

Natural and Historic Resources

Existing Conditions

Streams and Watersheds

The Jessup/Maryland City Small Planning Area lies within three major watersheds. The Jessup area north of MD 175 lies within the Patapsco River watershed. This area contains some headwater streams of the Deep Run and Piney Run tributaries. The Little Patuxent watershed contains the area south of MD 175 and much of Maryland City. The Little Patuxent River bisects the planning area between the Russett PUD and MD 32. Dorsey Run is a major tributary that flows through the State House of Corrections property and converges with the Little Patuxent at the BW Parkway. The southwestern portion of the planning area in the Laurel vicinity falls within the Upper Patuxent River watershed and includes some unnamed tributaries. All of these streams are classified by the Maryland Department of Environment (MDE) as Use I streams. Use I waters are defined as being suitable for water contact sports; fishing and propagation of fish [excluding trout], other aquatic life and wildlife; and agricultural and industrial water supply.

The *General Development Plan* recommends that watershed management master plans be prepared for the County's 12 major watersheds. The first of these plans was specific to the South River watershed. This master plan identified areas currently subject to adverse impacts of stormwater runoff, and areas that would be subject to stormwater runoff impacts under future conditions if full build-out of current zoning was realized. Specific problems addressed included soil erosion and sedimentation, flooding, and nutrient and heavy metal transport. Management alternatives to address current and potential impacts were then identified and proposed for implementation. A similar plan will be prepared for the remaining watersheds in the County. The Upper Patuxent River watershed falls within the first priority grouping of watersheds, and planning efforts for this group will continue over the next few years. The Patapsco and Little Patuxent watersheds fall within the second priority grouping of watersheds. Planning efforts for this group will probably be initiated in 2004.

Floodplains

Map 8 denotes the 100-year floodplain in the Jessup/Maryland City planning area. These floodplains have been identified through FEMA FIRM maps and through specific floodplain studies. Additionally, Article 26 of the County Code requires the developer to delineate the 100-year floodplain. County Code prohibits lots from being platted in the 100-year floodplain and requires that the floodplain be retained in or restored to its natural state and dedicated and deeded to the County. Although the floodplain may be deeded to the County, the developer also reserves an easement to the community or homeowners association for the right to use the area in a manner not inconsistent with the maintenance and preservation of the 100-year floodplain.

Map 8

Steep Slopes

Steep slopes are defined in the County Code as slopes characterized by increased runoff, erosion, and sediment hazards and that (1) have an incline greater than 15% and (2) in the Critical Area have an incline of 15% or greater. The Chesapeake Bay Critical Area does not extend into this planning area. The Jessup/Maryland City area does not contain extensive areas of steep slopes. There are some small pockets of steep slopes along the Little Patuxent River stream valley. A variance is required in order to develop on steep slopes within the Critical Area. Outside of the Critical Area, development may occur within steep slope areas as per the provisions of Article 21 of the County Code. These provisions include allowing development if at least 30% of the parcel to be developed has less than 15% grade and is contiguous to a County road that allows direct car access to the principal structure. Most of the steep slopes in this area are along the Little Patuxent Oxbow, a protected area that is not to be developed.

Greenways and Protected Lands

Land considered as protected within this planning area includes the Little Patuxent Oxbow, a designated Natural Area owned by the Maryland Department of Natural Resources (DNR) and managed by the County Department of Recreation and Parks. The Oxbow Natural Area contains wetlands and steep slopes and an extremely high diversity of plants, and is managed as a limited access park for the appreciation of wildlife. This area has been zoned by the County as Open Space. The intention of Open Space zoning districts is to preserve open areas in their natural state or for recreational use and to protect persons and property from the hazards of flooding. Lands included in Open Space zoning districts are the natural water drainage systems including wetlands and floodplains, public and private lands used for passive or active recreation, and lands designated as structural open space in the GDP. Additional open space zoning districts in this Small Area include the waterways and floodplains of the Deep Run and Dorsey Run tributaries and the Little Patuxent and Upper Patuxent Rivers, and various local parks.

In 2002, Anne Arundel County adopted its first Countywide *Greenways Master Plan*. The goal of the plan is to create an interconnected network of greenways in the County that protects ecologically valuable lands for present and future generations and provides open space, recreational, and transportation benefits and opportunities for people. The County used five criteria in assessing land as potential greenways: habitat value; size; connections to other land with ecological value; future potential, that is the potential to create greenways where they do not currently exist; and national and Countywide trails. The greenway network is a system of connected hubs and corridors. The plan defines a “hub” as an ecologically significant natural area of at least 250 acres with a high ratio of interior versus edge habitat. A “corridor” is a natural area at least 200 feet wide.

Map 9 shows the locations of the greenway segments in the Jessup/Maryland City Planning Area as well as those portions which are currently protected. Portions of three segments in the greenway network lie within the Planning Area: the Patapsco Valley 2, Patuxent,

and Patuxent Wildlife Refuge segments. The amount of acreage in each of these segments (not

Map 9

all of which falls within the Jessup/Maryland City Planning Area) as well as the amount that is considered protected is shown below in Table 13.

Table 13. Greenway Segments in the Jessup/Maryland City Small Planning Area

Segment Name	Total Acres	Protected Acres	Unprotected Acres	Percent Unprotected
Patapsco Valley 2	1,004	581	423	42%
Patuxent	2,191	970	1,221	56%
Patuxent Wildlife Refuge	13,502	10,457	3,045	23%

In all, the entire greenway network covers over 70,000 acres of land. Approximately 50 percent of the network is currently protected, either as a publicly-owned land, a private conservation land, land that is in the County’s Open Space zoning district, or land protected under an agricultural or environmental easement. In the Jessup/Maryland City Area, as seen on Map 9, large portions of the Patuxent and Patapsco Valley 2 greenway segments are protected as dedicated floodplain areas which are zoned Open Space. The County will continue to work with other public agencies, land trusts, and private owners to preserve the remaining segments of the greenway network where feasible. However, it is not the intent of the *Greenways Master Plan* to prohibit development or to reduce development densities normally allowed, but to cause planners and developers to better analyze the site layout and provide for a development plan that preserves the fragile portions of the property and makes greenway connections wherever possible.

Threatened and Endangered Species

Some State Endangered plant species have been identified in the wetland areas of the Little Patuxent Oxbow, including Utricularia biflora and Helenuim flexuosum, a watchlist species. Smartweed dodder (Cuscuta polygonorum), a State Endangered parasitic plant, has been found growing on Mild water-pepper and Jewelweed plants in the marsh, which is the only known locality for the species in the State. In addition, the Little Patuxent River has been determined to be a habitat for a State Endangered fish species, the Glassy darter, although the species has not been identified specifically within this Planning Area.

Forest Conservation Program

The County administers a Forest Conservation Program in accordance with the requirements of the State Forest Conservation Act. Under this program, development proposals submitted to the County for approval must include a Forest Conservation Plan which identifies and classifies wooded areas on the site and establishes limits of disturbance and areas of forest retention. The Forest Conservation Ordinance specifies conservation and afforestation thresholds according to the type and density of land use. Development plans that propose clearing of existing forested areas must retain at least this minimum threshold, or else the developer will be

required to reforest portions of the site or, as a less desirable alternative, to reforest areas offsite. If a developer can demonstrate that reforestation on or offsite cannot be reasonably accomplished, a fee in lieu may be paid to the County's Forest Conservation Fund, to be used by the County in reforesting sites as they become available.

Historic Resources

There are several historic structures located in the Jessup/Maryland City area, including some lovely Victorian homes along the MD 175 corridor in Jessup. Some of these are discussed in the Community History section of this plan. Table 5 lists historic resources that have been listed on the Maryland Inventory of Historic Properties due to their architectural or historical significance. The site locations are shown on Map 10.

Table 14. Jessup/Maryland City Historic Resources

Site Number	Name	Street Location
AA0005*	Baltimore Washington Parkway	Baltimore Washington Parkway
AA0020	Saint Lawrence Catholic Church	Jessup Road (MD 175)
AA0082	Rappaport House (site)	Jessup Road (MD 175)
AA0091	Ringgold House	Brock Bridge Road
AA0092	Asa Linthicum House	Jessup Road (MD 175)
AA0093	Hoover House	Jessup Road (MD 175)
AA0094*	Grassland	MD 32
AA0123	Trusty Friend	Jessup Road (MD 175)
AA0754	Concrete Block Bungalow	MD 175, west of BW Parkway
AA0760	Clark / Vogel House	Sellner Road
AA0768	House of Corrections	Jessup Road (MD 175)
AA0805	R. Anderson House	B & O Railroad Tracks
AA0806	M. Bannon House	Race Road
AA0808	George T. Warfield House	Wigley Avenue
AA0891	Laurel Racetrack	Laurel Racetrack Road
AA0892	Mount Zion Church	Whiskey Bottom Road
AA0893	Mary Elizabeth Henson House	Whiskey Bottom Road

Site Number	Name	Street Location
AA0894	Saint Jacob's Lodge and Cemetery	Whiskey Bottom Road
AA0925	Annapolis Junction Historic Area	Brock Bridge Road at Dorsey Run Road
AA0934	"The Wilderness"	Dorsey Road and BW Parkway
AA0991	Jessup Historic District	Along MD 175 west of MD 295
AA1099	Race Road House	Race Road

* National Register of Historic Places

The Patuxent River

The Patuxent River is the largest intrastate river in Maryland, flowing through seven counties (Montgomery, Howard, Anne Arundel, Prince George's, Calvert, Charles and St. Mary's) for a total distance of 110 miles. In 1980, the General Assembly enacted the Patuxent River Watershed Act, which created the Patuxent River Commission in 1981 as part of the Department of State Planning. Each county has a representative on the Commission in addition to a representative from the Maryland Office of Planning, and the Departments of Natural Resources and Health and Mental Hygiene.

In 1984, the Patuxent River Policy Plan, a land management strategy to protect the Patuxent River and its watershed, was created. Twenty goals were agreed upon which provided a vision to restore and maintain water quality, habitat, and groundwater and surface water supplies. The Policy Plan included ten recommendations for a land management strategy to control nonpoint source pollution. The recommendations are:

- Establish a primary management area to protect environmentally sensitive areas;
- Implement best management practices and vegetative buffers to control stormwater impacts;
- Identify and address major nonpoint source pollution sites;
- Retrofit existing development;
- Accommodate future development;
- Increase recreation and open space;
- Protect forest cover;
- Preserve agricultural land;
- Manage sand and gravel extraction; and
- Adopt an annual action program.

The plan was updated in 1997, and all seven county governments in the Patuxent Watershed and the General Assembly have approved the resultant "Patuxent River Policy Plan".

The South County, Odenton, Crofton, and Jessup/Maryland City Small Area Plans recommend that the County fully support the Patuxent River Commission and the Patuxent River

Map 10

Policy Plan, and that the implementation of the plan be a high County priority. In addition, it is recommended that the County establish a Patuxent River Greenway which would follow the basic principals as provided below.

The Patuxent River Greenway. A greenway is a continuous system of open spaces such as parks and privately owned natural areas, which are connected in some way. In the case of the Patuxent River Greenway, this connection is the Patuxent River itself. A greenway serves several purposes such as: preservation of historically or culturally significant areas, protection of wildlife habitat, public recreation and education, or simply conservation of an exemplary natural area. The primary purpose of the Patuxent River Greenway is protection of the river and its natural resources, including wildlife, wildlife habitat, wetlands, and water quality. Although certain areas of the river are open to the public, the majority of the area is under the stewardship of private landowners. Therefore, the greenway will serve the purpose of recreation and education in public areas and recognition of and assistance to landowners in privately owned areas.

A Patuxent River Greenway should accomplish the following objectives:

- a) Recognize landowners for their past stewardship of the natural environment along the Patuxent River;
- b) Offer management information and services landowners might need to continue or improve their effective management of this unique and valuable resource;
- c) Build a community of landowners and other community members interested in the continued protection of the Patuxent River's natural resources;
- d) Protect and improve wildlife habitat by maintaining the natural state of the river corridor;
- e) Determine the sources of pollution impacting the river and ways to reduce this impact;
- f) Monitor the health of the river at public access areas and on private property if requested;
- g) Educate the community about water quality and the importance of wetlands and riparian buffers.

Assets and Issues

Although located in the County's primary growth corridor, the Jessup/Maryland City area contains some areas of great natural beauty and significance. With a significant amount of developable land still remaining in the area, protection of the area's natural resources is a high priority among community members. Some of the major concerns that are addressed in the Plan Recommendations are discussed below.

Loss of forested areas and green spaces: This area has seen some significant development over

the past several years, and along with that has seen considerable clearing of forest cover. With the planned growth in the area, proactive efforts toward increasing forest retention will be needed. In addition to the existing forest conservation regulations, additional policies and incentives should be established to allow development to occur while at the same time maximizing the retention of forest and open space to the extent possible.

Preventing degradation of local streams: Even with current stormwater management requirements, increased development tends to eventually result in increased erosion and pollution in local waterways. New development should be encouraged, either through regulatory means or otherwise, to incorporate buffers along area waterways to prevent future degradation.

Developing a Greenway system: Although much of the area's waterways and natural areas are protected by zoning and floodplain regulations, there is no cohesive network connecting these natural areas to one another and to other features outside of the planning area. A more comprehensive greenway system would provide increased opportunities for stream and wetland protection, wildlife migration, and recreational opportunities such as hiker-biker trails.

Maintaining natural buffers between incompatible land uses: With a fairly integrated mix of land uses in the planning area, effective buffers are needed between residential communities and commercial or industrial uses to help reduce both visual and noise impacts.

Reducing trash dumping in the area: Community members want to see more effective procedures established both by the County and within the community to help reduce the amount of trash dumping in the area.

Goals and Recommendations

Goal 1: Minimize the removal of trees during development of land in order to maintain as much of the existing wooded areas as possible in the Jessup/Maryland City area.

Recommendations

3. Prioritize retention of existing forest with new development projects to the maximum extent possible. Establish strict criteria governing when a fee-in-lieu payment is acceptable in lieu of tree retention or reforestation. Raise fee-in-lieu requirements to discourage mass clearing of sites. Develop economic incentives for forest retention.

Goal 2: Preserve and protect the Patuxent River, Little Patuxent River, Dorsey Run Creek, and other local tributaries and their associated floodplains and area wetlands. Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.

Recommendations

1. Adopt environmental regulations or guidelines to require undisturbed stream buffers along all intermittent and perennial streams in the County.
2. Implement a Countywide policy to protect all nontidal/non-Critical Area rivers, streams and wetland areas.
3. Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.
4. Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.
5. Encourage, to the maximum extent possible, the use of innovative approaches to stormwater management and low impact development site design in the land development process.
6. Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.
7. Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases from new development. Where comprehensive or site-specific rezoning is expected to result in increases in runoff, the need for additional stormwater management, or retrofits to existing facilities, should be determined and accommodated.
8. Establish a comprehensive stormwater infrastructure preventive maintenance and management program that reduces environmental degradation and extends infrastructure useful life.
9. Aggressively pursue incentive-based approaches (e.g., State grant funds) to achieve retrofitting of areas in need of improved stormwater management. Offer tax incentives to businesses and homeowners for retrofitting their property with modern stormwater management.
10. Ensure that all government-sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.
11. Implement, where possible, a minimum 100-foot riparian buffer to all perennial and intermittent tributary streams in the County to minimize impacts of stormwater runoff

sheet flow to these systems.

12. Foster community education on stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.
13. Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.

Goal 3: Provide natural habitat areas for wildlife and establish contiguous wildlife corridors.

Recommendations

1. Designate habitat buffers along Little Patuxent River, Oxbow Lake, and Dorsey Run; and incorporate them into a Countywide Greenway Master Plan. Continue the connection through the Max Blobs Park property to the forest in the NSA/Fort Meade area.
2. In conjunction with improvements to MD 198, explore the need for an underpass for safe animal crossing to the Patuxent Wildlife Refuge.

Goal 4: Create a network of hiker/biker trails within the Jessup/Maryland City area, and connect this network with trails in the surrounding area.

Recommendations

1. Seek Federal funding from the national trail system program recently created by the Federal government.
2. Complete the Patuxent Regional Greenway from the Howard County line to the Calvert County line.
3. Study potential hiker/biker trail locations within the proposed Greenway network. Possible trail locations which are of particular interest to the Maryland City/Jessup communities include the open space area along the Little Patuxent River north and east of Russett, and from the National Business Park up to MD 175.
4. Provide pedestrian trails around Oxbow Lake with designated observation areas.

Goal 5: Preserve historic sites in the Jessup/Maryland City area.

Recommendations

1. Work with the Grassland Foundation to encourage restoration of this National Historic place.
2. Restore the historic sign at Annapolis Junction designating the first telegraph communication.
3. Conduct a study to determine the historical significance of the site of the Snowden Family iron forge, once known as the Patuxent Iron Works, and whether the site can be designated on the Maryland Inventory of Historic Properties.

Goal 6: Adopt proactive policies and measures to reduce and prevent trash, noise and air pollution in the area.

Recommendations

1. Create incentives for property owners and developers to establish and maintain effective natural buffer areas, using native species where possible, between residential communities and commercial/industrial land uses to reduce visual and noise impacts as well as improve air quality.
2. Reduce traffic and industrial noise pollution by enforcing limits on the hours of operation of businesses that impact the Old Jessup Road and the Montevideo Court residential areas.
3. Increase the monitoring, legal enforcement, and clean up of “dumping” areas. Establish diligent cleanup procedures at known dumping sites: Bacontown Station Road; Race Road between Montevideo Road and Carlin Road; Brock Bridge Road between Whiskey Bottom Road and Dorsey Run Road.
4. Encourage and promote the use of energy-efficient building designs in new developments.
5. Work with jurisdictions in the Metropolitan Baltimore Air Quality Control Region to establish and implement regional policies and measures to reduce ozone levels in the non-attainment area.
6. Adopt long range land use plans that promote a mixed use type of development in suitable locations in order to encourage and increase rail ridership and reduce automobile traffic and ozone levels.

Goal 7: Strengthen environmental oversight and protection throughout Anne Arundel County.

Recommendations

1. Create an Office of Environmental Oversight within the County government, or adequately staff existing agencies, in order to effectively monitor environmental enforcement and to perform Countywide environmental planning.
2. Create a centralized County plan to organize volunteer, private and public sector groups and coordinate activities to monitor and maintain waterways, wetlands and open space areas.
3. Establish a County/State consumer information web site to provide environmental tips to the general public on items such as pond maintenance, native plant species, and natural noise barriers.

Goal 8: Support and take actions to implement the Patuxent River Policy Plan, and establish a Patuxent River Greenway which would serve the basic principles outlined in this plan.

Recommendations

1. The County Council should endorse the general concept of a Patuxent River Greenway and should establish through legislative action an overlay zone or zoning district, which would be designed in such a manner as to accomplish the objectives of the Greenway and implement the recommendations of the Patuxent River Policy Plan.
2. The County should work toward developing a comprehensive program for a Patuxent River Greenway, building on the base recommendations of the Patuxent River Policy Plan and tailoring a program to the specific needs of Anne Arundel County. Involve appropriate County and State staff, community leaders, local landowners, industry representatives, environmental organizations and elected officials.
3. Protect the Patuxent River for use by present and future generations through the completion of the Patuxent River Greenway. The Patuxent River Greenway is partially complete and will eventually include connected land in portions of seven Maryland counties. The greenway will connect a variety of environmentally sensitive areas including: Patuxent River State park, Oxbow Natural Area, and Jug Bay Wetlands Sanctuary, which is part of the National Estuarine Research Reserve system. The Patuxent Regional Greenway promotes passive recreational and educational opportunities.
4. The County, working with nonprofit partners, should seek to permanently protect properties along the Greenway corridor from future development or inappropriate use.

This should include pursuing the donation and purchase of conservation easements, and where appropriate land in fee simple, and providing landowner incentives for using best management practices, providing public access, providing land for forest and wetland mitigation, and other related practices. These incentives should take the form of property tax abatements, grants, liability insurance (for lands open to public use -- as is done by the State for certain forestry educational activities), cleanup and maintenance assistance in areas open to the public, etc.

5. Wetlands and other sensitive habitats such as critical area boundaries, should be delineated and buffers identified and established.
6. Educate the community on the importance of greenways as areas of open space, wildlife corridors, and transportation connectors.
7. Develop "water trails" for canoeing and kayaking where appropriate.

Transportation

The transportation needs of the Jessup/Maryland City Small Planning Area are accommodated by an extensive highway network, bus transit serving Maryland City and Russett, and several MARC commuter rail stations. These modes of transportation service the major commercial, business and residential activity centers in and around the planning area such as Russett, the Corridor Market Place, Laurel Race Track, National Business Park, Fort Meade and NSA.

Road Network

The highway network servicing the planning area consists of three limited access highways and supporting roadways. The Baltimore Washington Parkway (MD 295), MD 100, and MD 32 service the majority of the interregional traffic as well as accommodate local access needs. North/south vehicular travel in the planning area is primarily served by the BW Parkway.

Principal arterial highways include Jessup Road (MD 175) and Laurel Fort Meade Road (MD 198) which services Russett, Maryland City, Fort Meade and NSA. Secondary access to and through the area is provided by Dorsey Road (MD 176), Brockbridge Road, Wigley Avenue/Forest Avenue and Race Road. This road network is depicted in Map 11.

Several road improvement projects are being studied or planned for the area. The State is funding the construction of two new interchanges on MD 32 at Canine and Samford Roads as part of the MD 32 improvement project. This improvement will also provide better access to Tipton Airport at Fort Meade. Roadway improvements are currently being undertaken jointly by the State, Anne Arundel County and Howard County to improve access to the National Business Park from the BW Parkway and MD 32. The Arundel Mills Development project is not located in the planning area; however, in conjunction with the development, Arundel Mills Boulevard – a four lane median divided arterial roadway – will be constructed connecting MD 100 and the BW Parkway as well as improvements to the BW Parkway.

Table 15 below lists these and other transportation improvement projects in the Jessup/Maryland City Planning Area that are in the County's current *Capital Budget and Program*, or in the State's *Consolidated Transportation Program*. In addition, the County's *1997 General Development Plan* states that Laurel Fort Meade Road (MD 198) should be considered for capacity and access improvements to service the MD 198 commercial corridor and Tipton Airport.

Map 11

Table 15. Current Transportation Improvement Projects in Jessup/Maryland City Small Area

Project	Description	Status
<i>County Projects</i>		
Forest Ave. / Wigley Ave. Improvement	Improve Forest Avenue from Wigley Avenue north 0.2 mile.	Programmed for FY03-05.
National Business Park	Improve roads serving National Business Park	Prior Council Authorization FY98
<i>State Projects</i>		
MD 732, Guilford Road	Replace Bridge 13029 over CSX Railroad.	Final engineering. Construction planned for FY04.
MD 32, Patuxent Freeway Study	Study a new intersection at MD 198.	Complete
MD 32, Patuxent Freeway Construction	Construct intersections at Canine and Samford Roads to upgrade 2 existing intersections & reduce congestion. Located on SAP boundary.	Under Construction. Complete in 2004.

Public Transit Network

The Planning Area is serviced by a commuter rail network operated by the State’s Mass Transit Administration (MTA). This rail network is shown in Map 12. The MTA contracts with CSX to operate MARC service from Camden Station in Baltimore to Washington D.C. on the Camden Line. Current weekday ridership along this line is over 3,000 trips. Four rail stations are located in the Jessup/Maryland City area along the County line at MD 100 (Dorsey Station); at MD 175 (Jessup Station); at Dorsey Run Road off of MD 32 (Savage Station); and at the Laurel Race Track. A fifth station is located in Laurel just outside the planning area in Prince George’s County. The current number of average weekday boardings at each station is listed below:

- Dorsey station: 527
- Jessup station: 7
- Savage station: 524
- Laurel Race Track station: 13
- Laurel station: 523

Bus transit service is provided in the planning area by the Corridor Transportation Corporation (CTC). CTC serves the MD 198 corridor, the Laurel, Laurel Racetrack, and Savage MARC stations, Laurel Centre Mall, Laurel Park, Maryland City, NSA, Fort Meade, Arundel

Map 12

Mills and the Kimbrough Health Center. The *Transit Development Plan* recommends adding more service, extending and expanding bus routes in this area.

The *Transit Development Plan* (TDP) is a five-phase document that provides a framework for bus transit service expansions, extensions and enhancements throughout Anne Arundel County. The Maryland Transit Administration (MTA) requires preparation and use of the TDP by the County and the City of Annapolis. The County uses the TDP as a guide in the pursuit of Federal and State transit capital and operating grants to provide bus service. The TDP provides guidance for decision makers regarding the expansion (new services), the extension of current services, and the enhancement (longer span of time, more frequent bus trips) of current services. The TDP was prepared in cooperation with the City of Annapolis Department of Transportation (Annapolis Transit-AT), the Corridor Transportation Corporation (CTC) and the MTA, all of which provide bus transit services within the County.

Data from the 2000 Census, along with land use densities, employment centers and locations of community facilities were used to determine areas that should receive initial transit service or extensions or enhancements of current transit service. Within the Jessup/Maryland City Small Planning Area, areas around Maryland City, Russett, Savage and Jessup were noted as meeting density, community facilities or other transit user criteria. Therefore, the TDP recommends extensions of current services in these locations and expansions of service providing more transit connections with MARC stations, shopping and community facilities, and employment opportunities.

The bus service will be added as funding is provided by Federal and State grants to the County. The County will be required to match those funds based on an agreement with the MTA. With the expansion, extension, or enhancement of bus transit service comes the requirement of public outreach and formal hearings to help the County design the route and identify bus stop locations. This effort will occur in advance of the initiation of the actual service or change in service.

Pedestrian and Bicycle Network

Anne Arundel County recently adopted a *Pedestrian and Bicycle Master Plan* in 2003. The master plan proposes a regional network of bicycle and pedestrian routes in the County and identifies roads where improvements are needed to accommodate either bicycling or walking or both. Map 13 identifies the roads in the Jessup/Maryland City Planning Area that are recommended for improvements. The master plan identifies Laurel Fort Meade Road (MD 198) from the Prince Georges County line to MD 32 as a Tier 1 recommended improvement, meaning that this is an important road segment that needs to be retrofitted in order to better accommodate bicycling and walking. The master plan also identifies several roads in the Planning Area as Tier 2 recommended improvements, which indicate routes that are recommended for future improvements as opportunities may arise, but that are of a lower priority than the Tier 1 routes.

Map 13

The Tier 2 roads are Dorsey Road, Forest Avenue, Wigley Avenue, Jessup Road/Annapolis Road, and Brock Bridge Road south of MD 198. The master plan also identifies one intersection in the Planning Area as a Pedestrian Improvement Zone, which targets the area for pedestrian-oriented redesign to improve pedestrian safety. This is the intersection of MD 198 and Corridor Marketplace/Russett Green East.

Assets and Issues

Transportation-related assets in this planning area include a highway network that provides convenient access to employment and shopping opportunities as well as nearby metropolitan areas, and a public transit system that serves both metropolitan areas. There are also several transportation related issues of concern that have been frequently voiced by community members and employees in the area. The recommendations herein attempt to address some of these concerns. Issues considered to be of highest concern are as follows.

Reliability of rail service: As the CSX Railroad has increased the amount of freight service along the Camden Line, passenger service has become less reliable. Community members are concerned that this will result in reduced ridership that may eventually threaten the viability of MARC service along this line.

Traffic congestion on MD 198: This highway is a heavily traveled commercial corridor with high traffic volumes and many access points serving the various retail centers, local roads and the Russett community. Traffic congestion as well as pedestrian and motorist safety have become issues along the roadway. Several location specific recommendations are made herein to address these problems.

Safety conditions along MD 175: Safety along MD 175 has been an ongoing issue of concern as traffic volumes have increased over the past years. Turning movements at Brockbridge Road, Sellner Road, House of Correction Road, and public and private driveways have increased leading to greater crash potential. Some improvements to the highway have recently been made or are planned, such as installation of a traffic signal at Brockbridge Road, flashing lights at the Jessup Elementary School, and new pavement markings on MD 295 ramps. Community residents as well as some elected officials have been working with the SHA to require truck traffic to exit MD 295 at MD 100 instead of MD 175, or else to limit truck access on MD 175, in order to reduce the volume of trucks on the road.

SHA recently conducted a Corridor Study of MD 175 from Clark Road to the Howard County line. The study forecasted future average daily traffic volumes of 28,000 on portions of the highway and anticipated a Level of Service F, which indicates failing traffic conditions, during AM and PM peak periods. It also determined that the overall accident rate of 199.4 per million vehicle miles of travel on this roadway section is significantly higher than the statewide average rate of 160.6 for similar highways. The study examined several corridor improvement alternatives including widening to a 3-lane roadway with a continuous center turn lane or

widening to four or five lanes. Any proposals to widen the roadway west of MD 295 have continually met with opposition from Jessup residents due to concerns about potential increased speeds, increased traffic volumes, and impacts to adjacent properties. However, it is highly likely that future widening of this road will be required to accommodate projected growth in the area. Any modification to the current roadway must be done with a goal of providing a safe road as well as a road which fits into the pattern of the adjacent community. Preparation of a Jessup Village Corridor Plan, as recommended in this Small Area Plan, will provide an opportunity to look at alternatives for the roadway from a design perspective and to develop a plan that will allow for future needed improvements in a manner that is consistent with the Village Corridor concept.

Goals and Recommendations

Of the recommendations listed below, those that are specific to a particular location are illustrated on Map 14.

Goal 1: Improve and upgrade rail service in the area.

Recommendations

1. Initiate discussions between the Maryland Department of Transportation, CSX officials, and residents of Ohio Avenue in the Dorsey area to discuss solutions to the noise problem affecting this area. Consider installation of acoustical walls, tree buffers, or other noise mitigation measures.
2. Strongly urge State representatives to negotiate for more reliable commuter rail service. MARC commuter rail service has become less reliable because of increased freight service which appears to have priority on the CSX line. More commuter capacity should be offered, and commuter train reliability must be improved.
3. Study, and if needed, construct a bridge over the CSX line on Montevideo Road in Jessup.

Goal 2: Reduce traffic congestion on major arterial roads in the area by providing and promoting the use of public transportation and carpooling.

Recommendations

1. Encourage the use of rail service by improving and/or providing public bus transportation to the rail and metro stops.

Map 14

2. Encourage more carpooling by commuters by providing Park and Ride locations. A Park and Ride lot at the Jessup Community Hall serves that area. Consider another lot for the Maryland City/Russett area. Possible sites to consider are the parking lots at WalMart, Corridor Marketplace, and the Laurel Race Track.
3. Establish additional public bus transportation in the area. Implement bus transit recommendations in the *Transit Development Plan* for the Jessup/Maryland City Planning Area.
4. Through the area rideshare agencies, promote incentive programs for using carpooling and public transportation in the area. Encourage area employers to participate.
5. Provide more opportunities for public transportation to and from BWI Airport.

Goal 3: Reduce congestion, facilitate traffic flow, and improve safety along MD 198 in the Planning Area.

Recommendations

1. Request that the County's Department of Public Works and the Maryland State Highway Administration conduct a corridor study of MD 198 to identify improvements and/or modifications which will reduce vehicle conflicts, permit safe pedestrian and bicycle use and crossings, and improve operations and safety along the corridor between MD 32 and the Prince Georges County line. Specific issues which should be addressed by the study include:
 - a. difficult turning movements at the intersection with Russett Green East,
 - b. turning movements into Corridor Place,
 - c. need for an additional traffic signal in front of Maryland City Plaza,
 - d. need for a flashing Caution signal near the BW Parkway ramps,
 - e. widening of MD 198 east of the BW Parkway to MD 32,
 - f. turning movements at the southbound access ramps onto the BW Parkway,
 - g. business entrances at the intersection of Whiskey Bottom Road,
 - h. pedestrian access across MD 198 to the Maryland City Library, and
 - i. deer crossings on MD 198 near the Patuxent Research Refuge.

Goal 4: Reduce congestion, facilitate traffic flow, and improve safety along MD 175 in the Planning Area.

Recommendations

2. Request that the State Highway Administration study, and if needed, install a traffic signal at the intersection of Race Road and MD 175 or prohibit left turns from Race Road onto MD 175 during a.m. and p.m. peak hours.

3. Request that the State Highway Administration upgrade existing signage and pavement markings at the southbound BW Parkway entrance ramp off of MD 175 east. Visibility approaching the ramp is poor due to the proximity of the adjacent church and parking lot, and the Parkway signage is located too far from the ramp.
4. Enforce speed limits along MD 175.
5. Request that the State Highway Administration require southbound truck traffic to exit MD 295 at MD 100 instead of MD 175. This will reduce the volume of heavy truck traffic using MD 175 through Jessup.
6. Purchase the lot between the Jessup Elementary School and the Jessup Community Hall and use to provide off-street parking for school and community hall events and to provide safe pedestrian access between the school and community hall.
7. In conjunction with the planned mixed use development of Clarks Hundred and the recommended streetscape improvements, incorporate sidewalks along MD 175 into the design plans to the extent possible, with a long range plan of connecting the Jessup MARC station to the mixed use village center.

Goal 5: Improve traffic and safety conditions on local roads in the Planning Area.

Recommendations

1. The County Department of Public Works (DPW) should study the need for street lights at the junction of Brock Bridge Road with Dorsey Run Road and with Guilford Road. These intersections are difficult to locate.
2. Dangerous curves and lack of roadway shoulders create hazardous conditions along some local roads. The DPW should study the following sections to consider straightening and/or widening to improve safety: a) on Brock Bridge Road at the water tower; b) on Race Road at Orchard Avenue; c) on Forest Avenue north of Montevideo Road near Simms Lane (this location is scheduled for design, right-of-way acquisition, and construction in fiscal year 2003-05); d) on Forest Avenue in the 7400-7500 block.
3. Provide sidewalks or pathways where needed on area roads. The following road segments should be considered: a) along MD 175 between the BW Parkway and the County line; b) along Montevideo Road between Race Road and the County line.
4. Three bridged segments on Brock Bridge Road are experiencing problems related to flooding. These are located: a) at the Prince George's County line; b) at the Little Patuxent River crossing; and c) at Dorsey Run Road. Study, and if needed, redesign or improve these segments to reduce roadway flooding.

5. Support implementation and completion of the improvement plans that have been made for Guilford Road.
6. In addition to the flooding problems on Brock Bridge Road, there are several other local roads in the planning area that are experiencing drainage problems. The County should address these problems at the following locations: a) on Montevideo Road at the Redmond and Whitehead properties (in the vicinity of parcels 144-148); b) on Race Road between Carlin Road and Montevideo Road; c) on Forest Avenue at the sharp curve in the 7400 block; and d) at Reavis Road and Forest Avenue, where a stream blockage is occurring.
7. Heavy truck traffic on local roads in Jessup is an ongoing problem and is increasing. The DPW should study and identify improvements necessary to accommodate truck traffic on Race Road, Forest Avenue, Wigley Avenue, and Montevideo Road, and whether a weight limitation for trucks should be established.
8. Russett Green East and West have an excessive speed problem. The DPW should study and identify which traffic calming measures would be effective given the functional classification of these roads.
9. Excessive speeding occurs on the following roads: Dorsey Road; Forest Avenue; Orchard Avenue; Race Road; Horseshoe Circle; Hilltop Road; Sellner Road; and Brockbridge Road. The DPW should study and identify which traffic calming measures would be effective given the functional classification of these roads.
10. The County should provide pavement repairs on the following local roads: Race Road between Montevideo Road and Carlin Road; Montevideo Court; House of Correction Road.
11. Request that the DPW study the need for deer crossing signs at Woodland Hills Way and Whiskey Bottom Road.