

## VIII. TRANSPORTATION

### Existing Conditions

The Pasadena/Marley Neck Small Planning Area is located between Glen Burnie and the Lake Shore Peninsula in the northern part of the County and borders the southern end of Baltimore City. High concentrations of residential and commercial activities exist along Mountain Road (MD 177) and the area between Rock Creek and Stoney Creek.

#### *Road Network*

The roadway network within the Pasadena/Marley Neck area consists of several major roadways that provide accessibility for residents to the rest of the County. The State roads include: MD 177; parts of MD 100 and MD 10; Waterford Road (MD 648) and Fort Smallwood Road (MD 173). MD 177 is the major corridor that runs from Governor Ritchie Highway (MD 2) in Glen Burnie to Gibson Island. Its central location enables it to be the most highly used roadway in the area. Waterford Road extends from Baltimore Annapolis Boulevard northward to Mountain Road. MD 173 brings the residential neighborhoods together effectively circulating residents to the local points of interests. It extends beyond the County boundary into Baltimore City, which then becomes Hawkins Point Road providing a connection the Baltimore Beltway (I-695). The major local roads are Catherine Avenue, Duvall Highway, Edwin Raynor Boulevard, Marley Neck Boulevard and Solley Road, which together with the rest of the street system complete the roadway network in the area (see Map 10 for Existing Transportation Network).

Table 20 lists the transportation improvement projects in Pasadena/Marley Neck Small Area that are in the State of Maryland's Consolidated Transportation Program (FY 2002-06), or the County's *Fiscal Year 2004 Capital Improvement Budget*. In addition, the County's *General Development Plan (GDP)* recommends the following improvements in the Small Area:

1. Transportation studies for the extension of North Shore Road, a connector between Marley Neck and Solley Roads, and a bypass for Mountain Road.
  - a. Extension of North Shore Road would enhance mobility by providing an important connection between Solley Road and Marley Neck Boulevard at the lower end of Solley Road (such as an extension of North Shore Drive). Further study will be required to determine the feasibility of such an extension and possible alignments.
  - b. The Marley Neck/Solley Road Connector would provide an east-west connection between Solley Road and Marley Neck Boulevard at Energy Parkway on the northern end of Solley Road to improve traffic circulation. Further study will be required to determine possible alignments and the feasibility of such an extension.
  - c. The Mountain Road Bypass would provide a road between the Maryland Avenue area and Magothy Bridge Road as a relief route for the high level of traffic congestion on MD 177.
2. Replacement of the aging bridge over Stoney Creek (MD 173) and upgrading the approach road south to Cottage Grove Road.

**Map 10 Existing Transportation Network, Page 72**

3. Providing a connection between Magothy Beach and Magothy Bridge Roads that would give access to the Beachwood Forest Community. (This project is complete).
4. Providing a connection between Mountain Road and Fort Smallwood Road to relieve traffic congestion and improve traffic circulation and safety in the area.

<b>Table 20. Current Transportation Improvement Projects in Pasadena/Marley Neck</b>		
<b>Project</b>	<b>Description</b>	<b>Status</b>
<b>State Projects</b>		
MD 177	Construct additional left turn lane eastbound, mill and resurface intersection at Edwin Raynor Boulevard	Under construction.
<b>County Projects</b>		
Pasadena Road at Waterford Road	This project involves intersection improvements to MD 648 at Catherine Avenue	Completed design and right of way acquisition
Catherine Avenue Widening	To widen Catherine Avenue between 228 <sup>th</sup> St. and 231 <sup>st</sup> Street thus creating two through travel lanes in the northbound direction.	Was designed under the Highway Safety Improvement Project and is presently on hold.

### ***Hiker-Biker Network***

There is no existing hiker-biker network in the Pasadena/Marley Neck area. However, the County's Pedestrian and Bicycle Master Plan has recommendations on studying several roadways for pedestrian and bicycle compatibility designs.

The Pedestrian and Bicycle Master Plan recommends Tier 1 and Tier 2 Improvements, Pedestrian Improvement Zones and Corridor Plan Locations within the Pasadena/Marley Neck Small Area (see Map 11). Tier 1 Improvements are those that are considered the most important areas for bicycle and pedestrian improvements. Tier 2 Improvements are those routes that are recommended for future bicycle and pedestrian improvements. Pedestrian Improvement Zones are high quality areas that are recommended for future pedestrian improvements. Corridor Plan Locations are where studies were conducted to analyze specific bicycle and pedestrian needs in order to show examples of potential design solutions. Mountain Road between Hog Neck Road and Old Annapolis Boulevard is recommended as a Tier 1 Improvement. Fort Smallwood, Marley Neck, Magothy Bridge and Hog Neck Roads, Edwin Raynor Boulevard, MD 2 and MD 648 are recommended Tier 2 Improvements. The intersection of Fort Smallwood Road and Bar Harbor Road is recommended as a Pedestrian Improvement Zone and as a Corridor Plan Study Area.

**Map 11 Pedestrian Improvement Zones, Page 74**

## Assets/Issues/Goals/Recommendations

### *Asset/Issues 1:*

Pasadena/Marley Neck is a heavily traveled area. Most of the traffic is generated from the development within the area. The existing roadway network is showing signs of inadequacy and capacity improvements have not been able to keep up with the rate of growth. Physical improvements to the roads are not feasible because available will likely require additional right-of-way, which is limited.

Mountain Road (MD 177) and Fort Smallwood Road (MD 173) are the corridors serving the area. These roadways are mostly two-lane with a lot of commercial uses. Other major roads serving the area are Solley Road, Waterford Road, Duvall Highway and Catherine Avenue. MD 100 is a major arterial that was originally constructed as a bypass to circulate in and out of the area. However, due to the continued development in the area, traffic congestions during peak hour are common. The interconnections between MD 100 and Mountain Road are not sufficient to handle the increasing traffic.

Because Pasadena/Marley Neck has several peninsulas that are served by only one route in and out of the area, providing efficient, emergency services is an issue. Also, the Stoney Creek Bridge is inadequate, causes traffic delays when opened and is a potential safety issue in an emergency.

The Small Area Plan Committee recommends that a comprehensive study of the northern part of the County be conducted to study the transportation conditions and make recommendations for improvements. The Committee has specified where problems occur in the area and has identified some potential improvements as shown on Map 12.

***Goal: Prepare an integrated transportation plan for the Pasadena/Marley Neck, Glen Burnie and Lake Shore Small Areas, which will evaluate existing and projected traffic conditions and formulate solutions for the future. Development should be discouraged until an action plan is in place that provides improvements before new development occurs.***

### ***Recommendations:***

1. Provide for adequacy of transportation facilities as development occurs.
2. Request that the State Highway Administration study the operation, identify necessary improvements of MD 100 and I-695 such as improving and adding additional on-off ramps at all interchanges (i.e. Waterford Road), and program construction funding.
3. Consider construction of an additional lane in each direction on MD 100.
4. Complete connection of MD 10/I-97 via East-West Boulevard.
5. Upgrade Solley Road to current standards (i.e. improve visibility, provide shoulders).
6. All intersecting streets and roads to MD 100 and MD 177 need to be evaluated for additional left and right turn lanes and longer queuing of traffic.

7. Explore, and implement if feasible, the widening of Stoney Creek Bridge or the provision of a new bridge.

***Goal: Develop a plan to be less vehicle dependent in the Pasadena/Marley Neck and Lake Shore Small Areas that will lessen congestion and improve air quality.***

***Recommendations:***

1. Study and promote any applicable Transportation System Management (TSM) and Transportation Demand Management (TDM) measures such as park and ride lots and the existing transportation management associations within the County that have ridesharing programs currently in place. Provide the necessary facilities to support these measures to ease the amount of traffic congestion.
2. Explore the feasibility of expanding public transit within the area.
3. Promote the use of alternative fueled vehicles to help improve air quality.
4. Adopt the Anne Arundel Pedestrian and Bicycle Master Plan, and consider additional components as part of the detailed study, which will foster greater use of alternative modes of transportation.
5. The County should promote the use of telecommuting and compressed workweeks by County, State and Federal employees; and work with the State to set up central centers for use by public agencies.
6. The County should also set the example for fuel efficiency by purchasing the most efficient vehicles possible, and ones that can utilize more cost effect types of fuels.

**Map 12. Proposed Transportation Improvements, Page 77**