

VIII. TRANSPORTATION

Existing Conditions

The Lake Shore Small Area is a peninsula overlooking the Magothy River, Patapsco River and the Chesapeake Bay. It is adjacent to the Pasadena/Marley Neck Small Area and is within close proximity to Baltimore City. Because of its unique location, the Lake Shore Peninsula is home to some wonderful waterfront neighborhoods in the County.

Road Network

The roadway network serving the Lake Shore Small Area consists of major state highways and local roads. Mountain Road (MD 177) is the primary roadway where most of the commercial activities are located. It is identified as a principal arterial in the *General Development Plan* (GDP). It connects the peninsula to the rest of the County, the Baltimore Washington International Airport and Baltimore City via other state roads and interstates, such as MD 100, Baltimore Annapolis Boulevard (MD 648), Ritchie Highway (MD 2), Furnace Branch Road (MD 270), Interstate 97, and the Baltimore Beltway (I-695). MD 177 is also the only roadway linking Gibson Island to the mainland via Gibson Island Causeway. Other state roads in the area include Hog Neck Road (MD 607) and Fort Smallwood Road (MD 173) that connect neighborhoods to the commercial corridor on MD 177. Both of these facilities are identified as minor arterials in the GDP. The local road system is essential in circulating traffic between the residential and commercial areas. It is also vital in providing access to the local parks and community amenities. The roadway network is shown on Map 10.

Table 19 lists the transportation improvement projects in the State of Maryland's Consolidated Transportation Program (FY 2002-06), and the County's FY 04 Capital Improvement Budget. In addition, the County's *General Development Plan* (GDP) recommends the following for the Lake Shore:

1. A study of a bypass for Mountain Road was identified as one of five major transportation studies in the County. The study project is 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. Alignments will be proposed as part of the study.
2. Provide a connection between Mountain Road and Fort Smallwood Road to relieve traffic congestion and improve traffic circulation and safety in the area.
3. Upgrade Mountain Road and improve safety conditions between MD 100 and Pinehurst Road.
4. Provide a one-way connector between Magothy Beach Road and Magothy Bridge Road to give access to the Beachwood Forest Community. (This project is complete).

Table 19. Current Transportation Improvement Projects in the Lake Shore Small Area		
Project	Description	Status
State Project		
MD 607	Resurfacing from MD 177 to MD 173.	Complete.
County Projects		
MD 173/Edwin Raynor Boulevard	Intersection reconfiguration.	Complete.
MD 173/MD 177	To construct a connection between MD 177 and MD 173 from the intersection of MD 177 and MD 100. The project also includes a study, design, and construction of capacity improvements to MD 173 and MD 607 between MD 177 and the proposed Tar Cove Park site.	Two phases: Phase I will be constructed from MD 173 south to a point approx. 2000 feet from MD 177; Phase II will construct the connection to MD 177.
Magothy Beach/Magothy Bridge Construction	To provide for a one-way road connecting Magothy Beach Road to Magothy Bridge Road for alternative egress for the Beachwood Forest Community thereby reducing traffic congestion at the Woods Road intersections at Magothy Beach and Magothy Bridge Roads.	Complete.
Woods Road Bike Path	To provide a bike path from the Chelsea Beach Community to the Lake Shore Park, and a culvert beneath Woods Road.	In progress.

Hiker-Biker Network

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

Tier 1 and Tier 2 Improvements, Pedestrian Improvement Zones and Corridor Plan Locations are all recommendations within the Pedestrian and Bicycle Master Plan. 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. Within the Lake Shore Small Area, the Pedestrian and Bicycle Master Plan recommends MD 177, MD 173 and Edwin Raynor Boulevard for Tier 1 Improvements. The intersection of Fort Smallwood Road and Edwin Raynor Boulevard is identified in the Pedestrian and Bicycle Master Plan as a Pedestrian Improvement Zone (See Map 11).

Assets/Issues/Goals/Recommendations***Assets/Issues:***

The Lake Shore Small Planning Area consists of a single large peninsula that is served by two major roads, MD 177 (Mountain Road) and MD 173 (Fort Smallwood Road). These two major arteries converge in the general area of Hog Neck Road (MD 607) and MD 100, creating congestion in this area. In addition, Mountain Road and Fort Smallwood Road are inadequate to serve an increasing population. It is felt additional improvements will need to be made in the near future to provide for development that is already planned for in the area. Proposed transportation improvements are shown on Map 12.

Goal: Provide safe and adequate roads (Fort Smallwood Road and Mountain Road) to service the current population and that which will be developed under current zoning.

Recommendations:

1. Conduct a detailed study of the roads within the planning area and determine what improvements need to be made to ensure safety, adequate maintenance of traffic flow, and alternative transportation needs including bike lanes and sidewalks.
2. Provide a better connection(s) between Fort Smallwood Road and Mountain Road. Evaluate Hog Neck Road for possible improvements (widening, third lane, fourth lane etc.) and/or an alternative connector between Fort Smallwood Road and Mountain Road. Improvements should be provided as soon as possible.
3. Develop a system of transportation demand management including, but not limited to, ridesharing, telecommuting, compressed workweeks, and local and interconnecting bus service.

Map 12. Proposed Transportation Improvements – Page 69