

VII. TRANSPORTATION

The Deale/Shady Side Small Planning Area is located in the southeast portion of Anne Arundel County. It is served from the north and south by MD 468 (Muddy Creek Road), MD Rt. 256 (Deale Churchton Road) and by Franklin Gibson Road. East – west movements are served by a series of roads including MD 255 (Galesville Rd.), Shady Side Road, Fairhaven Road, and MD 261.

The Deale/Shady Side Area consists of a series of small peninsula's that are served by single in – out roadways, with the concentration of homes and people at the ends in subdivisions near the Chesapeake Bay or its tributaries. The general configuration of the area naturally limits construction of alternate roadway systems and forces people to use only one primary access road.

The need to provide significant expansion to the capacity of the roadway system does not appear to be necessary. The small area is projected to grow by an additional 1500 people in the next 20 years, to a total population of 12,692, making the required improvements safety related only.

Currently there are no new roadways or capacity expansions planned for any of the roadways in the area. MD 468 between Shady Side Road and MD 255 is included in the State FY 2000-2005 Consolidated Transportation Program for resurfacing and construction of bypass lanes. Improvements to the alignment of Snug Harbor Road to straighten a severe curve section (.2 mile) have been fully funded by the County with construction to take place within the next year or two.

The geography and topography of the area have created a series of issues which the Small Area Planning Committee has identified and formulated recommendations to address. Single point entry and roadways that do not meet current safety standards are two of the major concerns. However, there is a broad series of recommendations contained in this plan which are designed to improve traffic, pedestrian, and safety-related issues.

ISSUE: ROAD SAFETY

Major corridor roads and feeder roads in the Deale/Shady Side planning area, as described in the TRAFFIC SAFETY CONSIDERATIONS report (Appendix #1), now serve many times the population that existed at the time of their layout and construction and are now inadequate in their role as components of a community transportation network.

RECOMMENDATIONS:

Identify and list, in order of priority, road improvements needed to bring planning area roadways up to a standard adequate to serve the present population. Include the following actions:

MUDDY CREEK ROAD (MD 468)

1. Reconstruct section from Galesville Road to MD 256 intersection to the same standards used to reconstruct MD 468 from Galesville Road to MD 214.
2. Construct a traffic rotary (traffic circle) at the Owensville Road/Galesville Road/MD 468 intersection.
3. Construct a traffic rotary at the MD 468/MD 256 intersection.
4. Establish turn and bypass lanes at all intersections between Galesville Road and MD 256.
5. Construct sidewalks and/or other pedestrian facilities at MD 468/MD 256 intersection as suggested in the Rhodeside and Harwell concept plan for Churchton Commercial Center.

SHADY SIDE ROAD (MD 468)

1. Add 5ft. wide shoulders from MD 256 to East-West Shady Side Road.
2. Establish turn and bypass lanes at all intersections from MD 256 to East-West Shady Side Road.
3. Increase the radius of the turn onto Snug Harbor Road and reconfigure the intersection to eliminate the stop for Snug Harbor Road traffic turning onto MD468.
4. Require as a condition of use that a future development of the Smith Building Supply property include an emergency traffic bypass route around the perimeter or through the property.

DEALE-CHURCHTON ROAD (MD 256)

1. Add 5ft. wide shoulders from MD 468 to Deale Library property.
2. Establish turn and bypass lanes at all intersections from MD 468 to Deale Library property.
3. Construct a traffic rotary at MD 258 intersection.
4. Construct a traffic rotary or install computer controlled, demand activated light at Franklin Manor Road intersection.
5. Construct sidewalks and/or other pedestrian facilities as suggested in the Rhodeside and Harwell concept plan for Deale Town Center.

DEALE ROAD (MD 256)

1. Add 5ft. wide shoulders from MD 2 to Tracys Creek Bridge.
2. Reconfigure the Franklin-Gibson Road intersection to eliminate traffic having to turn from or onto MD 256 below top of MD 256 grade.
3. Reconfigure the Masons Beach Road intersection to eliminate traffic entering MD 256 at the apex of a 90-degree turn.
4. Construct sidewalks and/or other pedestrian facilities from Herrington Harbor North Marina to Deale as suggested in the Rhodeside and Harwell concept plan for Deale Town Center.

SNUG HARBOR ROAD

1. Add 5ft. wide shoulders from MD 468 to the Village of Shady Side.
2. Widen travel lanes and add 5ft. wide shoulders from Shady Side Town Center to West End Avenue.
3. Establish turn and bypass lanes at all intersections.
4. Maintain the present road configuration in the area of Shady Side Village Center (Specifically, the two 90 degree turns) to protect the commercial area from high-speed traffic and to preserve the character and integrity of the area.
It is recommended that the CIP project currently funded for this roadway be amended to delete the straightening and that minor modifications be made to improve safety.
5. Construct pedestrian access from the Village of Shady Side to the end of Atwell Road (Chesapeake Bay Institute) and to Jack Creek Park.
6. Construct pedestrian access from Shady Side Town Center to Shady Side Park.

CHALK POINT ROAD

1. Widen travel lanes and add 5ft. wide shoulders from MD 468 to Henry Avenue.
2. Construct pedestrian access from Cedarlea Drive to MD 468 as suggested in the Rhodeside and Harwell concept plan for Churchton Commercial Center.

FRANKLIN MANOR ROAD

1. Add 5ft. wide shoulders from MD256 to Carvel Street.

MASONS BEACH ROAD

1. Construct sidewalk(s) along roadway to allow pedestrian access from surrounding area to Deale Elementary School and to Deale Town Center as suggested in the Rhodeside and Harwell concept plan for Deale Town Center.

ISSUE: BICYCLE LANES AND PATHS

Although every part of the Deale/Shady Side planning area is within reasonable bicycling distance of every other part, and the level, scenic terrain seems to welcome travel by bicycle, recreational or utility use of bicycles on the planning area's roadways, exposes bicyclists to a high degree of risk.

RECOMMENDATIONS:

1. As shoulders are added to the planning area roadways (see Appendix C - Traffic Safety Report), establish marked bicycle lanes in accordance with applicable standards.
2. Incorporate bicycle access in planning for Village Center development and public parks.

ISSUE: PUBLIC TRANSPORTATION

Although access to mass transit (bus) into Washington, D.C. and Baltimore is provided outside the Deale/Shady Side planning area at points along MD 4 and MD 2, the planning area itself lacks any form of public transportation. A driver's license and a functioning vehicle rank above even food and shelter as survival necessities. This puts the young, the elderly and the poor at significant social and economic disadvantage. However, the potential number of riders may not justify, in the eyes of taxpayers Countywide, a government-funded transit system for the planning area.

RECOMMENDATION:

County governmental agencies should assist with the establishment of a program of partnerships with owners of vehicles for hire, providing vehicle purchase, insurance and fare subsidies in exchange for agreements to provide specified levels of public transportation service.

ISSUE: The Deale/Shady Side planning area's shoreline and that of the adjacent South County planning area are scenic, extensive and well-endowed with public parks and villages. However, road access is circuitous and must take place on largely substandard and occasionally dangerous roadways.

RECOMMENDATION:

Establish a program with commercial ferry and charter boat operators to develop water transport as an alternative to private vehicle or tour vehicle access to waterfront areas. Docking facilities should be provided at all publicly owned waterfront properties, not to interfere with those facilities designated by the County for use by commercial watermen. Water transport links should include Quiet Waters Park in Annapolis, Londontown Public House Park, South River Farms Park, Mayo Beach Park, Beverly-Triton Beach Park, Smithsonian Institute property, Galesville, Chesapeake Bay Institute property, Shady Side, Jack's Creek Park, Franklin Point Park, and Deale.

ISSUE: SCENIC AND HISTORIC ROAD PRESERVATION

There is no ordinance or program in place, which would allow preservation of the physical aspect of rural roadways in Anne Arundel County. The Anne Arundel County Historic and Scenic Road Preservation Program authorized by the County Council has never been implemented.

RECOMMENDATION:

The County Executive should direct that a committee comprised of citizens and professional planners review the work of the commission originally tasked with codifying the Historic and Scenic Road Preservation Program. This committee should complete the codification within twelve months of completion of the Small Area Plan adoptions and immediately initiate public nominations of roadways for inclusion in the program.

DRAFT MAP

TRANSPORTATION IMPROVEMENTS