboro Road/Bayridge Road at a high rate of speed to avoid Mayo Road traffic, when there is a more direct route for the kids via Marlboro Road.</p>  | <p>We will discuss amongst our team if we can deem feasible additional recommendations for traffic calming. We do include recommendations for upgrades to existing school zone signs and markings but can discuss if additional roads can have school related signs and/or other upgrades not listed for school zone signs, such as speed limits, can be provided.</p>  |
| Edgewater       | E4        | <p>Having 2 children that are currently attending EES and will soon move on to Central Middle School and will be required to walk I thought I'd offer my parents concerns / point of views.</p> <p>#1 I live on Longwood. It's a major thoroughfare through our neighborhood and is a raceway. Unless either a yield or a stop sign is placed at the intersections of Brentwood &amp; Westminster Roads (all three intersect at one spot) sidewalks will not help. It will actually cause people to simply park further into the street. Drivers will have one more element to navigate as they fly down the road. EES Students that live on this road do not walk, they take the bus there are currently 2 bus stops on Longwood one at Wyne and another at Brentwood. Central Middle School and SRHS students must walk but not the elementary school.</p> <p>#2 Londontown Road terrifying... The kids walk on the side of the roads but there is nothing stopping a car from hitting the kids: no sidewalk, no curb nothing. The kids typically walk side by side, some stumbling into oncoming traffic. There is only 1 crosswalk which is located at Londontown &amp; Haree De Grace and there is no crossing guard assigned to this location.</p> <p>#3 Mayo Road is even more terrifying. There is a side walk on the right hand side of Mayo if you cross over from the Londontown side. There isn't a sidewalk on the left hand side. There is also only 1 crosswalk between Londontown/Stepsnes and 214 for those expected to walk to Central &amp; SRHS. The walking area on the left side of Mayo is non-existent in areas and not at all safe for children to navigate. In addition to sidewalks there needs to be more crosswalks added.</p> <p>#4 Oakwood Road / Washington It was mentioned how parents use this as a drop off/pick up area. This is true in some instances most are kids being driven from outside school limits. Additionally those that park on Oakwood are directly disobeying no parking signs that have been posted by the county, nothing is enforced. The schools drop off / pick up area on Washington is another spot where you take your life into your own hands. Homeowners who live off of Washington or in the back of that neighborhood are clearly unhappy with the buildup of traffic. They often fly past on the complete wrong side of the road putting both walkers and drivers at risk. Sidewalks don't help with this problem. I appreciate your help to address our kids' walking safety and taking all into consideration. I'm sure a great deal of time went into this plan, perhaps it would be beneficial to have police officers take a look some of these responsive areas as well. If they were better patrolled and rules were enforced some of the concerns could be eliminated without having to spend thousands of taxpayer dollars.</p>   | <p>We will forward the concerns for Brentwood/Westminster to the DPW Traffic Engineering Division for further evaluation.</p> <p>Our recommendations include sidewalks along Londontown Road and crossing improvements at Haree De Grace Drive.</p> <p>We are proposing additional intersection improvements along Mayo Road, including new and enhanced crossings. We will discuss amongst our team opportunities to recommend new sidewalks on the northbound side of Mayo Road.</p> <p>We will work with the County police to strategize increased enforcement.</p>  |
| Folger McKinsey | FM1       | <p>I am extremely impressed with the effort involved and detail contained within the Safe Routes to School project. I applaud your attention and efforts.</p> <p>I live on Arundel Beach Rd in Severna Park, very close to Folger McKinsey Elementary School. My daughter is a kindergarten and I walk her to school every day. While a short walk, it is not safe and there is not a complete sidewalk. Before he graduated, our high schooler rode his bike to Severna Park High School via Arundel Beach Road on stretches lacking sidewalks and it was not safe.</p> <p>Our report notes on page 32 that "The County is currently designing a sidewalk project requested by AACPS on the southern side of Arundel Beach Road from Kennedy Drive to Folger McKinsey Elementary School." We attended a Zoom meeting about this project approximately two years ago and are yet to see physical progress, but we are very happy to see it is still planned. I am writing primarily to urge you to please complete this project as soon as possible.</p> <p>While the above mentioned sidewalk is my personal primary concern, I am glad to see the county considering the needs of all schools and families.</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p>  |
| Folger McKinsey | FM2       | <p>I think this is a great idea, with all the problems with the buses and everything this will help take some of the load of them. I know it's scary (change I mean) but I truly think it's time for one!! Count me in.</p> <p>Resident of Shortem.</p>  | <p>Thank you. We will consider your feedback as we finalize our recommendations and prioritization for implementation.</p>  |
| Folger McKinsey | FM3       | <p>We wanted to let you know about an additional planned sidewalk in the study area (location annotated in the attachment). Over the last year, a group of neighbors have successfully advocated to county and state officials for a new sidewalk on R 2 between Cypress Creek Rd and McKinsey Rd (more details in the second attachment). At this point in time, the project has a line item in the county budget and we've recently learned that the state is working on a cost-share agreement with the county. They are anticipating starting the project early next year, with survey crews collecting data in Spring 2024.</p> <p>We wanted to bring this to your attention because once this project comes to fruition, it would facilitate safe bike and pedestrian access for students in the Cypress Creek community (along with the other suggested improvements in the report). I understand this area is outside of the School Walk Zone, but as the report notes, there are opportunities to expand school connectivity outside the walk zone. We think this represents one significant way to do that.</p>  | <p>Thank you. We will consider your feedback as we finalize our recommendations and prioritization for implementation.</p>  |
| Folger McKinsey | FM4       | <p>Adequate sidewalks from the school heading west toward the shopping center with Giant and Kohls are of utmost importance. The projected plan has the sidewalks stopping at Kiles and making everyone cross Arundel Beach Rd unnecessarily. Instead, please consider having the sidewalk continue from where the sketch leaves off and keep going past Whittier and up to Kennedy. A full Arundel Beach: Kennedy to Folger sidewalk would be a huge walk and bike-ability improvement for all the neighborhoods east and west of the school. Bonus for a marked bike lane from the school headed east, which is marked only starting east of Duressey.</p> <p>I live on Duressey. The neighborhood there, North Cape Arthur(NCA), is pretty safe as-is for walkers and bike riders. I do not think any of the streets within require the addition of sidewalks, which includes: Duressey, Cheshire, Fulbright, Grosvenor and Green Forest.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinsey | FM5       | <p>I was recently made aware of a proposed plan by Anne Arundel County to force residents of Oakleigh Forest to have the County install sidewalks in our neighborhood under the auspices of a "Safe School Initiative". I am opposed to this plan to install sidewalks for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The County 80 page describes "traffic accidents" of 700+ over the past year within a one mile radius of the school - this is absolutely outrageous. That circle (I've attached a screenshot of a map with a 1 mile circle) cuts through and includes 3 of the most dangerous intersections on R 2 and 1 dangerous intersection near the Severn School. None of the children in Oakleigh Forest go anywhere near those areas where there are accidents in the process of "walking to school". The use of fear and statistics to try and create a false narrative is abysmal. This statistic smacks of government and local policy to attempt to paint our neighborhood as dangerous and requiring Government Intervention.</li> <li>2. This neighborhood is boat and RV friendly. It was specifically designed WITHOUT sidewalks and is a HUGE attraction for folks looking to purchase in this area and have the room to park their boats and RVs in front of their homes. This will disappear if 60 inches is taken from the road to create sidewalks (30" on each side).</li> <li>3. The County should work with the neighbors and not some 3rd party "consulting group" if the County and County Schools wish to stop providing busing for our children. We have always said our children can walk where to school; unfortunately, it seems that State and local policy prevent this from happening.</li> </ol> <p>A much better use for the millions you want to spend in adding sidewalks and a cut through to a neighborhood that doesn't want them would be to spend that money on R 2 and the Evergreen Rd interchange where there are over 700 accidents a year! That is a great place for the County to fix where they have failed in the past.</p>  | <p>Although our crash data included a 1-mile radius around the school, we evaluated data by location. Those outside of the walk zone and especially outside of the attendance area were not incorporated directly into our recommendations.</p> <p>Thank you for your feedback on our thoughts and other sidewalk recommendations.</p> <p>Our project involved both our hired consulting engineering firm and our community partners in AACPS, elected officials, school families, and other residents. Our goal is to combine our findings from our project team evaluation and public feedback to refine our recommendations.</p>   |
| Folger McKinsey | FM6       | <p>We live in the Oakleigh Forest Community in the Folger McKinsey school district. We wanted to provide feedback as you make your decisions. 1. We feel safe having my kids walk/bike to school in the OF neighborhood without sidewalks. And we would actually not really like sidewalks. 2. We are very excited to see Arundel Beach Road sidewalks and McKinsey Road sidewalks being a part of the plan. That would certainly allow for my kindergarten to eventually take/walk to school on her own with friends as she ages. We did not allow my now 6th graders to bike on their own for that very reason. 3. I am torn about the cut through from our pool to Sunset. It would be very convenient for me but I worry about those folks in Cape Arthur losing land/dealing with it.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinsey | FM7       | <p>I am a resident of Cape Arthur and have two children in Folger McKinsey currently. I support the effort being made to improve safe pedestrian and bike access to the school. However, I read the report and recommendations and while I agree with much of the observations, the recommended actions don't appear in my opinion to be putting effort where it could have the best benefit.</p> <p>I have three main comments/criticisms of the proposed plan:</p> <ol style="list-style-type: none"> <li>1) No priority of improved pedestrian right of way: The plan does not take into account where most foot or bicycle traffic is or would be and where that intersects with the most car traffic. In doing so it is recommending changes where there is actually no significant conflict between cars and pedestrians or bicycles today. Adding sidewalks to areas that have little to no traffic either car or pedestrian, for example Kathleen Avenue, are not smart investments. I have attached two images using google maps data showing a heatmap of where most foot or bicycle traffic would be for the district. You can see hotspots of concern where many walkers or riders would be going, and we should especially give consideration to those same areas that are on busy roads. Top candidates include: Arundel Beach Road west of the school where some sidewalk does exist today but is not consistent Leelyn Drive and Asbury Drive look like the most pressing candidates when considering the entire district not just the designated current walking area (think bicycles) along Route 2 from points South East on the other side of Cypress Creek, Sunset Drive</li> <li>Improvements in these areas, compared to sidewalks in quiet corners like Kathleen Ave, would be far more valuable and are what should be focused on.</li> <li>2) No improved car drop off areas: While the analysis acknowledges conflict with cars and pedestrians on Arundel Beach Road and Sunset Drive it does nothing to help with that problem by creating more capacity for cars. More parking or car drop off areas added to the school, or formalizing desire parking on Arundel Beach road and separating them from pedestrian areas could help solve problems. As good as walking and talking to school are to reduce traffic, there will be cold rainy days where most will drive. The school does not have capacity to handle all the cars currently involved in pickup and drop off, as is evidenced by the complete blockage of Arundel Beach Road in mornings, and the overflow into surrounding streets is contributing to the very pedestrian safety issues this investigation is trying to address.</li> <li>3) No consideration for community at large: This report focuses on walkers and bikers of the elementary school, which is great, but anything being done should also consider impacts and needs for the community at large, not just the elementary school. Safe pedestrian or bicycle access at Asbury Drive and Leelyn Drive for folks north of Cattail Creek, as well as along route 2 (or some alternate to route 2) for the many people living east of Cypress Creek would not only be the most pressing areas to focus on to improve potential bike access for the elementary school but also provide pedestrian and bike access to countless other commercial and residential locations in the area and greatly improve the ability of people who live in the area to get around without a car.</li> </ol>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023. We may be able to add recommendations for other locations not listed in the latest version of the report shared with the public.</p> <p>We will coordinate with AACPS Transportation and Planning/Design/Construction on opportunities to improve car pickup/dropoff facilities and operations.</p> <p>We acknowledge an oversight in notifying non-school families and residents about this project for public outreach. However, our priority is for school families, as the recommendations are focused on transportation improvements for students.</p> |
| Folger McKinsey | FM8       | <p>We certainly do NOT need additional sidewalks in Whitehurst and probably do not need any additional sidewalks in the other neighborhoods surrounding Folger McKinsey.</p> <p>There is not enough traffic in Whitehurst to warrant sidewalks. Our neighborhood has bus service running to Folger McKinsey. Most children that do not take the bus ride bicycles to school and bicyclists should be using the roadways and bike lanes, not sidewalks.</p> <p>As for the other neighborhoods, again there is not enough traffic to warrant sidewalks. Our tax dollars are better spent on other things and real issues and problems. The lack of sidewalks in the area surrounding Folger McKinsey is not a problem.</p>   | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM9       | <p>I do not want nor does our neighborhood need sidewalks. There is a bike lane for our kids to safely walk or bike to school. I have a child who attends Folger that bikes to school daily and who frequently bikes in our neighborhood and I have never once thought we needed sidewalks. I have two older children who also bike around our area and sidewalks are unnecessary. It would be an unnecessary expense that I don't want to pay more in taxes for something we don't need. Please do not support this proposal.</p>   | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |

# H539616 Safe Routes to School Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment  | Response   |
|-----------------|-----------|--|--|
| Folger McKinsey | FM10      | <p>I am completely against the majority of the sidewalk recommendations in the "Safe Routes to School Study" for Folger McKinsey.</p> <p>The proposed recommendations for widespread sidewalk extensions seem extremely excessive, and honestly seem to be more about political messaging than an actual safety recommendation. By the study's own admission, the crash data (which may have led to the supposed need for the sidewalks?) shows zero pedestrian and zero bicyclist accidents inside the walk zone of the school. Quite simply, this is a waste of taxpayer dollars.</p> <p>The "study" also presents the "crash data" in a misleading or disingenuous way, indicating crashes within a "1 mile radius" of the school. Without giving more specific information about the crash locations, it is impossible to evaluate that information in a useful way to give feedback about the benefits of the proposed infrastructure, as looking at the "1 mile radius map" in the study, this includes: a large segment of Richie Highway (a busy multi-lane highway), a section of community that is separated by the Magorhy. This would require people in that impacted area to either swim across the river to reach a proposed crosswalk, or walk along a 9.1 mile route along the road around the river to reach Folger.</p> <p>Without being provided a meaningful amount of information, like knowing how many crashes occurred on each segment of the proposed infrastructure upgrades, I have to assume that the numbers are likely largely inflated by including the highway, which has ZERO recommendations or relevance to the sidewalk upgrades proposed as part of this plan.</p> <p>Furthermore, this "study" seems to combine survey results for "Lack of safe crossings" with "sidewalks" on the route to school. Treating these two situations the same, is also disingenuous, as treating a crossing of Arundel Beach Road (a fairly busy street) the same as a lack of a sidewalk on the street on the route as seen in example 1 of your study on page 52, doesn't make any sense at all.</p> <p>This whole "study" reads like someone with an agenda specifically to gain money for sidewalks crafted the questions and data specifically in a way to skew the results in their favor.</p> <p>Furthermore, the study admits the ineffectiveness of sidewalks. I quote from the (grammatically incorrect) study: "Student who biked were observed walking from the bike racks to the school across the school lawn rather than using the sidewalk beside the driveway."</p> <p>As a resident along two of the proposed new sidewalk routes (on the corner of 13 and 14 on the map on page 33), I can say that my street routinely has children playing sports (soccer, basketball, baseball, etc) in the street, which the parents of the children deem safe given the low-traffic nature of the streets.</p> <p>The low-traffic nature of the streets means that I am HIGHLY opposed to all sidewalks in Red regions on the map on page 33, except for the sections marked B, C, and 36.</p> <p>Furthermore, common sense says that if children are taking the "path of least resistance", as exemplified by the comments about students walking around existing sidewalks, and using the grass instead of bike racks, then the sidewalks for sections E and F will be completely ineffective unless B is also extended to meet F.</p> <p>My vote: Remove all planned sidewalk additions, EXCEPT for the proposed additions to Arundel Beach Road, and use the saved money to improve signage and crosswalks for all cross-streets on Arundel Beach.</p> <p>*****</p> <p>Keith Biddlecomb - kbiddlecomb@gmail.com<br/>Tue Oct 24 10:25 PM (14 hours ago)</p> | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>Although our crash data included a 1-mile radius around the school, we evaluated data by location. Those outside of the walk zone and especially outside of the attendance area were not incorporated directly into our recommendations. The maps in the study show locations of pedestrian and bicycle crashes. We acknowledge that the overall total number of crashes in the 1-mile radius may not be representative of the relevant crash trends and associated infrastructure improvement needs inside the attendance area and/or walk zone but included it for additional context.</p> <p>Our goal is to prioritize all recommendations, so locations where new or upgraded crossings are recommended may be prioritized substantially differently than those where new or improved sidewalks are recommended.</p> <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project. This may include improved signing and crosswalks, but many of the design specifics are still being determined.</p> |
| Folger McKinsey | FM11      | <p>The on Oak Court in The Fair Oaks Community. My house is within the walking range of Folger McKinsey. I have lived in my current house for 10.5 years and I have two children, ages 13 and 14.</p> <p>There is no need for sidewalks within the Fair Oaks Community. The roads are wide and not heavily travelled. Children play in the streets often, and neighborhood car drivers are cautious. In general, I am a big fan of sidewalks, but putting sidewalks within Fair Oaks is not a wise way to spend limited budget money.</p> <p>However, Arundel Beach Road is a different story. I have seen way too many close calls of pedestrian and bicycle accidents, especially on the severe curve of Arundel Beach. That curve is barely narrow enough for two cars to fit, visibility is terrible/non-existent, and when you add a pedestrian or bicyclist into the mix, it becomes a deadly danger for our community. County money would be very well-spent on putting a continuous sidewalk from Folger McKinsey all the way up to the traffic circle on Leelyn Drive. Many adults and children walk and bike that route to go to Folger or to the retail centers nearby or even just for a walk/jog, and it is a deadly accident waiting to happen.</p> <p>Even as an adult, I am too scared to walk along that curve. And it's a shame. Walkable communities are healthier for adults and children alike.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM12      | As an Oakleigh Forest resident, I strongly support installation of sidewalks in the Folger adjacent area!  | Thank you. We will consider your feedback as we finalize our recommendations and prioritization for implementation.  |
| Folger McKinsey | FM13      | Appreciate the study and engagement, but we are not supportive of sidewalks inside the actual communities - perhaps on AA Road, but not inside the communities. Not necessary.   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM14      | <p>My main concern with the results is that I am not sure how the "Walk Zone" was determined and if walkability is part of what went into determining the Walk Zone, and whether sidewalk recommendations in the Walk Zone are higher priority than other sidewalks. I live in the circled yellow neighborhood on Kleis Rd, Arundel Plaza, which until about 5 years ago had few children, but with the construction of 10 new houses along Kleis Rd and a large amount of home turnover in the older part of the neighborhood, there are a large number of children now, especially in the ages 5 and under range who will soon be attending Folger. My family lives less than a half mile to Folger and have always driven or ridden the bus for several reasons below, despite being much closer to Folger than the majority of the "Walk Zone."</p> <ol style="list-style-type: none"> <li>Lack of sidewalks along Arundel Beach Road, especially on the most direct route to school, circled in green below. This area is dangerous for walking especially for children but also for anyone because the road narrows and goes around a curve, and the wider shoulder that is present in other parts of the road disappears in this section, making it especially dangerous.</li> <li>Lack of crosswalk signage and road markings at Kleis and Whittier.</li> <li>The portion of Arundel Beach Road circled in pink should also be prioritized for sidewalks. This area connects all the residential neighborhoods with the shopping center along Rte. 2 and is commonly used by older children (ages 10-15) by bike. It is poorly lit, there are no bike lanes, and it is a busy road. I often see large groups of kids riding bikes along Arundel Beach Rd and it is especially used in the afternoon as school is letting out and after school up until dusk when I often see groups of 2-10 bikes barely visible along the road to the shopping center. Please note that children are not only going home especially after school and the shopping centers along Rte 2 are a big draw.</li> <li>Priorities - the relative priority of all these recommended sidewalks isn't indicated, but my recommendation would be first to establish sidewalks along the whole length of Arundel Beach Rd from Leelyn to Chestnut Rd as well as priority crosswalks and signage along Arundel Beach Rd, because it has the most traffic and is the most dangerous.</li> <li>Missed opportunities - I don't know why new subdivisions in walking distance to schools are being built without sidewalks, but it is really regrettable that Kleis Rd didn't have sidewalks included for all the houses built in 2019. Sidewalks that go nowhere and are disconnected to other sidewalks are also common - there is a sidewalk in front of 3 properties between River Drive and Kleis Rd that then continues as an asphalt path on the other side of Arundel Beach with no crosswalk. The new house at Kleis and Arundel Beach has a sidewalk that just abruptly ends in the front yard. Meanwhile, the sidewalks that were not built on Kleis Rd, if they are constructed in the future, will require cutting down the row of trees planted by the county in front of the new houses. Yes, I would like to see sidewalks added along streets in Arundel Plaza, but I would much rather see sidewalks and bike lanes along Arundel Beach Rd first.</li> </ol>  | <p>The school walk zone was determined by AACS. Any recommendations inside the walk zone are likely to be higher priority than those outside the walk zone, but there may be specific recommendations that do not fit that methodology.</p> <p>We are still refining and finalizing the priority order of all recommendations across all schools, per our review of public comments. The final prioritized list will be shared with the public at the conclusion of the study around the end of calendar year 2023.</p> <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project. This may result in new signs and crosswalks at Kleis and at Whittier, but the details of the design are still being determined.</p>   |
| Folger McKinsey | FM15      | <p>For reference, my place of residence is on Shetburn Road and my twin boys (1st grade) attend Folger McKinsey. The boys also ride the bus because of the lack of walking infrastructure.</p> <p>Our Home Association, The Oakleigh Forest Home Association, has come out vehemently against the addition of sidewalks to our neighborhood citing "loss of yard and landscaping, and old trees, narrowing of streets, surface runoff to the bay, and limiting the ability of residents to park RVs, boats and other vehicles." While these concerns are valid, some more than others, I am not as opposed to the addition of sidewalks as the Home Association seems to be. In fact, the addition of sidewalk, in my mind, would be beneficial. However, I don't find it to be a necessity within the Oakleigh Forest neighborhood itself. That said, I think adding walking infrastructure to the surrounding areas would certainly make walking to school more viable.</p> <p>The Oakleigh Forest Pool Cut-through: I think the addition of the "cut through" by the Oakleigh Forest pool to Sunset Drive would be hugely beneficial for a couple of reasons. First, it would cut down the amount of time it takes to walk to the school. Under present conditions, it takes an adult roughly 20 minutes to walk from our residence to the school. The cut through would cut that time in half. Second, it would afford children the opportunity to avoid major connector roads, Arundel Beach Road and McKinsey Road, both of which see a decent amount of traffic and vehicles exceeding the posted speed limits.</p> <p>Upgrades to McKinsey and Arundel Beach Road: If the cut through option isn't adopted, significant upgrades to the sidewalks and streets would be necessary to both McKinsey Road and Arundel Beach Road for me to feel safe having my children walk to school. At present McKinsey Road only has sidewalks on one side of the road. If my boys were to take that walking route to school they would have to cross McKinsey to reach the sidewalk, then cross McKinsey again to reach Oak Ave/Sunset Drive. Both areas where they would have to cross do not contain crosswalks. Further, if the boys were to walk on the non-sidewalk side of McKinsey, they have to contend with sloped grounds, trees and stomping through other residence's yards.</p> <p>If they were to choose the Arundel Beach Road side to walk to school, upgrades would need to be made to the path that runs along the road as it is narrow, weathering asphalt at present. The path would get them to Sunset Drive, which they would have to cross (there is a crosswalk near the school). Further, cars are frequently speeding along Arundel Beach Road, but I believe the plan adds traffic calming bumps and signage which may help.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>We will incorporate your input on the cut-through options as part of our decision-making process.</p> <p>A separate effort to assess opportunities for new facilities along McKinsey Road can be planned by the County.</p>   |
| Folger McKinsey | FM16      | I'm a resident of the Oakleigh Forest neighborhood near Folger McKinsey Elementary. I currently have 2 children who attend Folger. My family and I would be opposed to any sidewalks potentially being installed within Oakleigh proper for all the obvious reasons: loss of current aesthetics, narrowing of beautiful neighborhood roads, reduction in front line property, and the potential loss of property value. I understand the potential for Arundel Beach and McKinsey Roads, however, I would suspect you might receive similar opposition from friends and neighbors who live on those particular roads as well.  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM17      | My property abuts Folger McKinsey and yet my children cannot safely walk to the school along the road. Therefore they are automatically added to the bus route, despite residing less than 1 miles from the school. The corner along Arundel Beach Rd from Sunset to Oak Ct is currently unsafe for walking. We absolutely need sidewalks, school zone signage and speed management. There is no shoulder along this corner of the road. Cars routinely fly around the corner at speeds far exceeding the posted limits. My children have been pushed off the road by drivers while walking their bikes around this corner. Everyone down the road would benefit from a sidewalk just around this corner as it is a bottleneck for the entire neighborhood. Please prioritize sidewalks along Arundel Beach Road between Sunset Blvd and Oak Ct.   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p>   |
| Folger McKinsey | FM18      | After reviewing the slides from your PowerPoint presentation, I draw confusion to the map on page 33. The colors are not contrasting enough for me to understand the proposed sidewalks down Arundel Beach Road. Which side of the road are the sidewalks proposed to be located? Southside where the walking lane is or the north side where it is much more narrow? Would it be possible to send a map that is not on the PowerPoint (.pdf) so I can more easily see it?   | Unfortunately we are not able to share other versions of the map. The tables in the slides following the map clarify the specific locations or sides of the road where changes are recommended if not on both sides of a road.   |
| Folger McKinsey | FM19      | As a 22 year resident of Oakleigh Forest, I would comment that the proposal to put sidewalks on all streets in our community, is excessive. Sidewalks need to go along Arundel Beach road from Kennedy Drive to Folger McKinsey. There needs to be an upgrade of the sidewalk/pathway on the south side of McKinsey Road from Leland Road to the existing sidewalk on McKinsey. Finally a cut through midway on Whittier Parkway to Sunset Road near the School. With these routes in place the travel to school would be safe and bus service to the school would be on good footing. The roads in Oakleigh Forest are wide enough for pedestrians.   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>We will incorporate your feedback on the cut through option. A separate effort to assess opportunities for new facilities along McKinsey Road can be planned by the County.</p> <p>A separate effort to assess opportunities for new facilities along McKinsey Road can be planned by the County.</p>   |

# H539616 Safe Routes to School Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment   | Response   |
|-----------------|-----------|---|--|
| Folger McKinsey | FM20      | <p>1) Comment: There was recently a bicycle vs vehicle collision along Arundel Beach Road (near Fair Oak circle). While I understand that it is outside of the period for the crash data, it does show a need for some of the improvements outlined here.</p> <p>2) Observation: the section of sidewalk between the school grounds and Derusey drive does not seem to be wide enough to manage all the walkers/bicyclists during morning/afternoon and many bicyclist choose to ride on Arundel beach road instead of using the sidewalk.</p> <p>3) Question: The section of Arundel Beach Road, from Derusey Dr/Fairtree Dr to Chestnut Road, already has a paved/painted "Pedestrian zone" (already noted in the report), and the recommendation of the report was to add sidewalks to both sides of the road (Red below). Could an estimate be given on having a physically separated sidewalk to replace the current "pedestrian zone" that is currently there and have the path extend to Maple Road? This would also have the added benefit of creating a narrower vehicular path to hopefully reduce speeds as well. (examples: <a href="https://nurdal.designguide.com/physically-separated/sidewalk">https://nurdal.designguide.com/physically-separated/sidewalk</a>)</p> <p>4) Off the wall idea for the overall project: Has anyone looked at ways to use cargo bikes for some of the K-2nd graders that may not be full bike riders yet, but live further than half a mile away? They could service multiple families and encourage bike ridership. A subsidy, or possibly county ownership if certain criteria is met may be useful for schools all across the county. (Example: <a href="https://www.pedbike.com/product/the-pedbike-3-600cc-cargo-bike-for-age-6-14/">https://www.pedbike.com/product/the-pedbike-3-600cc-cargo-bike-for-age-6-14/</a>)</p>  | <p>Thank you for your feedback on Arundel Beach Road and information on the recent crash. We will incorporate it into formalizing recommendations along and near Arundel Beach Road and will coordinate with the planned sidewalk project. Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>Our recommendations for new sidewalk along Arundel Beach Road east of the school grounds can consider widening existing sidewalk.</p> <p>We do not recommend extending any separated pedestrian facilities on Arundel Beach Road east of Chestnut Road. With proposed sidewalks along Maple Road and Chestnut Road, we recommend that people stay on the local roads to access Arundel Beach Road. The heavy cost and environmental impact along that section of Arundel Beach Road could be extensive based on the current condition of the roadway and the roadside with dense trees. This will allow us to dedicate more funding to other improvements in the school community.</p> <p>Thank you for the information on cargo bikes. We will share this with AAAPS for educational outreach and coordination.</p> |
| Folger McKinsey | FM21      | <p>Basically, I think the initiative is very worthwhile. But, there is no need to put sidewalks in Oakleigh Forest to achieve your goal. Our neighborhood has wide roads and kids and families walk freely all over the neighborhood. We would prefer to keep it this way. If you just put the sidewalks on Arundel Beach road and McKinsey, and possibly still connect the pool area to Sunset, the goal for our neighborhood will be achieved without the cost of putting sidewalks in Oakleigh Forest. And to be clear, beyond saving the money... NO ONE I have spoken to wants sidewalks in Oakleigh Forest. I would personally be livid if that part of the project happened.</p> <p>Long and short, there is no need to put sidewalks in our neighborhood to achieve your goals</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>A separate effort to assess opportunities for new facilities along McKinsey Road can be planned by the County.</p>  |
| Folger McKinsey | FM22      | <p>I have heard a little about the safe school initiative and was told that public comment was being accepted. To the extent the initiative involves adding sidewalks throughout Oakleigh Forest and surrounding areas, I do not agree with it.</p> <p>The wide streets are a major aspect of what I love about our neighborhood. I think adding sidewalks and thereby narrowing the streets will make them congested and more dangerous for cars, bikes and people in the streets.</p> <p>I think adding similar street lamps to the existing lighting would be a better way to enhance safety. And while I am expressing my opinion, the lighting with the purple hue that seems to be the new type of lighting being installed is eerie and unappealing. The lamp post lighting we already have in Oakleigh Forest is attractive and works great - we just need more of them.</p>  | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>We can consider a separate effort to evaluate the need for street lighting in coordination with our DPW Traffic Engineering Division.</p> <p>The purple/blue hue for overhead street lighting indicates a manufacturing issue with the fixture that causes the light to gradually turn purple or blue. The DPW Traffic Engineering Division is currently working to identify all lights on County roads with this condition and has requested RGE to replace them.</p>   |
| Folger McKinsey | FM23      | <p>I feel very strongly AGAINST sidewalks in our neighborhood. It will ruin the beauty of the neighborhood and cost a ridiculous amount of money. Has anyone thought of putting a pathway through the Oakleigh Forest pool (Whittier Parkway) to Sunset Dr. I had heard about 20 years ago that is the way the kids would go. Then the people who lived on Sunset had too many kids walking through their yards and shut it down (understandably) Wouldn't it be cheaper to come in and buy a few feet of land from one or two people and then put a walkway with a 6 ft fence on either side? Folger McKinsey in Green and Oakleigh Forest Pool in Red. (on Left) Pool circled in green and potential walkways in green to Sunset. (on Right)</p>  | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>We will incorporate your input on the cut-through option by the pool into our decision-making process for our final prioritized recommendations.</p>   |
| Folger McKinsey | FM24      | <p>I live in Oakleigh Forest. I am also the vice president of our community HOA Board and have received feedback from dozens of residents in our neighborhood, which includes 159 homes. Additionally, I attended the virtual meeting earlier in the month and submitted a question. I appreciate having the opportunity to let you know my thoughts and those of Oakleigh Forest residents, which is the community featured on pages 42 and 43 of your proposal. The overwhelming, unanimous consensus from our community is that we would NOT support or desire a project that involved adding sidewalks into our community. We currently enjoy having wide streets that allow the children to safely walk and ride their bikes to our community pool and throughout the neighborhood. Additionally, we had county surveyors come do an assessment of traffic in our neighborhood just over a year ago to determine if we should add in speed bumps or additional stop signs. The data collected did not support adding any additional measures, as they found that the volume and speed of traffic through our community did not warrant intervention or pose a safety risk.</p> <p>We have always had children who bike and walk to school. The addition of sidewalks within our neighborhood would in no way increase people's likelihood of walking or biking. On the contrary, we believe that adding sidewalks would actually make our roads feel less safe as they would be significantly more narrow. The children in our community are accustomed to walking on the street and we have no history of pedestrians being struck by a vehicle to my knowledge or those of longterm residents. We agree that sidewalks being added to Arundel Beach Rd and sections of McKinsey Rd, the streets at either end just outside of our neighborhood, would make walking feel safer. Sidewalks on Sunset Rd near the back entrance of Folger might also be positive. If these efforts are being undertaken as a means to justify removing our bus service, we would rather you take away the bus without the addition of sidewalks.</p> <p>I could enumerate dozens of other concerns expressed by our community members. Regarding environmental factors, we have many mature trees and would not want to see them needlessly cut down, as well as concerns about impervious runoff into the bay. The meeting consultants did not seem to do an environmental impact study as of yet. We also have had issues with water runoff and pooling, particularly on Whittier Pkwy. I fear that sidewalks would create even more difficulties with drainage when it rains and would not be able to be stable given the significant issue with water drainage on that road. Many people are concerned with losing large sections of their yard and property, as well as the need for retaining walls to be added to many properties. Based on my review of your report, the addition of sidewalks would be highly costly to the county. These initiatives are neither desired nor required for our families to feel safe navigating our community and getting our children to school. Thank you for giving us the opportunity to provide feedback on this project. Please feel free to contact me if you would like additional information. I am able to speak on behalf of myself and the Oakleigh Forest HOA as a whole.</p> | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>A separate effort to assess opportunities for new facilities along McKinsey Road can be planned by the County.</p>  |
| Folger McKinsey | FM25      | <p>I am reaching out to you regarding the Safe Schools Initiative that affects my neighborhood, Oakleigh Forest in Severna Park. I am writing to communicate that as a homeowner, I do not support the plan to add sidewalks to our neighborhood as they would likely narrow the streets and cause other issues with traffic flow. I have children who are able to ambulate throughout this and other neighborhoods safely without the sidewalks. Thank you for your consideration.</p>   | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinsey | FM26      | <p>I am a resident of Oakleigh Forest and strongly support the sidewalk project as described in the recent report. I walk every day throughout the school area and every time note how dangerous it is dodging the traffic. Especially bad is Arundel Beach Road — but every residential area should have sidewalks for safety! Good initiative.</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p>   |
| Folger McKinsey | FM27      | <p>I was very interested in the Safe Routes to Schools study, especially the plans for sidewalks throughout the communities! It seemed to me the plans are very ambitious—especially since there is no construction fund!</p> <p>Sidewalks are definitely needed and the top priority should be along Arundel Beach Road. The curve is dangerous. The road is narrow, and bikes and walkers pose a danger. In the years I have lived here I often had to tentatively drive past pedestrians.</p> <p>Sidewalks are also needed along Sunset Drive and McKinsey Road. I believe those roads have quite a bit of the neighborhood traffic, and sidewalks would keep pedestrians safer. I really don't think sidewalks are needed on every little street and cut-de- sac in each neighborhood! When the funding comes, it should be spent where most needed!</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>A separate effort to assess opportunities for new facilities along McKinsey Road can be planned by the County.</p>  |
| Folger McKinsey | FM28      | <p>I think sidewalks within Fair Oaks are a bad idea. The roads are extra wide, not through streets and are usually only parked on by visitors. I push a stroller around on Oak Court quite often and never feel it is dangerous. Many of the children ride their bikes on the streets of Fair Oaks. The vast majority of parents, walk their elementary children to and from Folger and it is a big social time for parents. Fair Oaks is waterfront and there are many exclaimers like free cutting and impervious surfaces. It seems to me that all that extra construction and addition of more impervious surfaces undermines the ecology of the Cattail creek. These sidewalks will also cost the residents money to reroute their sprinkler systems and to redo their landscaping and for no good reason. I also question the return on investment for the AA taxpayer. This is a lot of money and will hurt us environmentally and as far as I know, no child has ever been hit within Fair Oaks. There are places where sidewalks make sense but certainly not in Fair Oaks.</p> <p>If there are going to be sidewalks going to the school, they should be on the school side of Arundel Beach Road. It is difficult to tell from the map which side of Arundel Beach Road will have sidewalks. I live at the #9 intersection and raised two children who attended Folger. I can say that it is terrible idea to ever use this intersection as a cross walk due to proximity to the curve. When we have icy weather, particularly in late fall when intersection is full of leaves, way too many vehicles slide through that intersection, both ways, from Oak Court and from Folger. The biggest issue to me if you are putting the sidewalk on Fair Oaks side is that it of the exiting vehicles come down a hill and if they slide, they slide into our property. If you have a sidewalk there, they could slide into children.</p> <p>I support sidewalks on school side of Arundel Beach all the way up to Oakleigh Forest.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM29      | <p>I am a resident of Oakleigh Forest, and wanted to convey my strong opposition for adding sidewalks to our neighborhood.</p> <p>First, as you may be aware, many of the driveways in Oakleigh Forest are rather short, resulting in the need for our neighbors as well as their visitors to park on the street. The addition of sidewalks would result in the narrowing of our streets, and in my opinion, could result in additional car accidents with not only the parked cars, but also with moving cars needing to pass each other one at a time.</p> <p>Second, we are a family neighborhood. There are constantly children riding bikes and scooters in the street. It is quite difficult to teach a child to ride a bike, or even ride a bike on a sidewalk. Many of our children also play with one another, resulting in bike/scooter travel to one another's houses. The narrowing of the roads could actually result in further pedestrian (mostly children) incidents, as a narrow road lessens the ability to avoid pedestrians traveling on the street.</p> <p>Third, it is my understanding that part of the underlying rationale is to get rid of the need for a school bus through the neighborhood. Instead of making multiple stops, would it be more cost efficient to instead make one bus stop for all of Oakleigh Forest? I can't imagine one bus route would be more expensive than the installation of sidewalks. Further, adding sidewalks to our neighborhood would NOT result in a safer route on Arundel Beach Road (my house is much closer to Arundel Beach road than it is to the pool). That is a very busy road, and I would not feel safe letting my children travel there alone. I have personally seen distracted drivers "accidentally" pop up onto the sidewalk. Not to mention, to my knowledge, there is no proposal for sidewalks in Cape Arthur, which would be unsafe for children walking to school. Given that most of the neighbors are not in favor, and it does not alleviate or improve the safety for children, it does not appear to be a good use of tax dollars for what I would imagine would be an expensive project.</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM30      | <p>Opposed to sidewalks in Oakleigh Forest community, but interested in sidewalks on McKinsey Road and Arundel Beach Road.</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>A separate effort to assess opportunities for new facilities along McKinsey Road can be planned by the County.</p>  |
| Folger McKinsey | FM31      | <p>I find that having side walks on both sides of Arundel Beach Rd to be unnecessary and a waste of resources. My children do not have a problem walking across the street at the cross walk to use the existing side walk. North of the Arundel Beach school entrance has a side walk or has a wide bike lane for pedestrians.</p> <p>Also putting sidewalks through out the neighborhood is not needed because the streets are wide enough for cars and pedestrians to move safely.</p> <p>An area that needs a sidewalk would be south of the school's Arundel Beach entrance. There is a sharp turn heading towards Chatham Lane. The road is narrow and a side walk on the Folger side of Arundel Beach Rd would make sense. Again, please don't waste money on a side walk on both sides of Arundel beach rd. The one that exists is enough.</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |

# H539616 Safe Routes to School

## Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment  | Response   |
|-----------------|-----------|--|--|
| Folger McKinsey | FM32      | I live in the community of Oakleigh Forest and am strongly opposed to proposed sidewalks in my community. What a waste of taxpayer money to even consider why this proposal would make it safer for community children to walk to school?<br><br>I support adding a cut through near the pool parking lot to Sunset street which would allow kids to walk a shorter distance to Folger McKinsey school. A sidewalk on Sunset which is closer to the school makes sense but having a sidewalk in the Oakleigh Forest community makes no sense at all – it is simply not needed.   | We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.  |
| Folger McKinsey | FM33      | In addition to my comment, I would like to note that resident notification was very inadequate. I only became aware of it through other residents, where I should have been made aware by DPW prior to the community presentation on multiple occasions and via multiple means.<br><br>My street, the stretch of Sherburn Rd North East of Whittier Pkwy, is best left without sidewalks. The street has little enough traffic that I see no issue with children walking it. Indeed children regularly walk and ride in the street throughout the day, suggesting that many local residents also see it as safe. The lack of pedestrian involved incidents, given the frequency of pedestrians in the street, provides data to same conclusion.<br><br>Adding sidewalks would be problematic because the street is already narrow and the yards and driveways are steep. Adding sidewalks would necessarily make one or both situations worse. Given that traffic incidents are so rare in our immediate area, both steeper yards/driveways (trip & falls) and narrower streets (less visibility at intersections) could cause a net increase in injuries.<br><br>A sidewalk added along Arundel Beach Rd would probably be sufficient for a safe walk from Sherburn to Folger McKinsey, since that is a much busier street.<br><br>The proposed cut-through from Whittier Pkwy to Sunset Dr would be helpful, but should only be done if all the property owners bordering the cut-through approve, regardless of whether it is actually on their property. I probably would not approve if it were me. The alternative route is longer, but can be adequate given a sufficient sidewalk added to Arundel Beach Rd.   | We acknowledge an oversight in notifying non-school families and residents about this project for public outreach. However, our priority is for school families, as the recommendations are focused on transportation improvements for students.<br><br>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023. |
| Folger McKinsey | FM34      | I live on Fairoak Drive (I'm a resident of Fair Oaks on the Magohy) and I am STRONGLY OPPOSED to the idea of sidewalk installation in the neighborhood.<br><br>I think the current plan, as presented in the slide deck, is a poorly conceived blanket solution that a) does not properly take into account the practical problems of sidewalk installation (tree removal, water meter relocation, disruption of personal property, etc.) and b) DOES NOT SOLVE ANY EXISTING PROBLEM.  | We will consider your input on the cut-through option in our final prioritized list of recommendations. Any formal recommendations will involve community coordination before design begins.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.  |
| Folger McKinsey | FM35      | I am a mother of two 8 year olds that attend Folger McKinsey Elementary School and I live in Fair Oaks, one of the neighborhoods that is part of the proposal.<br><br>I have been a huge supporter of sidewalks in this area. I am from Virginia Beach, and when I moved here, I could not believe the lack of safe pedestrian passage. In saying this, I would like to recommend that you prioritize Arundel Beach Road and not sidewalk within the neighborhoods. The streets are wide enough I have never felt unsafe walking with my children within the neighborhoods but we desperately need sidewalks on Arundel Beach Road.<br><br>I don't want to throw out the baby with the bathwater so I want to stress the importance of immediate action on providing safe passage on Arundel Beach Road. Every day pedestrians, especially teenagers, walk up and down that road and someone will get hurt if something is not done soon. I have spoken with most of the parents in my community, and I've really we all feel the same way, please provide sidewalks on Arundel Beach Road and not within the neighborhoods.   | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |
| Folger McKinsey | FM36      | After reviewing the proposed plans for Folger McKinsey, we can agree with part of the plan to construct sidewalks along Arundel Beach Road, but object to the plan to put sidewalks along both sides of every street, plaza, etc. in the communities. As a resident of Fair Oaks, we do not have large lots, and there is not room for sidewalks inside our neighborhood. There is only community traffic inside our perimeter, and all are cautious when school children walk along the edges of the curbs. The plan is expensive, intrusive, and not necessary.<br><br>The traffic along Arundel Beach Road is heavier, and connects many neighborhoods becoming more problematic. Sidewalks along that road would address the majority of safety concerns.  | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |
| Folger McKinsey | FM37      | As a Fair Oaks resident and a mom of three children who have gone through all of their elementary school years at Folger McKinsey, I wanted to express my thoughts on the proposed sidewalk initiative.<br><br>First and foremost, there is zero need for sidewalks throughout Fair Oaks. Our community is quite safe, with wide enough streets for children and cars to safely occupy. Since there are three outlets from Fair Oaks to Arundel Beach, most children/parents exit Fair Oaks at the nearest point to walk along Arundel Beach Road. This is where you should focus your efforts! Sidewalks up and down Arundel Beach Road are needed and as of now there are only sidewalks on a portion of the road on one side. There could also be more crossing guards, perhaps an additional guard/crosswalk at the third Fair Oaks entrance and another at the Folger McKinsey entrance. Right now there is only one crosswalk at the second/middle entrance to Fair Oaks.<br><br>Bottom line is there should be sidewalks along all of Arundel Beach Road, especially between Whitehurst and the traffic circle at the end. I am baffled that there are even talks about putting sidewalks in up and down Fair Oaks when the main issues are not being addressed - sidewalks up and down Arundel Beach Road!!!   | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |
| Folger McKinsey | FM38      | As a parent of two young school age children who attend Folger McKinsey (ages 5 and 8), I firmly oppose the addition of sidewalks within the Fair Oaks neighborhood as proposed by this study. Traffic volume within the neighborhood is very low and kids can safely travel to Arundel Beach Road when going to and from school. In addition as a resident, I do not want to see my yard torn up and have an eyesore of a sidewalk placed in my front yard when it will rarely if ever be used. The amount of time, effort and money spent to implement this plan would be a waste of valuable resources that could be better spent elsewhere.<br><br>I can however see the benefit of a sidewalk on the length of Arundel Beach road from the traffic circle to the Whitehurst neighborhood where the traffic volume is significantly higher and in some areas there is not a sufficient shoulder for parents or students to travel to and from school safely.   | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |
| Folger McKinsey | FM39      | I am a resident of Fair Oaks. I wanted to express my concerns regarding putting sidewalks on every street in Fair Oaks. I feel this would result in a significant cost burden for many residents. The community has existed since the 1960s without any sidewalks. Many people would be burdened with expensive landscaping issues as a result of the sidewalks. Additionally, our residents have minimal front yard space to begin with. The addition of sidewalks would reduce this space even further. The focus should be on where the sidewalks are needed and will actually be used, Arundel Beach Road.   | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |
| Folger McKinsey | FM40      | I write in response to the plan proposed below regarding the new installation of sidewalks throughout the Folger McKinsey school district. I am grateful to my neighbor for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. Ironically, the proposal does not include the installation of sidewalks continuing along Arundel Beach Road past Chestnut Road, despite that section of Arundel Beach road being particularly dark, with blind corners, no shoulder, fewer streetlights, and minimal or no ambient lighting from adjacent homes. I go for runs/hikes at night and have come close to being struck by a vehicle on those curves on at least 2 occasions, forcing me to run off the road into the woods. That said, I object to and oppose the proposal to also install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fairoak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.<br><br>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided.<br><br>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. I personally average 15-20 MPH on interior roads. To the extent that there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.<br><br>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parceled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the mid-1960's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. Bluestone paths from the road to the front of homes can cost upwards of \$20,000. I know this because I have recently contracted to have one installed. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation. I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure that they are incorporated into the properties in an aesthetically pleasing way. That said, I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.<br><br>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks do not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Steyer's Choice have similar problems. I recently observed the same issues along Rustling Oaks Drive during a visit to family in that neighborhood.)<br><br>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park. | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |
| Folger McKinsey | FM41      | As a parent of two young school age children who attend Folger McKinsey (ages 5 and 8), I firmly oppose the addition of sidewalks within the Fair Oaks neighborhood as proposed by this study. Traffic volume within the neighborhood is very low and kids can safely travel to Arundel Beach Road when going to and from school. We are lucky to have such wide streets throughout the neighborhood. In addition as a resident, I do not want to see my yard torn up and have an eyesore of a sidewalk placed in my front yard when it will rarely if ever be used. The amount of time, effort and money spent to implement this plan would be a waste of valuable resources that could be better spent elsewhere in the county and community. Not to mention the eventual cost and labor for the upkeep of the additional sidewalks throughout the neighborhood. As a teacher as well, I know that money is a very valuable resource and there are plenty of other ways for it to be better spent.<br><br>I can however see the benefit of a sidewalk on the length of Arundel Beach road from the traffic circle to Leelyn to the Whitehurst neighborhood where the traffic volume is significantly higher and in some areas there is not a sufficient shoulder for parents or students or other pedestrians/bicyclists to travel to and from school safely or on Arundel Beach safely. I have walked up and down Arundel Beach, past Fair Oaks to the traffic circle at Leelyn gets quite dangerous as there is no where to walk or ride your bike safely on this main street with more traffic. I also believe a crosswalk should be placed at the first entrance of Fair Oaks (Oak Ct) to Folger to give walkers another safe way to cross Arundel Beach.  | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |
| Folger McKinsey | FM42      | I reside in the Fair Oaks neighborhood of Severna Park (directly across the street from Folger McKinsey ES). We live along Arundel Beach Road and think for the safety of all bike riders and walkers, a bike lane needs to be added to our side of the street, as the proposal indicates. Cross walks along Oak Ct. and Fairoak Drive are also needed. The expansion of the bike lane and crosswalks would make the largest impact on student safety.<br><br>However, sidewalks in the neighborhood, exclusive of Arundel Beach Road, are not necessary and excessive. It would remove green space, infringe on property owners land, and not contribute to the overall safety of the student body.   | Thank you for your feedback on bicycle facility needs on Arundel Beach Road.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.  |
| Folger McKinsey | FM43      | We have lived in Fair Oaks for over forty years, our daughter attended Folger and we have never seen a necessity for sidewalks. Our community has no through streets and supports only the local residents.<br><br>Arundel Beach Road does carry quite a lot of traffic, however, with the painted lines to mark the walking area and to add the children, there is no reason to waste taxpayer money on sidewalks in Fair Oaks.   | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |
| Folger McKinsey | FM44      | The purpose of this email is to oppose the planned construction and installation of new sidewalks in the Fair Oaks on the Magohy community including as outlined on page 33 of the study, items: 1, 2,3,4,5,6, 7, 8, 9,10, 11, 13, 14, 15.<br><br>The proposed construction is not only going to be extremely intrusive and not aesthetically pleasing but will impede on the community atmosphere and environment. The residents of Fair Oaks on the Magohy have not requested for sidewalks to be constructed in our community - the Anne Arundel county funds would be better served elsewhere.   | We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.  |
| Folger McKinsey | FM45      | As an almost 20-year resident of the Fair Oaks on the Magohy community in Severna Park, I am writing to let you know my strong objections to the proposed installation of sidewalks throughout my neighborhood. I have never felt unsafe walking through my neighborhood, and the addition of neighborhood sidewalks is unnecessary for many reasons, including expense, county and homeowner maintenance costs, and environmental reasons.<br><br>I am, however, a proponent of the installation of sidewalks on one side of Arundel Beach Road. The speed of traffic and precarious curve near Folger McKinsey Elementary School prohibits foot and bike traffic. The very few times that I have walked that route I was forced into nearby yards to escape careless drivers.  | Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.<br><br>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.   |

# H539616 Safe Routes to School

## Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment   | Response  |
|-----------------|-----------|---|---|
| Folger McKinsey | FM46      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinsey school district. I am grateful to my neighbors for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. I object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fairoak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach Road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misaligned.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. To the extent there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parceled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the early 1970's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into the properties in an aesthetically pleasing way. I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinsey | FM47      | <p>I would like to register my opposition to the proposal to install sidewalks in the interior area of the community identified as Fair Oaks on the Magotty.</p> <p>Particularly, I do not believe Winter Crest Lane was ever decided to Arnie Arundel County, and remains a private roadway. The county refuses to clear snow from Winter Crest Lane stating that as the reason. Since it is not a public road, installing sidewalks would be inappropriate.</p> <p>We have been residents of Fair Oaks for nearly 40 years. During that time, I am not aware of any incident that would have been prevented by, or mitigated by the installation of sidewalks in the interior of the community.</p> <p>Vehicular traffic in the community typically travels below the posted 25 mile per hour limit.</p> <p>Sidewalks would be out of character with the almost rural visual appearance of the community and would be aesthetically offensive.</p> <p>If sidewalks were to be installed in the existing roadway the remaining road would be too narrow for safety.</p> <p>Significant unnecessary damage would be done to the extensive curbside landscaping in the community if private property were to be taken for the installation of the sidewalks. However, I do support improving pedestrian safety along Arundel Beach Road in the vicinity of Folger McKinsey, particularly along the west side of Arundel Beach Rd where the school is.</p> <p>Overall, I believe that this proposal is the 1,000 dollar solution to the 2 dollar problem.</p> <p>Please do not approve the installation of sidewalks in the interior sections of the Fair Oaks Community.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinsey | FM48      | <p>There is no need for sidewalks in the Fair Oaks Community. The roads are wide, few cars are parked in the streets and the only traffic is from the residents as there are no through streets. It would be a waste of public resources to install unnecessary sidewalks.</p> <p>Sidewalks should be installed on Arundel Beach Road on the same side as the Folger McKinsey school as this is a very busy road. These sidewalks already exist on part of the road but it would certainly enhance safety for all pedestrians if there were sidewalks all along this road from the Traffic Circle to the School</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinsey | FM49      | <p>I write in response to the plan proposed below regarding the new installation of sidewalks throughout the Folger McKinsey school district. I am grateful to my neighbor for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. Ironically, the proposal does not include the installation of sidewalks continuing along Arundel Beach Road past Chestnut Road despite that section of Arundel Beach Road being particularly dark, with blind corners, no shoulder, fewer streetlights, and minimal or no ambient lighting from adjacent homes. That said, I object to and oppose the proposal to also install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fairoak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach Road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misaligned. In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. I personally average 15-20 MPH on interior roads. To the extent that there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parceled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the mid 1960's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. Blockstone paths from the road to the front of homes can cost upwards of \$20,000. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure that they are incorporated into the properties in an aesthetically pleasing way. That said, I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p> | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinsey | FM50      | <p>I do not see a need for interior sidewalks in the neighborhoods of the Folger McKinsey school district. Cars do not travel that fast to warrant sidewalks. I suggest using the taxpayer money to install sidewalks on those roads that are high traffic and high speed like arundel beach road. Pedestrians, mainly kids on bikes, use arundel beach rd often and it's incredibly dangerous. They use that road to go to chick fil'de, Starbucks, and to go between neighborhoods like cape arthur and oakleigh forest. I recommend extending sidewalks along the entirety of arundel beach rd, from the end of whitehurst to the island rd circle. That's taxpayer money much better spent than wasting it on interior sidewalks that are not needed.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/projectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |

# H539616 Safe Routes to School Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment  | Response  |
|-----------------|-----------|--|---|
| Folger McKinley | FM51      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinley school district. I am grateful to my neighbors for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement.</p> <p>I object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fair Oak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed. The volume of vehicle traffic along interior roads when compared to that along Arundel Beach Road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. To the extent there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the early-1970's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into the properties in an aesthetically pleasing way. I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p>   | <p>Please visit <a href="https://www.aacounty.org/pu/rik-works/engineering/capital-projects/project/number/478358">https://www.aacounty.org/pu/rik-works/engineering/capital-projects/project/number/478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM52      | <p>I am writing to comment on the proposed plan to add sidewalks in Fair Oaks Community for safe walking routes to Folger McKinley elementary school.</p> <p>While sidewalks are needed and encouraged along Arundel Beach Road, they are certainly NOT needed or wanted inside of the Fair Oaks community. It is not an issue, walking in the community is very safe, and I believe it would be a waste of money, not to mention strongly discouraged by several other, if not all, neighbors. A better use of money would be securing crossing guards along ABR or adding sidewalks along that road only.</p> <p>Please take this into consideration that we do not want sidewalks placed inside of the Fair Oaks community!</p>   | <p>Please visit <a href="https://www.aacounty.org/pu/rik-works/engineering/capital-projects/project/number/478358">https://www.aacounty.org/pu/rik-works/engineering/capital-projects/project/number/478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM53      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinley school district. I am grateful to my neighbors for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement.</p> <p>I object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Ct, Fairlane Court, and Fair Oak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic, (2) lower speed, and (3) lower pedestrian use. The volume of vehicle traffic along interior roads when compared to that along Arundel Beach Road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided. In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. To the extent there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the early-1980's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>The neighborhoods are also located in critical watershed areas. The construction of sidewalks would require the removal of many mature trees in these critical watershed areas where the removal of trees is discouraged and, in some cases when a homeowner does it, result in fines and additional replanting plans to replace what is lost by the removal of the trees. The sidewalks are also going to add to the impervious spaces in the neighborhoods, which is closely monitored by the county and discouraged to ensure the continued health of the Maggoty River and Chesapeake Bay. I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into the properties in an aesthetically pleasing way. I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p> | <p>Please visit <a href="https://www.aacounty.org/pu/rik-works/engineering/capital-projects/project/number/478358">https://www.aacounty.org/pu/rik-works/engineering/capital-projects/project/number/478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM54      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinley school district. I am grateful to my neighbors for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. I object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Circle, and Fair Oak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach Road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. To the extent there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the early-1970's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into the properties in an aesthetically pleasing way. I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p>  | <p>Please visit <a href="https://www.aacounty.org/pu/rik-works/engineering/capital-projects/project/number/478358">https://www.aacounty.org/pu/rik-works/engineering/capital-projects/project/number/478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM55      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinley school district. I am grateful to my neighbors for bringing the proposal to my attention.</p> <p>Most people who drive through our neighborhood do so at well below the posted 25 MPH limit. After living in Fair Oaks for just shy of 20 years I can not recall a single adverse event for those walking to school. Many residents have heavily invested in landscape and other infrastructure around their homes (e.g., utility wires, lamp posts, electric fences, fences, etc.).</p> <p>I am completely opposed to any and all sidewalks in our neighborhood.</p>   | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |

# H539616 Safe Routes to School

## Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment  | Response  |
|-----------------|-----------|--|---|
| Folger McKinley | FM56      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinley school district. I am grateful to my neighbors for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. I object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fair Oak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. To the extent there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the early-1970's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into the properties in an aesthetically pleasing way. I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM57      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinley school district. I am grateful to my neighbors for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. I object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fair Oak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. To the extent there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the early-1970's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into the properties in an aesthetically pleasing way. I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM58      | <p>Let me address the proposed addition of sidewalks in a number of communities bordering Arundel Beach Road.</p> <p>We have lived in the Community of Fair Oaks for over 40 years and are opposed to adding unnecessary and expensive sidewalks other than on Arundel Beach Road.</p> <p>First, safety has never been an issue and it is questionable the kids on their bikes (more than half) would ever use the sidewalk. I believe it would be more dangerous to children of being hit by a neighbor backing out of their shortened driveway than by someone driving through the neighborhood.</p> <p>From a practical and cost point of view this makes no sense. Using our lot as an example, there are underground cable and utility lines in addition to our irrigation system that would need to be relocated. Then there are the mail boxes that need to be front street. Would not these be a very dangerous obstacle to a bike rider? I could go on, but in short this interior sidewalk concept will not improve safety, be expensive, and a MAJOR years long inconvenience!</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM59      | <p>I have lived in a Severna Park neighborhood called Fair Oaks for 32 years, and I'm writing to you in response to the proposal to install sidewalks throughout the Folger McKinley Elementary School district.</p> <p>I strongly support the installation of sidewalks on both sides of Arundel Beach Road. It is a high traffic road with very few areas for pedestrians to safely walk. While there are some painted sections of sidewalks that are technically considered walking paths many people park their cars in those walking paths, preventing pedestrians from safely walking and/or riding a bike on Arundel Beach Road. Also, some of the walking paths are on Arundel Beach Rd. are extremely narrow to safely walk on and are too narrow for anyone to ride a bike on.</p> <p>The volume of traffic along Arundel Beach Road, and the number of children who walk or ride their bikes on Arundel Beach Road to get to Folger McKinley Elementary School make the installation of sidewalks on both sides of Arundel Beach Road a long overdue safety improvement.</p> <p>I oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road. The interior neighborhood roads have very low traffic volume and are mostly wide roads that provide safe areas for children to walk and ride their bikes on. Installing sidewalks on these interior streets are not an effective use of the County's money and resources in my opinion.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM60      | <p>Please do not install sidewalks along private and semi-private roads to include the end of Fairtree Drive.</p> <p>The county would not pave the end of Fairtree where the road is narrow. The affected residents were left to pay for the road repairs ourselves. It would be a challenge to justify taking yards and driveways from the small lots at the end of Fairtree Drive to install sidewalks.</p>  | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinley | FM61      | <p>I write in response to the plan proposed below regarding the new installation of sidewalks throughout the Folger McKinley school district. I am grateful to my neighbor for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. Ironically, the proposal does not include the installation of sidewalks continuing along Arundel Beach Road past Chestnut Road despite that section of Arundel Beach road being particularly dark, with blind corners, no shoulder, fewer straightlights, and minimal or no ambient lighting from adjacent homes. I go for runs/bikes at night and have come close to being struck by a vehicle on those curves on at least 2 occasions, forcing me to turn off the road into the woods. That said, I object to and oppose the proposal to also install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fair Oak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided. In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. I personally average 15-20 MPH on interior roads. To the extent that there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the mid-1960's.) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into the properties in an aesthetically pleasing way. That said, I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems. I recently observed the same issues along Rustling Oaks Drive during a visit to family in that neighborhood.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p> | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-C478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM62      | <p>My family has lived in Fair Oaks for 23 years. We are strongly opposed to the proposal to add sidewalks.</p> <p>Others have expressed many reasons why this is a terrible idea and we are totally in agreement with those thoughts.</p> <p>This would an irresponsible and huge waste of money.</p>   | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |



# H539616 Safe Routes to School

## Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment   | Response  |
|-----------------|-----------|---|---|
| Folger McKinsey | FM63      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinsey school district. I am grateful to my neighbors for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. I object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fairoak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. To the extent there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the late 1960's) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into an aesthetically pleasing way. I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>I also grew up in Chartwell in Severna Park and not having the sidewalks did not create safety issues. Recently, sidewalks were put on Lynwood Drive past the middle school and people still walk on the street and not the sidewalks. Neighbors are aware that community members live and walk on the streets. Through traffic is not a problem.</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p>   | <p>Please visit <a href="https://www.sacounty.org/public-works/engineering/capital-projects/ProjectNumber/478358">https://www.sacounty.org/public-works/engineering/capital-projects/ProjectNumber/478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinsey | FM64      | <p>I am writing to express my concerns regarding the proposed installation of sidewalks in the Fair Oaks community. I understand the importance of ensuring student safety; however, after careful consideration of the current situation in our neighborhood, I believe that building new sidewalks is unnecessary and not the most effective use of resources.</p> <p>Firstly, it is important to note that there have been no incidents involving student safety within our neighborhood. Fair Oaks has maintained a safe environment for our children, and the lack of incidents demonstrates that the existing infrastructure is adequate to ensure their well-being.</p> <p>Secondly, the data shows that less than 9% of Folger students walk to school and of the respondents in the survey, the vast majority had concerns regarding bussing and not the walking students. With such a small percentage of students using the sidewalks, it questions the necessity of investing in new sidewalk constructions. The majority of students are transported by other means, diminishing the immediate need for additional pedestrian pathways. Resources should be allocated where the problems truly exist.</p> <p>Furthermore, Fair Oaks does not experience heavy traffic throughout the community. The only road with significant vehicle traffic is Arundel Beach Road, and this road is well-equipped to handle the flow of vehicles. Our community does not have any throughfare roads, reducing the likelihood of accidents or incidents involving pedestrians.</p> <p>In light of these points, I respectfully urge you to reconsider the proposal to build new sidewalks in Fair Oaks. Instead, I propose that the county focuses its resources on initiatives that address more pressing community needs. By reallocating these resources, we can make a more meaningful impact on the overall safety and well-being of our residents. Thank you for your attention to this matter. I trust that you will take our community's unique circumstances into account when making your decision. Should you require any further information or clarification, please do not hesitate to contact me.</p>   | <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM65      | <p>I live on Oak Court in the Fair Oaks Community. My house is within the walking range of Folger McKinsey. I have lived in my current house for 10.5 years and I have two children, ages 13 and 14.</p> <p>There is no need for sidewalks within the Fair Oaks Community. The roads are wide and not heavily travelled. Children play in the streets often, and neighborhood car drivers are cautious. In general, I am a big fan of sidewalks, but putting sidewalks within Fair Oaks is not a wise way to spend limited budget money.</p> <p>However, Arundel Beach Road is a different story. I have seen way too many close calls of pedestrian and bicycle accidents, especially on the severe curve of Arundel Beach. That curve is barely narrow enough for two cars to fit, visibility is terrible/non-existent, and when you add a pedestrian or bicyclist into the mix, it becomes a deadly danger for our community. County money would be very well spent on putting a continuous sidewalk from Folger McKinsey all the way up to the traffic circle on Lenoxy Drive. Many adults and children walk and bike that route to go to Folger or to the retail centers nearby or even just for a walk/jog, and it is a deadly accident waiting to happen.</p> <p>Even as an adult, I am too scared to walk along that curve. And it's a shame. Walkable communities are healthier for adults and children alike.</p>   | <p>Please visit <a href="https://www.sacounty.org/public-works/engineering/capital-projects/ProjectNumber/478358">https://www.sacounty.org/public-works/engineering/capital-projects/ProjectNumber/478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinsey | FM66      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinsey school district. I am grateful to my neighbors for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. I object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Fairoak Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. To the extent there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the early 1970's) These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure they are incorporated into an aesthetically pleasing way. I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is a wildly unnecessary overreach by the county and one which I (and many of my Fair Oaks neighbors) would be eager to pool our resources to ensure it does not happen.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Stepi's Choice have similar problems.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p> | <p>Please visit <a href="https://www.sacounty.org/public-works/engineering/capital-projects/ProjectNumber/478358">https://www.sacounty.org/public-works/engineering/capital-projects/ProjectNumber/478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinsey | FM67      | <p>I grew up in Fairoaks and attended Folger McKinsey myself as a walker back in the 80's. I returned to the area on the 2000's to raise my children who also attended Folger McKinsey as walkers.</p> <p>During the 30 plus years I do not recall one incident where a child was injured walking to school on the roads within the communities.</p> <p>As a long term resident and a homeowner, I am opposed to sidewalks being installed within the communities.</p> <p>Am not opposed to adding / improving the sidewalks on the main arteries such as Arundel Beach Road and Sunset Drive.</p> <p>The real problem that needs to be addressed is the flow of car traffic during drop and pick up.</p> <p>Cars parking at the bottom of the driveway on Arundel Beach road at dismissal because they cannot get up to the school to pick up children. It is a mess and dangerous for everyone in the area as Arundel Beach road backs up around the bends and cause blind spots. This was not a problem until the county changed the driveway, so Bus's enter off Sunset and cars off Arundel Beach road. Prior to the change car entered from Arundel Beach and exited Sunset. It was smooth and efficient one-way traffic pattern. But now cars having to enter and exit the same area as walkers and cars on the road that are not affiliated with the school. Your study should look into correcting this issue further, rather than forcing sidewalks on homeowners within the community that don't want them.</p> <p>If feel it is a waste of taxpayers' money to add sidewalks within the communities that surround Folger Mc Kinsey, and the money could be better spent fixing the traffic flow issue.</p>  | <p>Please visit <a href="https://www.sacounty.org/public-works/engineering/capital-projects/ProjectNumber/478358">https://www.sacounty.org/public-works/engineering/capital-projects/ProjectNumber/478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> <p>Thank you for your feedback on the traffic flow issues. We will coordinate this with DPW Traffic Engineering Division and AACP's Transportation.</p> |

# H539616 Safe Routes to School

## Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment   | Response  |
|-----------------|-----------|---|---|
| Folger McKinley | FM68      | <p>I write in response to the plan proposed below regarding the new installation of sidewalks throughout the Folger McKinley school district. I am grateful to my neighbor for bringing the proposal to my attention. I want to begin by saying that I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, are a wonderful idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long overdue improvement. Ironically, the proposal does not include the installation of sidewalks continuing along Arundel Beach Road past Chestnut Road despite that section of Arundel Beach Road being particularly dark, with blind corners, no shoulder, fewer streetlights, and minimal or no ambient lighting from adjacent homes. I go for runs/bikes at night and have come close to being struck by a vehicle on those curves on at least 2 occasions, forcing me to run off the road into the woods. That said, I object to and oppose the proposal to also install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Faircox Drive in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach Road is significantly lower. This is evident simply by virtue of the need to access the road. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume is misguided.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit. I personally average 15-20 MPH on interior roads. To the extent that there are concerns about people failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. It is not clear to me from the proposal whether the proposed sidewalks would be installed in the existing roadway, or within the lots of the properties adjacent to the road. I oppose either choice for different reasons. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. (My house was built in the mid-1960's). These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. Bluestone paths from the road to the front of homes can cost upwards of \$20,000. I know this because I have recently contracted to have one installed. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation. I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure that they are incorporated into the properties in an aesthetically pleasing way. That said, I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, when I have looked at other Severna Park communities with sidewalks installed throughout, it is clear that the existing sidewalks are not sufficiently installed/maintained. The sidewalks along Kennedy Drive in Westridge (one of the neighborhoods identified on the map below where sidewalks are already installed) spent years in disrepair before recent efforts to replace sections have provided some improvement. Even with the recent sidewalk repairs along Kennedy Drive, there remain several places where the sidewalks are crumbling, and others where sections of existing sidewalks are heaving, shifting, and/or sinking. Ironically, the state of these sidewalks creates an unsafe walking environment with many tripping hazards, which are especially difficult for elderly residents to navigate. (Although not part of the area impacted by this proposal, sidewalks throughout Shipley's Choice have similar problems. I recently observed the same issues along Rustling Oaks Drive during a visit to family in that neighborhood.)</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the proposed sidewalks from interior neighborhood roads would also represent a significant savings from the cost of this proposed project and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p> | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinley | FM69      | <p>I write in response to the plan proposed below regarding the new installation of sidewalks throughout the Folger McKinley school district. I am echoing some of my fellow neighbors' comments.</p> <p>I believe the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road does make sense as it would increase safety for pedestrians and bicyclists. Any new sidewalk installation plan should also consider sidewalks continuing along Arundel Beach Road past Chestnut Road where the road tends to receive less light, has blind corners, no shoulder, fewer streetlights, and minimal or no ambient lighting from adjacent homes.</p> <p>I do however object to and oppose the proposal to install sidewalks throughout interior streets within neighborhoods along Arundel Beach Road (for example, Oak Court, and Faircox Drive, Fairway Ct in my neighborhood). The interior neighborhood roads are (1) lower traffic and (2) lower speed.</p> <p>The volume of vehicle traffic along interior roads when compared to that along Arundel Beach Road is significantly lower. For example, neighbors in Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oakleigh Forest, Arundel Plaza, and Westridge all need to access Arundel Beach Road to get to and from their communities. However, beyond a specific reason to do so, neighbors do not need to access each others' neighborhood roads on an ongoing regular basis. I do not drive through Cape Arthur, North Cape Arthur, Westridge, etc. unless I am on a specific errand within those neighborhoods. The volume of traffic on those roads is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume seems like overkill.</p> <p>In addition, with regard to the speed, the vast majority of motorists who drive through our neighborhood do so at well below the posted 25 MPH limit.</p> <p>I am also concerned about the practicality of installing sidewalks on these interior roads, where the lots were planned and parcelled without sidewalks in mind. Installing sidewalks in the existing roadways would unnecessarily narrow the roads, making parking more difficult and congesting the roads unnecessarily leading to perhaps more dangerous encounters. To the extent that the County intends to use its taking powers to build sidewalks within the easement of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for decades. These are mature neighborhoods, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation.</p> <p>I am not generally opposed to sidewalks and I think requiring them for new construction properties is a reasonable way to ensure that they are incorporated into the properties in an aesthetically pleasing way. That said, I believe trying to shoehorn sidewalks into neighborhoods that were not designed with such pathways in mind, and which have matured over the years and planned improvements to properties without sidewalks, is an unnecessary overreach by the county.</p> <p>Moreover, I have concerns regarding the installation and maintenance of sidewalks throughout the County. My parents live in Severn, MD and for years had sidewalks throughout the community in disrepair. Installing and maintaining sidewalks costs significant taxpayer money. In a time period where we are seeing significant inflation and County and resident budgets are stretched why spend the money unless it truly adds value and is in the best interest of all parties in the local area. I can think of many better activities for the County to spend more money on (e.g. teachers) vs. unnecessary sidewalks in certain neighborhoods.</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads reflected within the proposed area.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinley | FM70      | <p>I have lived in my house at 466 Leaf Ct. for over 40 years. Both my daughters walked to Folger McKinley Elementary School from first through 6th grades without incident. While I do agree that it makes sense to have sidewalks installed on the 2 busier traffic roads, Arundel Beach and Sunset, I think it is a total waste of resources to install sidewalks in these other neighborhoods. In addition, there are many people who have invested a great deal of money in landscaping projects that would have to be destroyed in order to install sidewalks. If I thought sidewalks in our community would be significantly safer for the people who live here, I would not be writing this letter - but I do not. And to think about sidewalks in my title court is laughable! The photo makes it look like a long street. In reality, it is a little court with 2 houses facing Oak Court and only 3 houses actually in the court.</p> <p>If you canvassed door-to-door, I can't imagine you would find more than 10% of the residents agreeing that installing sidewalks in the neighborhoods adjacent to Folger McKinley McKinley Elementary School would be a good idea. Unfortunately, most people are unaware that this is a possibility.</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinley | FM71      | <p>At the meeting Adam Greenstein mentioned "locations that the county and public schools decide to push forward with sidewalks". Please tell me what public officials ultimately have the authority to "push forward with sidewalks" against the will of the residents.</p> <p>Are there criteria for community sidewalk approval as there is for stop signs or traffic lights?</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinley | FM72      | <ol style="list-style-type: none"> <li>1. Provide adequate sidewalk along entire Arundel Beach Road to Leelynn Circle and repave Arundel Beach Road. This is long overdue.</li> <li>2. Provide actual marked paved parking spaces on the section of Arundel Beach Road east of bike rack so cars waiting for pick up/drop off don't park in mud and dirt. Unless disability mandates front door drop off, parents should be encouraged to use ABR parking and walk their child to school entry.</li> <li>3. Provide Crossing Guard at ABR entrance to school.</li> <li>4. The idea of adding sidewalks throughout Fair Oaks is nonsense. This is exactly the same situation the County solved with Lynwood sidewalks to Benfield without putting sidewalks throughout Chartwell.</li> </ol>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will forward your request for repaving of Arundel Beach Road to our DPW Infrastructure Management Division. Some pavement repairs may occur as part of the sidewalk project.</p> <p>We will forward your request for an additional crossing guard at the school entrance to AACPS.</p> <p>DPW will discuss internally a possible separate effort to widen Arundel Beach Road east of the school driveway to provide a wider shoulder. However, there is no commitment on that at this time.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p> |
| Folger McKinley | FM73      | <p>My wife and I have lived in the Fair Oaks community for over seven years now and we have walked our two boys to Folger Elementary almost every school day, along Arundel Beach Rd (ABR). We are both very appreciative of the detailed study performed and the opportunity to provide comment.</p> <p>Bottom line: We wholeheartedly agree with the findings/recommendations of the study and the need for sidewalks to be installed, at the very least along the entirety of ABR.</p> <p>We are a military family, who have been stationed and have lived in communities all over the continental United States. We specifically chose this neighborhood due to the quality of schools in AACPS and the proximity to Folger Elementary. Not necessarily related to school safety, but we've always found well-planned, walkable "side-walked" neighborhoods to be the most hospitable and closest-knit communities. We applaud DPW's efforts to continue improving on what is already a wonderful learning environment for children and their families.</p> <p>Over the years, we have noticed an uptick in the volume and pace of traffic along ABR and the adjoining streets/roads, specifically around Folger start and release times. It's very nice that there's an abundant bike lane along some of ABR, but there remains areas where the property lines restrict its width and usefulness. It becomes dangerous enough during Folger start/leave times that we do not allow our sons to walk or ride their bikes to/from Folger without my wife and I with them. The addition of crossing guards at the designated crosswalks is wonderful. However, there are a lot of side streets in the neighborhood without crosswalks/crossing guards along the way to Folger, where it becomes very dangerous, particularly in the mornings, when residents are rushing to get to work and get their children to schools via vehicle. Sidewalks along both sides of ABR and throughout the local neighborhoods would be a welcomed safety addition and put many parents' minds at ease.</p> <p>We know of many other parents within the local neighborhoods who feel the same way, but often get shouted down at community meetings and via online forums by residents who either don't have children or don't send their children to public schools. These residents are often more concerned with their lawn appearance and property value than the children's safety. We've encouraged every likeminded resident we know to provide their input through DPW's virtual open public webinars held in October (thank you) and through email. Hopefully, they've followed through.</p>  | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>Thank you for your feedback on sidewalks in the community.</p>  |
| Folger McKinley | FM74      | <p>We live in the Oakleigh Forest neighborhood in Severna Park. It is our understanding that the county is considering putting sidewalks in our community. Although we think that sidewalks would be fine on the main roads that link our peninsula neighborhoods to Ritchie Hwy (e.g. Arundel Beach Rd. and McKinley Rd.), they really aren't necessary in the neighborhoods themselves. We're also concerned about how space would be made for them. We have a magnificent oak right on the front edge of our property and we would hate to lose road widening.</p> <p>We've been in our house for 20 years. Our kids went to neighborhood schools from K-12, often walking to and from, and we never felt that their safety was an issue. This project feels a little bit like a solution looking for a problem.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinley | FM75      | <p>We live on Whittier Pkwy in Severna Park and only heard of this proposal from some Folger McKinley parents. While we can definitely appreciate the need for all students to arrive safely to school, building sidewalks on secondary roads does not seem to be the answer.</p> <p>Our children attended Folger McKinley in the 1990's and used the bus that was provided. If a safer sidewalk on Arundel Beach Rd. (including widening, repaving and even a guardrail) were completed, we definitely would have felt comfortable having our kids walk to school.</p> <p>We are surely understand the need for sidewalks on McKinley Rd and Arundel Beach Rd to add sidewalks on these much smaller and less travelled side roads would create destruction of property, unnecessary and a waste of money.</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>   |
| Folger McKinley | FM76      | <p>I've lived in the community of Fair Oaks since 1986 and recall a study for sidewalk safety near Folger McKinley Elementary School. It was determined many years ago that it would be UNSAFE to have a sidewalk on the opposite side of Arundel Beach Road from the school because it would possibly encourage children to disregard the safety of the crosswalk and crossing guard. It is strongly suggested that sidewalks not be considered again for the even-numbered side of Arundel Beach Road in that location, especially those directly opposite school property that are near "the blind curve in the road or what some call "dead man's curve."</p>   | <p>Please visit <a href="https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358">https://www.aacounty.org/public-works/engineering/capital-projects/ProjectNumber-478358</a> for more information on the Arundel Beach Road sidewalk project. Details of the design are still being determined, and we can incorporate your feedback on sidewalk for specific locations along the roadway.</p>   |

# H539616 Safe Routes to School Public Comments Sent by Email and County Responses - November 2023

| School          | Comment # | Comment   | Response   |
|-----------------|-----------|---|--|
| Folger McKinsey | FM77      | <p>I write in response to the plan proposed regarding the new installation of sidewalks throughout the Folger McKinsey school attendance area.</p> <p>I believe that the installation of sidewalks along higher traffic, higher speed roads, like Arundel Beach Road, is a sound idea and will increase safety for pedestrians and bicyclists. The speed and volume of traffic along Arundel Beach Road, and the number of children who walk along the road to get to school, make this a long-overdue improvement.</p> <p>However, I oppose the proposal to install sidewalks throughout interior streets within neighborhoods off Arundel Beach Road (for example, Oak Court, and Oak Landing Ct. in my neighborhood). The interior neighborhood roads are: (1) lower traffic and (2) lower speed roads.</p> <p>The volume of vehicular traffic along interior streets, when compared to that along Arundel Beach Road is significantly lower. Residents of Fair Oaks, Whitehurst, North Cape Arthur, Cape Arthur, Oaklake Forest, Arundel Plaza, and Westridge all need to travel on Arundel Beach Road to get to and from their communities, which each have access from Arundel Beach Road. The volume of traffic on the interior roads within each community is dramatically lower than the volume on Arundel Beach Road. Treating them the same with respect to the need for sidewalks due to traffic volume and/or is misguided.</p> <p>With regard to traffic speed, most motorists who drive through our community do so at well below the posted 25 MPH limit, while the speed limit on Arundel Beach Road is regularly exceeded. To the extent there are concerns about motorists failing to obey the posted speed limits, enforcement of the limits and ticketing are the solution, not the installation of sidewalks. While not directly through our purview, I'd also suggest that children and adults alike need to be reminded of the "rules of the road" for pedestrians and bicycles. I regularly see bicyclists coming towards me in traffic, and feel that teaching children in school, as well as some sort of regular reminders to the general public, might help this situation.</p> <p>I am also concerned about the practicality of installing sidewalks on those interior roads, where the lots were planned and parceled without sidewalks in mind. It is not clear from the report whether the proposed sidewalks would be installed in the existing roadway, or within the rights of way for properties adjacent to the road; both options are questionable. Installing sidewalks in the existing roadway would narrow the roads, making parking more difficult and congesting the roads unacceptably. To the extent that the County might intend to construct sidewalks within the easements of properties along these roads, it ignores the significant amount of expensive landscaping and hardscaping that would be impacted by such an action. The communities along these roads have existed for over half a century. These are mature neighborhoods with mature trees, where people have invested significant assets in landscaping and hardscaping their properties. The county's proposal would presumably require the county to tear up expensive hardscaping without regard for the expense and planning that went into its installation. A quick drive through my community also indicates that numerous mature trees would be either removed or perhaps damaged beyond survival, by installing sidewalks within the interior roads. Preserving trees within our communities should also be a priority given the number that are being removed for other construction projects throughout the County.</p> <p>I hope you will consider my opposition and encourage you to reduce the scope of this proposed improvement to the higher speed, higher traffic roads within the proposed area. I would also encourage the county to use the funds to improve existing areas that are technically considered sidewalks, but are in reality just painted sections of road (i.e. the lanes along Arundel Beach Road and Sunset Drive). Removing the sidewalks proposed for interior neighborhood roads from the scope would also represent a significant savings from the cost of this proposed project, and I believe County funds could be better utilized to maintain and improve the existing sidewalks throughout Severna Park.</p> | <p>Please visit <a href="https://www.aacounty.org/projects/engineering/capital-projects/project-number-478358">https://www.aacounty.org/projects/engineering/capital-projects/project-number-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM78      | I do not support funding for the creation of sidewalks in the interior portions of neighborhoods located along Arundel Beach Road.  | We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.  |
| Folger McKinsey | FM79      | <p>I live on Oak Court in Fair Oaks on the Magothy and strongly disagree with conclusions drawn in the "Safe Routes to School" study. The study considered traffic at the schools but not traffic in the neighborhoods. The one-size-fits-all approach to traffic and safety in the surrounding neighborhoods does not reflect historical safety records in the neighborhoods, nor does it consider whether the neighborhoods have significant through traffic.</p> <p>I do believe it makes sense to put sidewalks along Arundel Beach Road, but not on roads internal to the neighborhood.</p> <p>Fair Oaks is bordered by Arundel Beach Road and Cattail Creek. The only reason to drive on a road within Fair Oaks is to go to or come from an address in the neighborhood. Vehicular traffic is minimal, including during times when students are walking to or from school.</p> <p>There have been no accidents internal to Fair Oaks in the 26 years I have lived here. The roads are not unsafe.</p> <p>In short, putting sidewalks within Fair Oaks would have no impact on safety and would be a waste of money.</p>  | <p>Please visit <a href="https://www.aacounty.org/projects/engineering/capital-projects/project-number-478358">https://www.aacounty.org/projects/engineering/capital-projects/project-number-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Folger McKinsey | FM80      | <p>There are many questions to be answered before a full understanding of what the addition of sidewalks will mean to our community, but I am writing to address the environmental impact.</p> <p>My husband and I walk almost daily and we zig-zag through the neighborhood on sunny summer days to find patches of shade and gain respite from the sun. Taking out mature trees to install sidewalks will not only intensify the heat from the sun shining on people, it will also cause more heat to be absorbed by asphalt roads and driveways, which will add to the heat-storage effect that is generally associated with cities. And when you consider that the trees, along with shrubs and grass that need to be torn out will be replaced with concrete, which also absorbs heat, the heat-storage problem will only get worse.</p> <p>Replacing our plantings with hardscape will also increase run-off into Cattail Creek, which flows into the Chesapeake Bay. How many years have our governmental agencies and environmental groups worked to find solutions to the problems caused by run-off in our water shed areas? Now we have a proposal that will increase the hardscape on just our 14,814 SF lot by 1065 SF. I am sure the square foot area of all of the sidewalks that are being proposed for all of the school walk areas for the 17 elementary schools in this study is staggering. As homeowners in a critical area, Limited Development Area zone, we have come to believe that doing what we can to save our creeks, rivers, and the bay matters.</p> <p>But still, it would be worth the added heat and run-off if lives were being saved, but the data presented in the DPW's own study found "0 pedestrian involved and 0 bicyclist involved crashes occurred in the walk zone".</p> <p>Sidewalks make sense for primary roads, secondary roads, and communities that request them. There are no safety issues or access problems for sidewalks to solve in Fair Oaks; sidewalks will only create problems. Please do not recommend them for this area.</p>   | <p>Please visit <a href="https://www.aacounty.org/projects/engineering/capital-projects/project-number-478358">https://www.aacounty.org/projects/engineering/capital-projects/project-number-478358</a> for more information on the Arundel Beach Road sidewalk project.</p> <p>We will discuss further and may consider placing recommendations for interior street sidewalks in the community at/near the bottom of our prioritization list. The final prioritized list will be shared with the public at the completion of our study around the end of calendar year 2023.</p>  |
| Four Seasons    | FS1       | <p>I'm a parent affiliated with Four Seasons Elementary School and live close by to Fall Ridge Way and Waugh Chapel.</p> <p>I read through the 58 page report on pick up and drop off for our school. I think it is really necessary to repaint the crosswalk at Fall Ridge that was addressed in the report - so thank you!</p> <p>However, I personally have observed parents drive down Fall Ridge to drop their child off at Christmas Court path as well as park on the corner of Fall Ridge and walk their child up the sidewalk to the school. They register as walkers or bus riders , but take this path instead.</p> <p>It's dangerous because when parked right in front of the corner of the street, Fall ridge residents cannot get out easily with a clear view and cars trying to turn onto fall ridge from Waugh chapel are blocked access until we all shuffle cars which is awful and dangerous. This is worse than last year and I contacted the western district and voicing my concern here.</p>   | Thank you for your feedback. We will incorporate it into our refined recommendations.  |
| High Point      | HP1       | <p>I am supportive of the recommendations contained in this High Point ES study and just have a few additional comments.</p> <p>Sidewalk Construction Prioritization - Since it will be impractical to fund all of the sidewalk constructions recommended in all 17 of the studies as well as other County projects, I would suggest that the first priority be given to completing sidewalks around the High Point Park, then the north-south sidewalks to Duvall, then the east-west sidewalks. I'm not sure how consistent this would be with current sidewalk prioritization policies.</p> <p>Enforcement - I pass by High Point ES most every day. Like other schools in our County, High Point suffers super chaotic micro-congestion around school starting and ending hours. I have probably experienced such congestion around at least six County schools and find that High Point is the worse. While there is probably a traffic management plan already in place, it apparently is not being followed. There are crosswalks at each end of the school on Duvall Highway with crossing guards. Yet, parents drive their children to school choosing not to drop the kids off in the proper drop-off lot. Instead, they single and double-park on both sides of Duvall Highway, carefully walk their kids up to the door, return to their car, then make a U-turn in the middle of Duvall Highway between the crosswalks. At the same time, other parents that park on Duvall Highway opposite the school jaywalk their kids to the door. So you have parents jaywalking their kids in the same exact area that other parents are making U-turns and where school buses are entering and exiting the bus drop-off lot.</p> <p>* Since crossing guards have such limited powers and can't or don't do any enforcement, I suggest that sworn officers make more visits to Duvall Highway during the micro-congestion times and/or a divider strip or other traffic calming devices be installed on Duvall Highway between Central Avenue and Edgewood Avenue to minimize U-turns and jaywalking.</p> <p>* School buses entering and exiting their drop-off lot should have priority over any other non-school bus vehicles. Thank you for continuing the work on the continuation of the Duvall Highway sidewalk between Outing Avenue and the new Riviera Beach Library.</p>  | <p>Please visit <a href="https://www.aacounty.org/projects/engineering/capital-projects/project-number-4583801">https://www.aacounty.org/projects/engineering/capital-projects/project-number-4583801</a> for more information on the Duvall Hwy sidewalk project.</p> <p>We will incorporate your feedback into our prioritization process for sidewalks in the area.</p> <p>We will forward and reiterate your concerns to the County police for possible enforcement needs and coordination with school crossing guards.</p> <p>We will look further into traffic calming or movement restriction opportunities to assist with controlling U-turns and pedestrian crossings. This may require additional study before formally recommending and implementing.</p> |
| High Point      | HP2       | I'm located on 203rd street - I have two students in middle school and one in elementary school - I would never let the children walk to school with the way these drivers don't pay attention to the children in the area around morning time. These definitely need to be some speed bumps installed on outing ave and Catherine ave. Sidewalks are also a major concern in our area for walkers. Catherine ave and Duvall highways has zero side walks and this is a middle & main street where students can access bus stops and a safe walking route to elementary school. Catherine and Duvall is also where students access bus stops such as 205th street. Outing is also a major concern for middle school walkers - the cars fly through this street over 35 mph during this time and there is not a safe way for the kids to walk endless there closer to the school.  | We will work to prioritize the sidewalk improvements and conduct a follow-up evaluation for traffic calming.   |
| Jacobsville     | J1        | <p>For context, I live in the Deerfield community in the walking zone, and my children have walked to the school for the last 9 years.</p> <p>Infrastructure Recommendations 7: The bike rack's current location means that biking students park at the south end of the school, and then walk up the school-side of the bus lane sidewalk to the West side entrance. A bike rack closer to the school entrance would mean that they ride or walk their bikes along the bus lane sidewalk. Since they arrive at the same time as the buses, this would mean that biking students would be moving in the same path as students exiting buses creating a traffic issue and possible collision hazard on the sidewalk.</p> <p>Infrastructure Recommendations 8: The trail is indeed worn and cracked in spots, and could be wider. It is however totally functional and not hazardous, and should be fairly low on the priority list.</p> <p>Additional Considerations: The possibility of a trail connecting Cokesbury Court (or maybe Doby Lane) to the firehouse should be looked into. Installation of a HAWK signal and creation of the trail are not small projects, but it would connect a large number of sidewalk-connected houses within range directly to the school sidewalks. Crossing on the West side of the school entrance (where the firehouse parking lot is) would also put the students on the West side of the bus lane sidewalk, which would require one-way parking lot crossing of only bus traffic to get to the school entrance. Solutions that cross on the east side of the school entrance would require students to then cross car drop off traffic twice to reach the entrance. Car drop off parents are far more numerous and hazardous than bus drivers during that time, and should be avoided when possible.</p>   | <p>Thank you for your feedback on the bike racks and the existing trail. We will discuss your recommendations in Additional Considerations further and consider the opportunity to refine our recommendations.</p> <p>We can consider a future evaluation for some of these recommendations.</p>   |
| Linthicum       | L1        | There is no flashing school sign northbound camp made before Linthicum elementary school on 170. I called my council member office and emailed ms harris to try to get a flashing school sign during school hours installed by the dow so the state can maintain and operate it.  | Since MD 170 is a state maintained road, we will forward to Maryland SHA to evaluate and follow up.  |
| Linthicum       | L2        | <p>I've noticed traveling around the district a lot of our schools have issues with traffic sometimes blocking the roadway in both directions.</p> <p>The county has made school lane no stopping. The school parking lot is closed to parent traffic at 7:30, only for employee or buses only. Parents are stopping in the middle of the School Lane and letting kids out instead of using carline on Benton behind the school. (As the guard stops traffic on 170 and directs one of the cars side door opens on school lane and kid gets out.)</p> <p>Some parents feel carline takes too long. It moves, but carline at peak in the afternoon backs up to Sycamore Ln on Benton 20 minutes before dismissal. Once parents pickup they can not make a left turn out of carline and are forced to make a right and point to the shopping center or Camp Meade 170.</p> <p>There could be better designed flow at the school. (AACPS issue...)</p> <p>The crossing guard almost got hit again today from a southbound driver.</p>  | We will share this information with AACPS Transportation and discuss opportunities to improve current operations.  |
| Linthicum       | L3        | <p>Redesign the traffic flow into and out of the 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. The current configuration is not safe to allow cars to park other then staff when arrival and dismissal time is in effect. The county parks currently have a track.</p> <p>Recommend making the school parking lot one way direction of travel from west to east till more permanent solution can be implemented.</p> <p>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.</p> <p>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. 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 (like on Waugh Chapel Road) to alert drivers on the state road of the school zone.</p> <p>Ensure that signs are not blocked by trees and vegetation. In the SR15 picture of the flashing sign a tree was blocking the sign. 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.</p>  | We will forward these issues to AACPS Transportation and SHA District 5 and discuss how to refine possible improvements.   |

# H539616 Safe Routes to School Public Comments Sent by Email and County Responses - November 2023

| School            | Comment # | Comment  | Response  |
|-------------------|-----------|--|---|
| Linthicum         | L4        | Is there a reason a traffic light or pedestrian crossing signal cannot be installed on Camp Meade Rd. across from the fire station and next to the Royal Farms in Linthicum? This would alleviate the real problem of crossing Camp Meade to reach the elementary school on the other side.  | The County may undertake a streetscape project along MD 170 in this area in the near future, and we can consider improvements for this intersection and the crossing. This will also improve access to the light rail station. We will coordinate with SHA District 5 on next steps, including some interim opportunities before the streetscape project gets underway.   |
| Quarterfield      | Q1        | I live on Janet Dale Ln in Severn near Quarterfield Elementary School (QES). We have seen the proposal for QES under the safe walk program. We feel it doesn't go far enough down Quarterfield Rd towards WB&A. Extending the safe walk program so there are continuous sidewalks and pedestrian infrastructure would significantly help reduce the need for buses along Quarterfield Rd, which in turn create less congestion along the road.<br><br>The study made observations on one day and noted they did not observe anyone walking south on Quarterfield Rd from QES. I would say that is a bit of an anomaly. There are people that walk on Quarterfield between QES and Stevenson Rd daily. I have seen dozens of times where either a child pedestrian or bike rider was almost hit by cars. Extending the sidewalks along Quarterfield Rd is the best solution for creating safe passage ways.<br><br>I would also like to ask you consider the options, that you look at adding a traffic light at the intersection of Stevenson and Quarterfield. This will help to control the traffic and provide safe opportunities for pedestrians to cross. In addition to the traffic light, I think the speed should be reduced along Quarterfield Rd and "calming bumps" should be installed near QES and the intersection of Stevenson Rd. This should help to enforce the lower speed and again increase the safety of pedestrians in the area.  | The County is starting a study along Quarterfield Road from MD 174 to Janet Dale Lane and along Stevenson Road from Quarterfield Road to New Cut Road that will consider these possible improvements.   |
| Quarterfield      | Q2        | I've noticed traveling around the district a lot of our schools have issues with traffic sometimes blocking the roadway in both directions. Quarterfield Elementary parents block Quarterfield Rd in both direction and back all the way up to Donaldson waiting to pick up their children.  | We will be conducting a transportation study along Quarterfield Road from Donaldson Ave to Janet Dale Lane and can investigate this further. We will also share this with AAQPS Transportation to find some interim solutions.  |
| Richard Henry Lee | RHL1      | 1. Agree with all recommendations made in the report, including to install more ADA sidewalks, signage, etc.<br><br>2. The crossing guards are the best! We love them and they are so helpful. I'm so glad they are present at drop off and pick up.<br><br>3. Would like to see more space on the roads/sidewalks for bikes and scooters. Between the B&A Trail and kids there is lots of bicycle traffic. Currently there are no bike lanes or even signs indicating that people bike, including on Crain Highway (currently I see people use the sidewalk to bike on Crain Highway).<br><br>4. In general, I think car traffic moves faster than the posted speed limit, making biking or walking to work more dangerous. I feel like people cut through the neighborhood as a way to avoid larger intersections with long traffic lights, like the intersection where the Community College is and to get to Crain or Ritchie Highway. I think in particular the faster traffic is through 2nd, 3rd, and 5th, and from experience not everybody stops even if the sidewalk has a marked crosswalk and there is a school arrow sign.<br><br>5. Overall there is aggressive driving during pick up and drop off - this was noted in the report.<br><br>6. Some parts of 5th avenue do not have sidewalks or they are in poor condition.<br><br>7. Some sidewalks have a curb cut but there is no crosswalk.<br><br>8. Disappointed that only 15 people responded to your survey, and that 43 percent of respondents were bus riders. Not sure what conclusions you can make around bike/ped experience if only a handful of walkers responded to the survey.<br><br>9. The report mentions "education" around Safe Routes to School. I think there was a missed opportunity to get the young people involved during the research/survey phase. | We will explore further opportunities to prioritize bikes on roads in the area, especially for Crain Hwy, which will involve coordination with the State Highway Administration.<br><br>Some of our recommendations involve follow-up studies for possible traffic calming or speed management, which we will conduct following the completion of this project.<br><br>We will coordinate with the County Police to prioritize enforcement of aggressive driving both during and outside of pickup/dropoff periods.<br><br>Our recommendations include installation of new sidewalk along 5th Avenue, and we will loop in our DPW Infrastructure Management Division to plan repairs for existing sections that are in poor condition.<br><br>Several locations with curb ramps but no marked crosswalks are recommended to have new marked crosswalks installed.<br><br>We take into account the low response rate of students and families for development and prioritization of our recommendations. We will conduct additional coordination with the school as recommendations are refined and finalized.<br><br>Students were surveyed and polled in class to get some feedback on their travel patterns to/from school. However, we will work with AAQPS to find more opportunities to get additional feedback on infrastructure recommendations, policies, and educational programs for safe walking and biking practices. |
| Waugh Chapel      | WC1       | I was looking at the circular perimeter and our house is 488 Holiday St. Odenton, MD 21113 which is literally on the dotted line. There are no sidewalks or bike lanes to get to either of the bus stops on Odenton & Greenwood St. or Holyoak Rd. & Maple Ridge Ln. The sidewalk starts on Greenwood St and Holiday st. intersection. There are no sidewalks between that intersection and Odenton Rd. on both roads. There are also no crosswalks in the area and no sidewalk on Hammond Ln, which is a main route to the Middle School. There are several families with children in elementary school and junior high schools that walk or ride bikes in this area. This is also a major area of pedestrians going to and from the shopping center, Rita's Italian Ice, and the 7 Eleven. I know the neighbors in the area would like sidewalks as kids are walking in the street, in the middle of the Y intersection, or in muddy rain ditches to keep out of the street. The speed bump on Greenwood St. does not slow down traffic once they cross over heading to Odenton Rd.  | The County is planning a sidewalk on Hammond Ln as part of its Odenton Area Sidewalks project - more information can be found at <a href="https://www.aacounty.org/61662-walks-of-change/odenton-projects/project-number-41570101">https://www.aacounty.org/61662-walks-of-change/odenton-projects/project-number-41570101</a> . The County is also considering a possible project on Greenwood based on other requests from the community. We will consider your other feedback and consider modifying our final recommendations.  |