

roads to travel in Maryland; and

WHEREAS, A considerable number of Anne Arundel County residents and other citizens of the State rely upon and regularly use Ritchie Highway in meeting their employment and business responsibilities, and in their family and recreational activities; and

WHEREAS, Statistics show the high accident rate and dangerous conditions on Ritchie Highway and the lack of safety in entering and leaving the highway; and

WHEREAS, Ritchie Highway presently is overburdened with traffic from the Baltimore City line to the junction of U.S. 50, and projected traffic analysis based upon general development plans and land use proposals in Anne Arundel County show that by the year 2000 over 100,000 vehicles each day may travel Ritchie Highway; and

WHEREAS, There are a considerable number of traffic signals and intersections on Ritchie Highway to allow access and egress from residential communities and commercial establishments which significantly impact on traffic flow and safety conditions along the highway; and

WHEREAS, The State Highway Administration of the Maryland Department of Transportation is responsible for the safe and expeditious flow of traffic on Ritchie Highway and has jurisdiction over development and maintenance of the highway; and

WHEREAS, The Maryland Department of Transportation presently is having prepared a consultant study on the Baltimore-Annapolis transportation corridor which includes looking at Ritchie Highway as well as Route 3 and Route 32 to develop immediate and long-range plans and proposals in the corridor for the expeditious flow of traffic, to increase and improve safety conditions and to handle vehicle capacity; and

WHEREAS, It is important to have and maintain an effective Baltimore-Annapolis transit corridor to handle present and projected traffic flow in a safe and expeditious manner; and

WHEREAS, The Governor Ritchie Highway presently needs improvement to assure adequate handling of traffic flows, to increase safety conditions, and to allow for future vehicle capacity; now, therefore, be it

RESOLVED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Maryland Department of Transportation is requested to give high priority and attention to the completion of the consultant's study on the Baltimore-Annapolis transit corridor; and be it further