

CHAPTER 7

TRANSPORTATION

The Road Network

The Broadneck Planning Area includes both a highway network and limited transit service. The area is serviced by a single major north/south arterial, MD 2, and one major east/west route, US 50/301. There is also a single secondary east/west arterial, College Parkway. MD 2 provides a direct connection to Baltimore City and County and easy access to the City of Annapolis and US 50/301. College Parkway provides both internal circulation to the residents of the peninsula as well as an alternative means for travelers to the Eastern Shore to bypass the heavily congested MD 2/US 50/301 interchange. MD 2, in conjunction with US 50/301 and College Parkway serves not only the Broadneck Peninsula but also traffic destined for the Eastern Shore. The other parts of the secondary north/south roadway system consists of Bay Dale Drive and St. Margaret's Road. These roads provide a connection for the northern and southern portions of the Broadneck over US 50/301. Although it is almost in the center of the Planning Area, the limited access characteristic of the US 50/301 makes it more of a natural barrier to the residents of the planning area than an enhancement to local traffic circulation (refer to Map 4).

Although no state or county highway capital projects are under consideration in the planning area, the state is considering a flyover for the south to east traffic movement at the MD 2/College Parkway intersection. College Parkway is projected to come under future pressure from its dual role in serving the transportation needs of local and Eastern Shore traffic.

The Transit Network

The Maryland Mass Transit Administration (MMTA) provides the only transit service in the planning area via the #14 bus. The regular service originates at the Navy-Marine Corps Memorial Stadium with stops at various locations in Anne Arundel County along or adjacent to MD 2 terminating service at the Patapsco Light Rail Station. Within the bus route, selective service is provided along College Parkway, the Glen Burnie Motor Vehicle Administration, Marley Station and the Community College.

Park and Ride Facilities

No park and ride lot facilities are located within the Broadneck Planning Area. However, several park and ride lots are located in the MD 2 corridor north of the planning area.

Table 2.

TRANSPORTATION CAPITAL PROJECTS FOR THE BROADNECK SMALL AREA AS OF SEPTEMBER 2001.

STATE OF MARYLAND		
PROJECT	DESCRIPTION	STATUS
Eastbound US 50 (before Bay Bridge)	Widen toll plaza approach	Funding requested through 2003
ANNE ARUNDEL COUNTY		
PROJECT	DESCRIPTION	STATUS
Cape Saint Claire Road	Widen and add sidewalks between Woodland Circle and Hilltop Drive to improve access for emergency vehicles	Funding requested in 2001.
Chestnut Tree and Green Holly Roads	A Highway Safety Improvement Project to design and reconstruct the intersection with sidewalks to improve sight distance and safety	Project funded in the 2002 CIP Budget

Goal: Direct local traffic growth to county arterial roadways

The Broadneck Peninsula has an excellent system of roads for local traffic both around its communities and to locations off the peninsula. However, as the Broadneck population grows and as through traffic increases on US 50, traffic on local roads will increase. This growth must be directed to the appropriate arterial and collector roads and those roads must be ready to accept the growth.

College Parkway and Ritchie Highway are the main county level arterial roadways for Broadneck communities and businesses. Interchanges and connecting roads link them to US 50. Traffic levels on both of these arterials are high and growing and levels of service on them should not be allowed to decline. This requires that the capacity and level of service of these roadways be maintained and improved. It is equally important that scenic and historic collector roads, such as the Baltimore and

Annapolis Boulevard, St. Margaret's Road and Jones Station Road be protected from inappropriate levels of traffic.

Transportation Plan map 5

Recommendation: Improve the College Parkway/Ritchie Highway intersection, improve other intersections on College Parkway, monitor the traffic volume and safety on College Parkway and evaluate alternative improvements when warranted. Roadways such as the US 50 service roads and Bay Dale Drive need to be maintained and improved. In the design of improvements, the County and State should be mindful of adjacent communities and maintain buffers and space for bike and walk trails.

Goal: Plan for a significant increase in traffic on US 50

In recent years there have been major improvements to US 50 and the Severn River Bridge and Interstate I-97 has been constructed, all of which have improved the level of service on US 50 through Broadneck. Even so, road improvements to Route 301 in Delaware over the next several years are expected to generate significant additional car and truck traffic on US 50. Congestion and the related spill-over traffic onto local roads are concerns.

Recommendation: State and County officials with citizen representatives should start planning for the increased through traffic and for protection of local roads from being used as alternate routes for the interstate highway during periods of congestion.

Goal: Improve pedestrian access

Transportation on the Broadneck is dominated by automobile traffic. It is likely to remain so because most residents commute to their jobs outside the peninsula and there are substantial distances between residential areas and shopping areas. The present lack of pedestrian facilities discourages residents from walking even short distances. Pedestrian facilities such as sidewalks, shoulders and crosswalks are needed in densely populated areas. In shopping centers, pedestrian-friendly parking lots and intersections are needed to encourage safe pedestrian travel.

Recommendation: Increase the level of funding for intersection improvements, shoulders, and sidewalks in existing business areas and along arterial and collector roadways to start the process of making the Broadneck area more pedestrian-friendly.

Goal: Improve the view along the US 50 corridor

The view along US 50 is not up to the standard of the rest of the peninsula.

Recommendation: The view along US 50 should be improved by landscaping, particularly at intersections, on medians and at commercial establishments along the service roads.

Goal: Improve signage

There is a need to improve roadway signage directing travelers to local businesses and communities. Unified signage would help to create a stronger identity and sense of place on the Broadneck. Signage is particularly needed along the US 50 corridor, Ritchie Highway and College Parkway.

Recommendation: Signs with compatible design, announcing communities, approaching streets, and local business areas should be installed. Smaller signs for businesses should be encouraged to avoid sign clutter and improve appearance along roadways.

Goal: Plan for future public transportation needs

Currently, the only public transportation on the Broadneck is provided by buses that run north and south on Ritchie Highway. Public transportation is an opportunity to decrease traffic and automobile generated pollution, as well as to offer transportation to individuals who do not drive.

Recommendation: When studies indicate there is sufficient demand, a local shuttle or circulation service should be established. An ideal system would make east and west connections as well as serving the north and south points along Ritchie Highway.

Goal: Control Speeding

The problem of speeding on neighborhood streets is a concern of in many residents. The offenders include local residents as well as through traffic. Both create safety hazards for pedestrians and other drivers.

Recommendation: To counter the problem of speeding, two techniques are needed: radar enforcement and traffic calming. For new subdivisions, traffic calming techniques include landscaping, narrower roadways and more curves. In existing subdivisions, where there is strong community support and suitable roadways, calming techniques can include pavement narrowing, islands, traffic circles and speed humps.

Goal: Plan and build a bike and walking trail network

The Broadneck public and business forums and a citizen survey strongly support bike and walking trails to link neighborhoods, businesses, and public places, such as schools, parks, libraries, the Community College, and the City of Annapolis. Designing and establishing an interconnected trail system will be challenging because of protected historic and scenic roads, community concerns, and limited right-of-ways. Trails create alternatives to the use of automobiles for access between neighborhoods, local stores and public places. They can alleviate short car trips and are an enhancement to local recreational resources.

Recommendation: Involve Broadneck residents in the development and implementation of a Bike and Pedestrian Master Plan. The Plan should make recommendations for the area north of US 50 where

the Baltimore-Annapolis trail is already a success and a trail near College Parkway. Both the B& A Trail and the College Parkway Trail will connect to the greater national trail system including the Discovery Trail and the Freedom Trail.

In addition to completing the trails cited above, the plan recommends:

- Developing a trail system along winding, narrow roads, in the St. Margaret's area.
- Providing linkages between employment centers, residences and shopping, especially around the Bay Dale and College Parkway Shopping Center.
- In areas where public rights of way are limited, property owners should be encouraged to permit trails and walkways through the use of grants and incentives.
- Involving and consulting neighborhoods and communities in the trail and walkway development process.
- Supporting the Scenic and Historic Roads Program (Resolution 45-97) as described in Chapter 9 of this document.