

Transportation

Existing Transportation System

The transportation system on the Annapolis Neck consists of the road network, transit network and pedestrian and bicycle system. Since adoption of the *Parole Urban Design Plan* in 1994, there have been more active transportation projects on the Annapolis Neck than anywhere else in the County. New roads are being planned, designed and built. Improvements to the transit network are being identified. Pedestrian and bicycle improvements are being constructed. This section describes the existing and planned transportation network serving the Annapolis Neck as well as proposed improvements.

The Road Network

The Annapolis Neck is accessed by three freeways: I-97, US 50/301 (I-595), and MD 665 (Aris T. Allen). It is also served by several principal arterials including MD 178 (Generals Highway), MD 450 (West Street), and MD 2 (Solomons Island Road). Minor arterials that provide access include Forest Drive, Bay Ridge Road, Bay Ridge Avenue, Rowe Boulevard, Bestgate Road, Housely Road, MD 450 (Defense Highway), Crownsville Road, a portion of South Haven Road, Harry S. Truman Parkway, and Riva Road. The road network serving the Annapolis Neck is shown on Map 19.

Annapolis is an important regional center. However, because of its geography as a peninsula, the Greater Annapolis area lacks inter-connectivity which currently results in providing little relief in handling peak traffic demands and emergencies. Thus, road and intersection capacity on the Annapolis Neck is stressed in a number of key places. This creates major road adequacy of facilities concerns. Road improvement projects are underway or being studied to help improve circulation and capacity. These are shown in Table 11 and on Map 20.

The Transit Network

Annapolis Transit provides fixed route and route deviation paratransit bus service within the planning area. Service is provided along Forest Drive, Main Street, West Street, Hilltop Lane, Spa Road, Edgewood Road, Bestgate Road, the Annapolis Mall, Annapolis Harbour Center and Eastport. Annapolis Transit also provides fixed route service from Annapolis City Hall to the BWI Airport, BWI MARC Station and Arundel Mills Mall. The Maryland Transit Administration (MTA) provides transit service through the planning area with the route origin and termination locations lying outside of Anne Arundel County.

There are four major MTA transit routes providing service to the Annapolis Neck. The #14 line originates at the Navy Marine Corps Memorial Stadium, stops at several locations in Anne Arundel County and terminates service at the Patapsco Light Rail Station. The #210 originates at the Kent Island Park and Ride, stops at various locations in Anne Arundel County including the Navy Marine Corps Memorial Stadium and terminates service in downtown Baltimore City. The #921 originates at the Navy Marine Corps Memorial Stadium, has several

Map 19

stops in Annapolis, and terminates service in Washington D.C. The #922 and #950 provide service between Kent Island and Washington D.C. with stops in Annapolis. New transit service to Edgewater is planned to begin in 2003.

The Trailways bus company operates limited intercity transit service to Annapolis on a layover basis. Taxi service is also provided in the area. The Navy Marine Corps Memorial Stadium lot and the Harry S. Truman Park and Ride lot are the only park and ride facilities located within the Annapolis Neck Planning Area.

Table 11. Annapolis Neck Current Transportation Improvement Projects

Map Ref #	Project	Description	Status
<i>County projects</i>			
1	Gateway Village Drive	Connector road between Generals Highway and Housley Road extended	Funded for purchase of land; will require re-subdivision of Sam's site and right-of-way through an SHA maintenance yard.
2	Harry S. Truman Parkway Extended	Extension of Truman Parkway from east side of Riva Road north to Admiral Cochrane Drive	Section east of Admiral Cochrane Drive complete; remainder under construction with development of Annapolis Technology Park.
3	Riva Town Center Boulevard	Connect westbound ramp from MD 665 at Annapolis Harbour Center to Festival at Riva and Forest Plaza Shopping Centers	Preliminary design complete. No funding or wetlands permit for construction.
4A	Holly Avenue	New road between Forest Drive and West Street through Parole Plaza	To be built with redevelopment of Parole Plaza.
4B	Holly Avenue extended	Connector road between West Street and Jennifer Rd.	This is one alternative being considered for the future.
5	Jennifer Road Ramp	Road connection and bike/pedestrian trail between MD 2/MD 450 and Jennifer Road	Under construction
6	Arundel on the Bay Road	Road realignment and safety improvements near Bay Highlands Road and Thomas Point Road intersection	Phase 1 - signal design funded and underway. Phase 2- funding approved for design, right-of-way acquisition and construction in

Map Ref #	Project	Description	Status
			FY03.
7	Forest Drive	Construct a third lane on south side between Hilltop Road to west entrance of MAIF	Design
8	Parole Intermodal Transit Facility	Planning for location	Feasibility
9	MD Rt. 2 Left Turn	Construct a second left turn lane from northbound MD 2 to Forest Drive	Design
State Projects			
10	US Route 50/301 Ramp Addition	Provide a ramp connection from Jennifer Road to US 50/301	Under construction
11	Parole Pedestrian & Bike Overpass	Construct a pedestrian/bike connection from the Spruill Road/Womack Drive/Admiral Cochrane Drive area to Annapolis Harbor/Festival at Riva area	Conceptual design; no funding or approved capital project
12	US Route 50 Sound Barriers	New noise barriers along U.S. 50 from Ridgely Avenue to the Severn River Bridge	Under construction (joint State/County funding)
13	Rowe Boulevard Bridge Replacement	Replace College Creek and Weems Creek Bridges	Design
Studies			
14	Forest Drive Relief Road Study	Determine whether a road south of the existing Forest Drive from Aris T. Allen Boulevard to Spa Road would provide relief to traffic congestion	Complete

Map 20

The Pedestrian and Bicycle Network

Within new subdivisions and commercial areas, sidewalks are generally provided. However, in older communities and along older collectors and arterials, sidewalks were either not constructed, do not meet current standards, or are not continuous. Thus, connectivity is inadequate and there is a need to back-fit or improve sidewalks.

During the period when most of the roads in the PGMA and residential areas were constructed, focus was on vehicle travel only, and bicycle pathways were not provided. Although within many communities children and adults can ride bicycles safely, such is not the case on some collectors and most arterials. To provide connectivity among neighborhoods, schools, parks, and business areas requires a bicycle network.

Some intersections have been provided with striped crossways and controls for crossing intersections. Others have not. Safe crossings are particularly a concern where principal and minor arterials intersect and where children and families use pathways.

Transportation Planning Efforts

The Annapolis Neck Small Planning Area is a peninsula that contains the historic City of Annapolis, a major international tourist and urban center, the seat of Maryland's government and the U.S. Naval Academy. During peak traffic hours and special events most of the major roadways in the planning area are congested and subject to major delays. The Annapolis Neck planning area is predominantly developed, with few undeveloped large tracts of land. The ability to construct or widen roadways and provide transit services is limited somewhat by the historic character of Annapolis, the intensity of development, high cost, environmental restrictions and citizen resistance.

Given the unique character of the Annapolis Neck Planning Area, highway improvements alone cannot resolve all future transportation problems unless demand for the single occupant vehicle is decreased. Aggressive programs to promote ridesharing and the use of transit need to be implemented. Potential park-and-ride sites should be identified to support transit and ridesharing efforts. Several planning efforts are underway to address some of these issues.

The Annapolis Regional Transportation Management Association (ARTMA) is a public/private partnership for the Greater Annapolis Area which facilitates cooperation between government agencies, business and the general public concerning transportation issues. They currently manage the greater Annapolis area ridesharing program for Anne Arundel County, run a holiday shuttle service between ARINC, IIT and the Annapolis Mall and manage a guaranteed ride home program in the Annapolis area. Their resources could be utilized to address many of the aforementioned vehicular usage reduction strategies.

Several completed and ongoing studies that specifically address transportation issues

could impact the Annapolis Neck area since the entire peninsula shares the same road infrastructure. Congestion in one part of the peninsula results in traffic being diverted to roads in other parts of the peninsula.

The Parole Transportation Needs Study (PTNS) (2/98) was initiated to address weekday AM and PM peak period traffic congestion in relation to planned development activities within the Parole Growth Management Area (PGMA).

“The data collected and analyzed for the study indicates that a continuous process of roadway design and construction will not meet the forecasted transportation demand within the PGMA. The 2020 forecasted PGMA transportation demand would require the reconstruction of MD 2 as a 10-lane arterial roadway, of Riva Road as an 8-lane arterial roadway, of MD 450 as a 6-lane arterial roadway, and an expansion of all interstate access points within the PGMA. Based on existing roadway geometrics, land uses and current design standards, none of the required arterial roadway widenings could be achieved within minimum safety standards and the geometric condition of all existing interstate access points, within the PGMA, except the MD 2/US Route 50 interchange, precludes the addition of new ramps or the widening of old ramps.”

The study concluded that the planning goals outlined in the Parole Plan “may need to be modified due to the constrained PGMA transportation network”, and that a long-term cumulative plan to enhance and improve the PGMA transportation network was needed.

As a result, a Parole transportation model based on the Baltimore Metropolitan Transportation Model (BMC) was developed by a consultant to the County. The model will be used to project long-term road and transit needs to serve projected growth, to assess development impacts of new projects, and to determine a mandatory fair share infrastructure contribution for new development projects. Preliminary findings concur with the above PTNS in that no feasible road network within Parole could be developed to solve the projected traffic congestion. Additional alternatives will be examined, including a complete Transit Plan, once current data on new demographics and land use are available to update the BMC model to include the 2000 base year and the forecast 2025 projections are available.

In addition, the Parole Pedestrian-Bicycle Circulation Plan (9/99) sets out a detailed concept plan for developing safe, attractive, and convenient routes to walk and bicycle through Parole. One of its goals is to improve overall movement and traffic circulation by increasing opportunities for pedestrian and bicycle movement, diverting trips from roads and contributing to travel demand management. There is a need to implement the missing pieces and new connections needed to complete a bicycle/pedestrian system in the Annapolis Neck Small Planning Area to link the commercial and recreational activity centers and residential areas.

Along with the studies completed for the Parole area, Anne Arundel County, in

conjunction with the City of Annapolis, conducted the Forest Drive Relief Road Alignment Study (5/99) to determine the feasibility of a relief road parallel to the existing Forest Drive. The study looked at alternative alignments to reduce congestion along Forest Drive. The City and County have been working with property owners to identify appropriate areas to preserve for possible future right-of-way should a new road be deemed necessary. However, the study concluded that the only alternative that provided significant relief to the traffic congestion on Forest Drive was to widen it from four to six through lanes from Gemini Drive to Hilltop Lane and to eight through lanes from Hilltop Lane to Chinquapin Round Road along with adding additional turn lanes.

The two jurisdictions are also involved in a joint transit development plan study. This study will identify opportunities for utilizing transit services in other parts of the County and how these may be implemented. The City and County, along with the State of Maryland, have also agreed to conduct a transportation vision plan for the Annapolis area and nearby region. This plan will identify a long range transportation vision for the area. An additional City/County joint transportation endeavor has been working together toward the creation of a multi-modal transportation center in Parole. Map 18 identifies and describes the major transportation projects that may affect the planning area.

The Maryland MTA should perform a feasibility study to determine the potential of extending Light Rail Transit service from the Cromwell Station to Annapolis. This would be consistent with the County's adopted *General Development Plan* and establish a long range plan for light rail in the county.

Transportation Issues

Issues identified by the Annapolis Neck Small Area Plan through discussions and public forums include the need to address traffic congestion on major roads such as Forest Drive, West Street, and Riva Road. The arterial road system serving Parole and Annapolis Neck has not kept pace with the growth in the Parole area and within the Annapolis Neck. The result is general traffic congestion which was identified as the number one concern in public forums. The existing system relies mostly upon highways without the needed internal linkages of a conventional street system. This lack of interconnectedness prevails in both Parole and the Annapolis Neck and offers little relief in handling peak traffic demands and emergencies. Many recommendations of the Parole transportation studies are being recognized as essential and will be high priorities in the new *Parole Growth Management Plan*.

An expanded transit system that is convenient and affordable is needed to serve people who live and work on the Neck. The system should be local and regional, to serve the needs of the greater Annapolis Neck area. Transit should include exploring an expanded water transportation system. Sufficient areas for parking need to be provided so that people who want to drive to a park-and-ride lot or to a transit center are encouraged to do so.

Safety along major roads is also an issue, for drivers as well as pedestrians. Speeding and red light running need to be discouraged through greater enforcement. Sidewalks should be available on most roads and separated from the roadway. More needs to be done to provide for safe bicycle and pedestrian access through the provision of new and improved bikeways and pedestrian ways.

New developments should connect with existing communities. There should be greater efforts made to assure that road and pedestrian connections are made at the time of approval of new developments. Retrofitting of sidewalks should be done over the long term to assure this connectivity.

Goals and Recommendations

I. Roadways and Parking Areas

Because the Annapolis Neck is largely developed, new roads and significant widening of existing roads are very expensive. In addition, the entire Baltimore-Washington metropolitan area has been classified as a Non-Attainment Area with regard to federal EPA air quality standards due to the excessive levels of ozone, a problem which is in large part due to automobile congestion. The area also has a significant number of creeks and stream valleys, along with wooded areas and aquifers, that may be impacted adversely by building roads and parking areas. A major aim when providing new, and improving existing, roads and parking areas will be preserving and enhancing the environment.

Goal: Maintain acceptable levels of service during peak periods along arterials and through intersections within the Annapolis Neck, and effective access into, from, and within the Annapolis Neck.

Recommendations

1. Ensure development and re-development proposals will not, cumulatively, generate traffic that will exceed level of service standards.
 1. Establish level of service standards for each arterial intersection in the Neck, with due recognition that levels of service for intersections outside the PGMA on through arterials should be better than those near major concentrations of employment and shopping. Initiate actions to relieve congestion that exceeds standards.
2. Continue the current requirement that development not be permitted to generate traffic that exceeds level of service standards. County policy should encourage Transportation Demand Management (TDM) measures as well as new construction to mitigate traffic impacts.
3. Adopt and apply to development and redevelopment proposals a transportation/land use modeling capability that enables evaluating land use impacts on traffic

flows.

2. Recommendations related to planned road construction projects are as follows:
 1. Continue to explore options to relieving traffic congestion on Forest Drive and present reasonable and feasible alternatives for consideration at public forums.
 2. Improvements to road segments: MD 178-450 from Bestgate Road to Riva Road, the intersection of US 50 with MD 450 and Riva Road, and the extension of Housley Road.
 - 1) After planned improvements to these road segments are completed, evaluate traffic movement and congestion. Determine if additional improvements are needed . Select and execute cost effective options.
 - 2) Determine the feasibility and cost effectiveness of extending Housley Road to give access to U.S. 50 and I-97 and possibly across U.S. 50.
 3. Complete the proposed extension of MD 2 to Jennifer Road and improvement of the MD 2/US 50 interchange. Give a high priority to designing and constructing cost effective connections. Provide bikeways along the MD 2 connection to Jennifer Road.
 4. Construct internal streets for the urban core of Parole and extend Holly Avenue to the Annapolis Mall if feasible.
 - 1) Ensure internal streets called for in the PGMA plan for the urban core of Parole are provided for in development concepts and plans for that area.
 - 2) Determine the feasibility and cost effectiveness of extending Holly Drive to the Annapolis Mall area.
 - 3) Determine the feasibility and cost effectiveness of people-mover concepts, such as the one proposed by Alt Breeding Schwartz, as an internal circulation system within the Parole Town Center.
 5. Provide paved paths along the extension of Harry S. Truman Parkway to Admiral Cochrane Drive. Provide for trees and other vegetation along road and pathways. Ensure development in the area does not generate traffic that would cumulatively exceed level of service standards. Improve the signage and directional indicators at the Aris T. Allen/Riva Road intersection, such as arrows on the road.
3. Increase the number and improve the effectiveness of park and ride areas, and establish

transportation centers, for residents, commuters, visitors, and tourists.

1. At the Harry S. Truman and Navy-Marine Corps Memorial Stadium lots, maintain bike racks where bicycles can be left securely during the day at no cost.
2. Identify existing parking areas, such as church parking lots, that could potentially serve as small park and ride lots with access to arterials or major collectors. Negotiate appropriate leases or other appropriate use agreements.
3. Investigate the value and feasibility of establishing a parking authority for the PGMA similar to the one in Prince George's County, including the following elements:
 - 1) Develop parking structures that would serve multiple users to help release surface parking lots for more productive redevelopment or landscaping.
 - 2) Develop park and ride facilities to support both regional transit and the transportation management program.
 - 3) In coordination with the City, develop a parking management strategy that would support revitalization of Inner West Street and the economic viability of outer West Street businesses.

II. Multi-Modal Transportation

Within the boundaries of the Annapolis Small Area, the Parole Town Center, the City of Annapolis, and Edgewater land uses have intensified and are largely urban. Outside them, most land is planned suburban or rural. Thus they define and establish growth boundaries for Greater Annapolis.

The areas outside Greater Annapolis whose residents work or shop in Greater Annapolis, or who come to the PGMA and City for cultural events, recreation or government services, comprise, along with Greater Annapolis, an Annapolis Metropolitan Area (AMA).

Adequacy of transportation resources in any part of Greater Annapolis is impacted by development in any part of the AMA. It is also impacted by travel to, from, and through Greater Annapolis as a Washington/Baltimore Region destination and the State Capital, for Naval Academy events, etc., and by people commuting from more distant areas who use Greater Annapolis freeways and principal arterials to travel through the area.

There is minimal public transportation such as bus service in the Annapolis Neck, Broadneck, Edgewater/Mayo and Crownsville areas. Van and car pool use has diminished from past years. There is a need to promote greater use of these alternative forms of transportation,

which would help to reduce both traffic congestion and auto-related air pollution.

Planning and action to address the multiple means of transport involved requires a continuing effort that is coordinated among the City, County, State, and as appropriate, Federal Government, and with outside governments when their development will adversely impact transportation capacity in Greater Annapolis.

Goal: Coordinated and effective provision of multi-modal transportation resources and practices such that transportation capacities in Greater Annapolis effectively support residents, visitors, businesses, and government, and enable through traffic without excessive congestion.

Recommendations

1. Maintain and apply transportation models to land use planning in the Annapolis Metropolitan area; adjust and phase development to ensure adequacy of facilities for Greater Annapolis roads and intersections.
2. Require that appropriate multi-modal transportation capabilities be included in each land use development in Greater Annapolis.
3. Monitor, evaluate, and improve multi-modal transportation capabilities within Greater Annapolis, and from Greater Annapolis to external employment and activity centers, e.g. roads, parking, bus routes, bikeways, transportation centers, park and ride lots, ways to reduce air pollution, ways to finance improvements, guaranteed ride home programs, etc.
4. Provide a report as of September 1 each year to the County Council, City, SHA, Naval Academy, and citizens of the status and effectiveness of multi-modal transportation in Greater Annapolis.

Goal: Increase the use of buses, van-pools, and car pools by residents of the Annapolis Neck and visitors to Annapolis, and the use of vehicles powered by other than gasoline or diesel fuel.

Recommendations

1. Promote the use of car and van pools and bus service for commuting and other appropriate transportation needs. In coordination with the City, fund ARTMA to conduct a continuing and more aggressive information campaign. Seek funding through State and Federal programs. Support guaranteed ride home programs for Annapolis Neck employees who car or van pool. Provide information through motels and travel agents about the availability of alternative transportation to visitors to the Neck.
2. Continue to provide County funding for bus service; seek funds through State and Federal programs.

3. Seek funds through the MTA and other funding sources for alternative fueled vehicles to be operated by the Annapolis Transit System.
4. Investigate the cost effectiveness of using buses in an express transit network to serve the Annapolis Neck, in which buses would provide express service between key activity centers and a multi-modal transportation center in Parole. Kiosks or other means would post routes and schedules at each point of origin. Emphasis would be given to running buses on time and at frequent intervals during periods of use.
5. Investigate the cost effectiveness of additional on-demand transportation systems.
6. Establish County policies and work with businesses, civic groups, and ARTMA to improve air and water quality while improving traffic flow.
7. Work with ARTMA to create user-friendly programs and public/private partnerships that promote ridesharing, transit, and multi-modal transportation alternatives.
8. Support the holiday shuttle as a public/private approach to transportation within the Parole area. Explore the possible expansion of the shuttle to include downtown Annapolis.
9. Encourage expanded private water transit service along and across the Severn River from Annapolis Neck to Broadneck, and commuter service across Spa and Back Creeks.
10. Investigate the feasibility of a two-tiered transit system, using a paratransit operation to provide on-call service in neighborhoods, feeding into an express bus system at activity centers. The hub of the system would be a regional transportation center in Parole.

III. Safety and Environment

Newer arterials and major collectors, such as Rowe Boulevard, Bestgate Road, Housley Road, South Haven Road, Harry S. Truman Parkway, and Riva Trace Parkway, have tree and other plantings that enhance roadway appearance and that absorb carbon dioxide and intercept particulate pollution. In some locations, plantings and screening are lacking. Older arterials and major collectors do not all have such features.

To reduce noise pollution due to traffic, mitigating measures should be strongly encouraged where analysis indicates traffic-generated sound levels will exceed County standards. Mitigation measure may include noise walls, berms, plantings, and other such measures to absorb and reflect sound. To provide for safety, standards should be enforced to ensure that roads and intersections are safe for travel.

Goal: Improve the appearance, safety, and environmentally friendly nature of roadways and parking lots.

Recommendations

1. In coordination with the City and private land owners, develop streetscape plans for arterials and plans for larger parking lots to improve appearance and environmentally friendly vegetation. For shopping centers, include concepts for visible signage in streetscape plans. Establish an incentive program to encourage private land owners to implement plans.
2. Continue to fund sound barriers along US 50 from Rowe Boulevard to the Severn River Bridge.
3. Request the State to increase plantings along US 50, particularly the area from Rowe Boulevard to the Severn River Bridge.
4. Identify hazardous intersections and refer them to the County Public Works Department for corrective action. Potential hazardous intersections are listed below.
 1. Jennifer Road with Admiral Drive. (High bank to right blocks sight of cars coming from Annapolis).
 2. Back exit from Annapolis Plaza with Jennifer Road. (Annapolis Plaza signs block view to left).
 3. Wilson Road with Ridgely Avenue. (View to left impeded by vegetation).
 4. Riverview Avenue with Ridgely Avenue. (Cars park on corner blocking view to left).
 5. Weems Creek Drive with Ridgely Avenue. (High bank and vegetation block view to right).
 6. Kirkley Road with Ridgely Avenue. (Hill and vegetation block view to the left).
 7. DuBois Road with Bestgate Road. (Dip in road blocks view to right).
 8. Old Forest Drive at Forest Drive near Annapolis Middle School. (Visibility poor to the left).

9. Old Annapolis Neck Road at its intersection with Forest Drive. (Center plantings block traffic coming from the right).
10. Keyes Farm or Bay Ridge Nursery and Garden Center. (When leaving to go south the vertical curve creates a blind spot).
11. Hilltop Lane at Forest Drive.
12. Left exit from Gingerville to MD 2.
13. Left exit from Lincoln Heights to Bestgate Road.

IV. Pathways

The County has adopted a Greenways Master Plan and is currently preparing a Comprehensive Pedestrian and Bicycle Master Plan, as recommended in the *General Development Plan*. In addition to, or as part of, these planning efforts, a pathways system serving the Annapolis Neck should be planned which ties into the City of Annapolis pathways system as well as the Countywide bicycle and pedestrian trail system. For example, the Annapolis Neck pathways system could connect into Crownsville via the South Shore Trail, and to Broadneck and the B&A Trail via the Naval Academy Bridge, which is part of the Annapolis pathways system. Funds for building and maintaining pathways can be sought through the State Transportation Secretary's Transportation Enhancement Program, with County matching funds. A proposed plan for a pathways system for the Annapolis Neck is shown on Map 21.

Furthermore, the planned American Discovery Trail and East Coast Greenway will both share a common segment through Annapolis and Parole. These trails will enter Annapolis from Jonas Green State Park via the Naval Academy Bridge and will use a marked combination of local roadways and designated trails within the City of Annapolis to reconnect with Anne Arundel County's planned South Shore Trail in the vicinity of Admiral Drive and Jennifer Road. The combined ADT and ECG will follow the South Shore Trail from Annapolis to Odenton and the WB&A Trail from Odenton to Bowie on their route to Washington, D.C. Until the County trails are complete, the combined trails will follow Defense Highway (MD 450) from Parole to Bowie. A pathways system serving the Annapolis Neck, including neighborhoods within the City of Annapolis, should connect with these long-distance trail systems. With the identification of sites for camping and hostels, long-distance backpackers and bicyclists will have the opportunity to rest and enjoy the Annapolis area while providing economic benefit to the area.

Pathways intended for both walking and biking should be paved unless it is more advantageous to use natural surface trails for storm water management purposes. Bicycle parking areas should be provided at trailheads where needed. To enable enjoyment of stream valleys, natural surface hiking-only trails built to wilderness minimum impact standards are appropriate. These would provide residents with a place to go to escape the urban and suburban

environment, and enjoy nature without stress.

Map 21

Use of bicycles for commuting and shopping is practical on the Annapolis Neck because of the flat terrain and relatively short distances involved. Secure bike racks are essential at appropriate destinations, and in the case of commuters, showers and changing rooms are needed.

Goal: Create an integrated City-County network of pathways that link neighborhoods, parks, schools, stream valleys, waterways, and activity centers with one another and with regional and national trails. Pathways will serve both transportation and recreational needs.

Recommendations

1. During review of new development projects, ensure that planned designs and operating conditions permit safe concurrent bicycle, pedestrian, and vehicle use.
2. For the following roads, plan for pedestrian and bicycle pathways as shown on Map 21. Pathways might be shoulder paths and sidewalks, or separate hiker-biker paths. Inventory existing conditions, evaluate alternative ways pathways can be provided, and make recommendations to the Planning and Zoning Officer for appropriate action. Include recommendations for speed limits and for intersection crossing.
 - 1) Along Ridgely Avenue, provide a pathway on the southwest side of the road by reducing the width of the lanes.
 - 2) Along Bestgate Road from its intersection with Ridgely Avenue to Rowe Boulevard, provide a two-way hike-bike separated path on the west side of road.
 - 3) Consider providing, or maintain existing, pedestrian and bike paths along one or both sides of:
 - 1) Bay Ridge Road from its intersection with Catrina Lane to its intersection with Arundel on the Bay Road.
 - 2) Arundel on the Bay Road from its intersection with Thomas Point Road to Bay Ridge Road.
 - 3) Spa Road south of Forest Drive from Ferry Point Road to Forest Drive.
 - 4) South Haven Road from Pinewood Road to MD 450.
 - 5) Riva Road from Riva Road Bridge to West Street.
 - 6) Solomons Island Road from South River Bridge to Admiral Cochrane Drive. Determine the feasibility of a direct pathway along Solomons Island Road across MD 665, then along Solomons Island Road to Jennifer

- Road. Examine also a route along Admiral Cochrane then to and across a bridge over MD 665 to West Street and Jennifer Road.
- 7) Defense Highway (MD 450) from South Haven Road to West Street/General's Highway.
 - 8) Harry S. Truman Parkway and future extensions from South Haven Road to Admiral Cochrane Drive.
 - 9) Bay Ridge Road and Forest Drive from the Bay Ridge and Arundel on the Bay intersection to Chinquapin Round Road.
 - 10) Spa Road from Forest Drive to Hilltop Lane (City action).
- 4) On Bestgate and Housley Roads, provide or maintain:
 - 1) Bike paths and sidewalks on both sides of Bestgate Road from Rowe Boulevard to Industrial Drive.
 - 2) Two-way hike-bike path on north side of Bestgate Road from Industrial Drive to General's Highway (Section of South Shore Trail).
 - 3) Two-way hike-bike path on north side of Housley Road from General's Highway to tie in to existing hike-bike path.
 - 5) Maintain the existing two-way hiker-biker path along Admiral Drive from Bestgate Road to Jennifer Road. Provide a hiker-biker path along Jennifer Road from Admiral Drive to Medical Parkway (section of the South Shore Trail). Provide sidewalks and shoulder bike paths on both sides of Medical Parkway from Jennifer Road to Bestgate Road. Provide a hiker-biker path to connect the existing path on the Anne Arundel Medical Center property to the existing path on Westfield Shopping Towne property (section of the South Shore Trail).
 - 6) Solomons to Admiral Cochrane Connector. From Solomons Island Road at Lake Shore Drive to Admiral Cochrane Drive, provide or maintain a two-way hike-bike path to serve both transportation and recreation purposes.
3. Middle to Western Neck Connector Path: Evaluate feasibility of hiker-biker paths to connect pathways from the Spa Road intersection with Forest Drive to the Lake Shore and Admiral Cochrane Drive intersection with MD 2. If this general route proves infeasible, then explore other alternatives for a connector. Provide alternatives and recommendations to the Planning and Zoning Officer for appropriate action.

4. Identify suitable routes for natural surface hiking-only trails and suitable trailhead locations that connect to hiker-biker paths. Possible sites are listed as follows:
 - 1) Northern Neck Trail. Luce Creek/Howard Creek/Saltworks Creek from DuBois Road to Generals Highway. Easements required from Annapolis Friends Church, Belle Grove Corporation, developers of Severn Manor, owners of the Carr property, developers of Saltworks on the Severn and Stewart properties, and Renart Court Condominiums. Broad Creek from the Harry S. Truman Park and Ride lot to Annapolis Waterworks Park. Easements needed from Heritage Harbor and City of Annapolis. Trails in these corridors would link neighborhoods to the South Shore Trail, the American Discovery Trail, the East Coast Greenway, and Waterworks Park trails. Link might also be feasible with other trails extending into Crownsville.
 - 2) Blaze and maintain a system of hiking-only trails in Quiet Waters Park. Both paved and unpaved trails currently exist in the Park, but they are generally used by both hikers and bicyclists. A separate hiking-only trail network, maintained to wilderness minimal impact standards, would allow visitors to the Park to have a pleasurable hiking experience away from pavement.
 - 3) Identify appropriate locations for loop trails. Possible sites include:
 - 1) Thomas Point Park
 - 2) Quiet Waters Park
 - 3) Homeport Farms site
 - 4) Riva Town Center stream valley
 - 5) Camp Woodlands
 - 6) Priest Point
 - 4) Identify appropriate locations for trailhead sites. Possible sites include:
 - 1) Relocated West Annapolis Fire Station parking lot
 - 2) Harry S. Truman Park and Ride lot
 - 3) Near Housley Road roundabout
 - 4) Thomas Point Park
 - 5) Quiet Waters Park
 - 6) End of DuBois Road near Annapolis Friends Meeting
 - 7) Homeport Farms Park
5. Community Associations should locate small connector trails and small trail head sites. Possible small local trails are as follows:

- 1) Connect immediate neighborhoods with the Hillsmere Elementary School.
- 2) Link parts of the Annapolis Roads community.
- 3) Link Arundel on the Bay Road with Bay Ridge Road either through Keyes Farm and Blackwalnut communities or Peninsula Park and Blackwalnut communities.
6. Provide landscaping or plant trees and other vegetation along pathways where possible.
7. Residents are encouraged to charter a volunteer Maryland Capital Region Trail Club to assist in planning pathways, build and maintain natural surface trails and camp sites, maintain the right of way for paved trails through vegetated areas, and provide trail patrols on trails through forested areas. The Club would also prepare and maintain descriptions of trails for publication by the County and City. A Forestation Chapter would be formed to put in and care for greenway plantings.
8. Residents are encouraged to form a small trail club/County trail planners group. In coordination, obtain small scale maps and locate possible routes for pathways on them. Identify property owners from whom easements will be necessary if trails are to be built.
9. Provide bike racks at County facilities.
10. Encourage the private sector to set policies that encourage the use of alternative transportation by employees, such as walking, biking, car or van pooling, and public transit. Specific actions that would help to encourage alternative transportation include maintaining bike racks at shopping and activity centers and office buildings, and providing showers and changing rooms with lockers for employees who walk, jog or bike to work.
11. Identify sites for, and develop through public-private action, hostels or camping sites for backpackers and bicyclists following the American Discovery Trail, East Coast Greenway, or other long trails through the area.
12. Establish construction and safety standards and guidelines for pedestrian, and bicycle paths and road crossings, to include Americans With Disabilities Act criteria.
13. Inventory and evaluate conditions at the following intersections; identify what is required to provide safe pathway crossings, including signage and ADA criteria, and provide recommendations to the Planning and Zoning Officer for appropriate action:
 - 1) Arundel on the Bay - Bay Ridge

- 2) Harry S. Truman and Riva Road
 - 3) Harry S. Truman and South Haven Road
 - 4) South Haven Road and Defense Highway
 - 5) Defense Highway and Housley Road
 - 6) Housley Road and Generals Highway
 - 7) Industrial Drive and Bestgate Road
 - 8) Admiral Drive and Bestgate Road
 - 9) Tidewater Colony/Bestgate Road and Rowe Boulevard
 - 10) Hillsmere and Bay Ridge
 - 11) Spa Road and Forest Drive
 - 12) Lake Shore Drive and Solomons Island Road
 - 13) Hillsmere Drive at entrance to Quiet Waters Park
 - 14) Spa Road near Annapolis Middle School
14. Study the feasibility of providing a two-way hike-bike bridge over Aris T. Allen Boulevard from the Science Park to Riva Town Center. Provide sidewalks and bike shoulder paths along Riva Town Center Boulevard to link the parts of the town center.
15. Consider alternative connections for a hiker-biker trail from Hillsmere Drive to Spa Road. Possible alignments to be studied include: a) passing through the northern part of Quiet Waters Park to connect with Taliaferro Road, then following Harness Creek View, Harness Creek, and Spa Roads to Forest Drive; and b) following Old Annapolis Road to its end, then following Forest Drive to Annapolis Middle School and Spa Road.
16. Old Annapolis Road Connector. Provide a two-way pedestrian-bike path between Old Annapolis Road and Hillsmere Drive.
17. Map water trails for use by canoeists, kayakers, and rowboats linking water access points, parks, and greenways. Evaluate water trails on area creeks as well as the South and Severn Rivers, with possible links to parks and other water sites in Broadneck and Edgewater/Mayo. Identify possible sites for water-accessible campsites. Evaluate the following sites as possible water access locations which might allow limited access for boat portage to launching points:
- 1) Homeport Farm Park
 - 2) Quiet Waters Park
 - 3) Truxton Park
 - 4) Homeowners Waterfront (with permission)
 - 5) Marinas (with permission)
18. Identify park, greenway, and school connecting pathways from Bay Ridge to Annapolis Waterworks Park and to Weems Creek. Possible connectors are listed below:

- 1) Open space in Bay Ridge to Peninsula Park (Farragut Road and Bay Ridge shoulder path).
 - 2) Peninsula Park to Annapolis Road open space (Bay Ridge shoulder path and Carrollton Road).
 - 3) Peninsula Park to Thomas Point Park (Arundel on the Bay shoulder path and Thomas Point Road).
 - 4) Peninsula Park to Quiet Waters Park (Old Annapolis Road and connector path at Annapolis Neck-Eastport Library).
 - 5) Quiet Waters Park to Annapolis Middle School (Old Annapolis Road to its end, then two way pedestrian bike path to school).
 - 6) Annapolis Middle School to proposed park in vicinity of Bywater Road (two way pedestrian-bike path along Forest Drive to Newtowne Lane, then via local roads to park).
 - 7) Proposed park in vicinity of Bywater Road to Broadneck Park (pedestrian-bike path Bywater area to MD 2, MD 2 to Admiral Cochrane Drive, and then along Harry S. Truman to Harry S. Truman Park and Ride Lot).
 - 8) Broadneck Park to Annapolis Waterworks Park (Harry S. Truman paths, South Haven paths, Defense Highway paths, and Housley Road paths).
 - 9) Annapolis Waterworks Park to Saltwork Creek greenway (Housley Road path to Bestgate Road path to South Shore Trail to Northern Neck Trail).
 - 10) Priest Point (Bestgate Road paths, Ridgely Avenue paths, Riverview Avenue).
19. Designate a pedestrian/bicyclist advocate on the planning staff. The advocate should review all future residential and commercial plans or proposals for development or revitalization for pedestrian and biker safety and convenience.