

Transportation

Existing Road Network

The existing road network serving the Edgewater/Mayo area is shown on Map 5. The area is served by two major north/south arterials, Solomon's Island Road (MD2) and Riva Road. Solomon's Island Road serves as the major arterial providing a gateway between Annapolis and the southern Maryland counties as well as a link to Central Avenue (MD 214), US 50/301, I-97 and the Parole Town Center. Riva Road provides the other major north/south arterial roadway in the planning area, providing a connection to the Parole Town Center, US 50/301, Aris T. Allen Boulevard, I-97 and Central Avenue. The major east/west traffic movements in the Edgewater Planning Area are provided by Central Avenue and Mayo Road (MD 253). Central Avenue is the major east/west connection in the planning area providing direct linkage from the Mayo Peninsula to Prince George's County and I-95/I-495 along the Washington Beltway. Mayo Road provides an alternative to the congested Solomon Island Road-Central Avenue-Mayo Peninsula route as well as access to the Mayo Road retail corridor.

The capacity and safety problems experienced along MD 2 prompted the Maryland State Highway Administration to provide funding for widening and safety improvements for MD 2 between Pike Ridge Road and Virginia Avenue. The project includes adding additional lanes in each direction and left turn lanes at all major intersections, and additional roadway space to accommodate bicycle use as well as sidewalks. The estimated completion date for this project is 2002. The limits of the MD 2 improvements project are shown on Map 6.

In addition to the above State project, the County's Capital Program for fiscal year 2002 includes funding for improvements to the intersection of MD 214 and Muddy Creek Road (MD 468). This project includes construction of an additional lane along northbound MD 468 to provide for a double left turning movement with adequate receiving lanes along westbound MD 214, and construction of a left turn lane along westbound MD 214 at MD 468.

Public Transit Service

Scheduled transit service is not provided in the planning area. However, there are four major transit routes providing service to the Annapolis area. The MTA #14 route 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 MTA #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 MTA #921 originates at the Navy Marine Corps Memorial Stadium, has several stops on West Street in Annapolis as well as the Harry S. Truman and Davidsonville Park and Ride lots and terminates service at the New Carrollton Metro Station. The MTA #922 originates at the Kent Island Park and Ride, follows the same route as the #921 but proceeds directly into Washington, DC from the

Map 5

Map 6

Harry S. Truman Park and Ride lot excluding the Davidsonville Park and Ride lot and the New Carrollton Metro Station stops. Annapolis Transit of the City of Annapolis provides transit service in the greater Annapolis area but does not provide service south of the South River Bridge. Trailways bus line operates limited intercity transit service to Annapolis on a layover basis.

The only park and ride facility located in the planning area is the Baptist Church lot west of the MD 2/MD 214 intersection.

Issues Related to Transportation

The following transportation issues were identified at public forums and by committee members.

Traffic congestion: Traffic congestion was one of the most frequently heard concerns at public forums. The MD 2 corridor and Mayo Road are the most congested roadways in the area, although MD 214 and Riva Road also experience problems with traffic congestion. The widening of MD 2 through Edgewater currently underway by the State Highway Administration should alleviate problems along that heavily-congested stretch of highway.

Lack of bike paths, sidewalks, and connections between activity centers: Residents expressed a need for improved bicycle and pedestrian connections between residential, recreational, and commercial areas, particularly on Mayo Road, MD 2, and portions of Central Avenue. The Countywide Pedestrian and Bicycle Master Plan currently underway should identify the missing links and new connections needed to complete a bicycle/pedestrian system in the Edgewater/Mayo area.

Safety and ease of access are major concerns along Mayo Road. Although no capital projects are currently planned for this road, consideration should be given to the issues of off-street parking, driveway access and sidewalks. A plan to consolidate the existing driveways along Mayo Road and redesign substandard parking areas to eliminate vehicles from backing onto Mayo Road should be implemented in cooperation with Anne Arundel County and the State of Maryland. Where feasible, improvements should be made as soon as possible. However, these improvements may take place over an extended time period as changes in business ownership or major property improvements occur. The benefits that would occur include increased vehicular and pedestrian safety, a decrease in traffic congestion and an easily identifiable and accessible retail area.

Lack of alternative transportation modes: There is little or no alternative transportation service available in the Edgewater/Mayo area. There is interest in initiating a weekend shuttle service connecting the planning area with retail centers in Parole and the City of Annapolis. This can be explored in a joint City/County transit development plan as part of the planned Annapolis Regional Transportation Study or the Maryland Comprehensive Transit Plan.

Potential demand may exist for additional park and ride locations to service traffic destined for the interstate highways or Washington, DC. A park and ride lot in the South River Colony complex should be considered if the aforementioned shuttle service is initiated. An effort should be made to

make the public aware of the existing park and ride lot and ridesharing opportunities in the area.

Safety concerns along MD 214: Shoulders on MD 214 are needed to provide safe access for emergency vehicles, bicycles and children walking to school. A pedestrian overpass or safe crossing over MD 214 at the South River Educational Complex should be provided. Additionally, the intersection of Loch Haven Road and MD 214 was identified as a dangerous intersection.

Goals and Recommendations

Goal: Integrate land use and transportation planning to control growth and development.

Recommendations:

- 1.1 Improve coordination between the County and the State relative to transportation and land use projects early in the review and approval process.

Goal: Reduce traffic congestion.

Recommendations:

- 2.1 Manage traffic through greater use of Intelligent Transportation Systems (ITS) and Transportation Demand Management (TDM) measures as alternatives to expansion of the highway system.
- 2.2 Establish the option of transit use for special events in the short term, and work toward supporting a true transit system in the long term linking Edgewater/Mayo to Annapolis.
- 2.3 Design and construct a bikeway linking communities within the Edgewater and Mayo areas to parklands on the peninsula.

Goal: Improve road safety.

Recommendations:

- 3.1 Identify specific improvements that can be implemented as soon as possible to improve safety along MD 214, including but not limited to shoulders, widening at intersections, and turn lanes. Also identify potential improvements to improve safety along Riva Road.
- 3.2 Install a pedestrian bridge over MD 214 at the South River School site, or implement other solutions to increase the safety for pedestrian crossings.

Goal: Minimize transportation impacts on the environment.

Recommendations:

- 4.1 Provide off-road bikeways and pedestrian trails to popular destinations on the peninsula and vicinity, such as Beverly Triton Beach Park, South River Farms Park, Loch Haven Park, Annapolis, etc.
- 4.2 Ensure that precautionary measures to protect the environment, including silt fencing and monitoring of clearing, grading and construction, are taken before, during and after all road construction projects.

Goal: Transportation projects should improve existing economic centers.

Recommendations:

- 5.1 Identify specific transportation improvements such as roads, transit, pedestrian and bicycle ways, that can be incorporated into plans for redevelopment of the Mayo and Pike Ridge Village Centers.

Goal: Improve public awareness of transportation programs and projects.

Recommendations:

- 6.1 Improve ways to coordinate and disseminate information on transportation issues and projects to community residents and business owners.

Goal: Reduce driveway access along MD 2.

Recommendations:

- 7.1 Provide access roads to businesses parallel to and on both sides of MD 2 to reduce driveway access directly onto MD 2, and discourage approval of any new direct entrances onto MD2. Service roads should be constructed along the west side of MD 2, from Virginia Avenue to Pike Ridge Road and on the east side of MD 2 between Mayo Road and Pike Ridge Road.
- 7.2 Obtain rights-of-way or easements from property owners as soon as possible to begin planning for these service roads.
- 7.3 Leave open the option of realigning the runway at Lee Airport to facilitate the location of a service road on the west side of MD 2 in the vicinity of Lee Airport.