

MD 2/4. In addition, a northern connection to Stoakley Road should be built to provide an alternative means of travel for commuters traveling north on MD 2/4 and more evenly distribute traffic in the corridor.

Objective 6: Develop a street network in the northwest quadrant of the Town Center to relieve pressure on the intersection of MD 231 at MD 2/4 from new development both north and south of MD 231.

7.1.6.1 Extend West Dares Beach Road towards JW Williams Road.

7.1.6.2 Connect Stoakley Road ~~through the Hunter's Ridge subdivision~~ to meet the West Dares Beach Road extension.

Along JW Williams Road south of the roundabout to MD 231, the right of way is approximately 60 feet which is similar to Prince Frederick Boulevard; ~~north of the roundabout, the right of way narrows to between 46 and 50 feet along Baythorne Road and other streets interior to College Station and Hunter's Ridge subdivisions.~~ West Dares Beach Road ~~also~~ has right of way of approximately 50 feet. It is recommended that a 60' right of way be established for all future alignments of the connector roads identified above. This would permit one travel lane in each direction, with protected turn lanes as necessary, as well as a 10' asphalt side path with five-foot buffer.⁴

7.1.6.3 Widen Stoakley Road between Prince Frederick Boulevard and the new roadway, or construct a roundabout at the intersection of Stoakley Road and Prince Frederick Boulevard.

As the benefit of this roadway will accrue to all travelers on MD 231, it should not be expected that any single development bears the cost of the roadways in the northwest quadrant of the town center. Rather this quadrant exemplifies why a per unit or per trip fee charged on each development is a more equitable and practical approach than the current traffic impact analysis process. This plan does not endorse a specific alignment for either roadway, although there is a logical and longstanding proposed alignment for the West Dares Beach Road extension. The northern connection has a few possible alignments that require further vetting for engineering and environmental considerations.

⁴ The 60' right of way is generally consistent with the Residential Collector (RD-6B-Urban) roadway, however, the county should consider updating the standard plate in the *Road Ordinance and Site Development Ordinance – Part 3 – Specifications and Design Standards* to include a 10' shared use pathway with buffer rather than standard 5' sidewalk.