

## **Chapter 8**

### **Transportation**

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#### **Existing Conditions**

The transportation system in and around Severna Park consists of a network of roads, transit and bicycle and pedestrian facilities. New road construction as well as realignments and relocations are being planned for, designed and built in the planning area. These improvements are associated with improving traffic safety and operations.

#### **Roads**

The Severna Park Area is bisected by MD 2 (Ritchie Highway). This principal arterial extends from Glen Burnie to the north, running southeasterly toward Arnold. The planning area is also bound on the western edge by I-97 and MD 3 (Veterans Highway). Both of these roads provide direct access to Baltimore to the north and Annapolis to the South. The area is served by a number of other arterials and major collector roadways. MD 3 (Veterans Highway), Baltimore Annapolis Boulevard, and Jumpers Hole Road provide additional north/south connections serving the area. East-West Boulevard, Pasadena Road, Earleigh Heights Road/Magothy Bridge Road, and Benfield Boulevard provide the Severna Park Area with east/west connections that link the primary roadways (refer to Map 4).

#### **Transit**

The Maryland Mass Transit Administration (MTA) provides transit service throughout the planning area. The #210 originates in Kent Island, stops at various locations in Anne Arundel County including a number of stops along MD 2 within the planning area, terminating service in downtown Baltimore at the State Office Center. The weekday service is offered during the morning and evening peak hours. The #14 originates in Annapolis and is destined for the Patapsco Light Rail Stop at the Baltimore City Line. This route has stops at the periphery of the planning area, at Baltimore-Annapolis Boulevard and McKinsey Road in the south and at Ritchie Highway and Jumpers Hole Road in the north. All-day service is provided during the weekdays, while limited service is provided on weekends and holidays.

#### **Bicycle and Pedestrian Facilities**

The major bicycle/pedestrian facility in the Severna park area is the Baltimore and Annapolis Trail, a 13.5 mile paved hiking and biking trail that extends from MD 176 to Annapolis. The B&A Trail, formerly the right-of-way of the Baltimore and Annapolis Railroad, is owned by Anne Arundel County and is under the jurisdiction of the County's Recreation and Parks Department. Over 6 of the 13.5 miles are located within the planning area, providing both recreational and transportation opportunities.

**Table 1****Greater Severna Park Transportation Projects**

	<b>Project</b>	<b>Description</b>	<b>Status</b>
<i>County Projects</i>			
	Pasadena at Lake Waterford	Add left turn lane on northbound MD 648 at Catherine Avenue	Presently being designed. Development bids to begin in Winter of 2002.
	Jumpers Hole Road at Jumpers Mall	Design and construct traffic signal	Construction will be permitted when the traffic signal meets MUTCD.
<i>Regional</i>			
	MD 2 from US 50/301 to MD 100.	A study to provide a continuous six lane section on MD 2.	Baltimore Regional Transportation Plan as a study
	Interchange at College Parkway and MD 2.	A study to provide a full or partial interchange.	Baltimore Regional Transportation Plan as a study

**Opportunities and Constraints**

The Severna Park Planning Area is predominantly residential with the majority of the office and commercial development concentrated along MD 2 as well as along Veterans Highway, north of Benfield Road. Adding to the challenge of the transportation system is that the planning area is bounded on the eastern and southern borders by the Magothy and Severn Rivers respectively. Through traffic destined for the southeast is primarily limited to utilizing MD 2. The western section of the planning area provides access to I-97 which in turn provides excellent connections to Baltimore and BWI to the north, and Annapolis and points south as well as MD 32 and Fort Meade to the west.

The challenge exists in MD 2 remaining both a commercial corridor as well as serving through and local traffic East-West Boulevard provides a major connection between MD 2 and Veteran's Highway. Several other relocations and realignments on existing secondary roadways, when complete, will provide improved safety conditions and traffic flow. Increased transit opportunities along this corridor will help mitigate traffic congestion, improve air quality, and serve existing and future development. Transit options should be identified to not only serve the immediate planning area but also to serve the region, connecting to Baltimore to the north and

Annapolis to the south. Future Hiker/Biker Trails should attempt to connect to the B&A trail, providing a seamless network for both recreational and commuting options.

The Severna Park Small Area Plan's transportation concept seeks to provide a balanced relationship between land development and the provision for adequate transportation facilities.

It is important to understand that the proposed transportation system is an ultimate network based on the build-out of land uses recommended in this plan. For most facilities, incremental improvements and reconstruction toward ultimate design will occur over time as warranted by travel demand and funding availability. Many of these facilities or portions thereof could be constructed by developers as part of the ongoing development process. Therefore, as development occurs, ultimate rights-of-way that are dedicated by developers will be required to accommodate long-term planned facilities.

The primary goal is to provide a reasonable transportation network within the Severna Park Small Planning Area that maximizes safety and efficiency, and provides for a variety of modes of travel in an integrated manner. Several of the recommendations address the need to move people efficiently through the Severna Park Corridor, particularly commuter traffic, while also reducing speed and taking safety precautions on the interior residential roads. Special attention must be given to maintaining traffic flow on East West Boulevard and MD 2, while also maintaining safety.

#### **Transportation Recommendations:**

- Reduce existing traffic congestion, improve existing circulation deficiencies, decrease accidents, and develop a reasonable transportation system with sufficient capacity to accommodate additional traffic generated by future land development.
- Encourage a mass transit system, including park-and-ride facilities, which provides efficient and comfortable service to supplement the private automobile, conserves energy and improves air quality.
- Maintain, where possible, the design capacity and traffic flow efficiency of existing and planned highways by controlling access, providing adequate rights-of-way and discouraging high traffic generating development with immediate access adjacent to intersections and/or interchanges.
- Develop non-vehicular facilities, including pedestrian/hiker trails and bicycle ways that link residential and commercial areas, employment centers, recreational areas, and green spaces and open space.
- Identify roads for preservation as part of the Anne Arundel Rural Roads Program.
- Evaluate the possible acquisition of rights-of-way in order to provide for incremental extension or expansion of planned transportation facilities as demand warrants, and at a reasonable cost, with minimum property displacement.

- Residents of new properties adjoining highways shall be protected from visual intrusion by the use of setbacks, landscaping and/or fencing as required by Anne Arundel County ordinances.
- Local service roads should be provided, where necessary and feasible, on arterial roads to serve intensive development areas to eliminate disruption to through traffic caused by excessive points of ingress and egress.
- Freestanding signs advertising commercial activities adjacent to major thoroughfares should be discouraged and/or consolidated to the extent possible.
- Create a jitney system that provides transportation services between the neighborhoods and the village centers making centers more accessible for all residents, but in particular non-drivers, such as teenagers, seniors, and the handicapped.
- Advocate a system of cross walks and pedestrian overpasses especially connecting commercial centers along Ritchie Highway.

### **Priority Areas**

Several areas within the Severna Park Small Area plan are in need of priority attention by the State and County. The following intersections have been identified as potential safety hazards.

1. The intersection at Ritchie Highway, Robinson Road, Leelyn Road, and Asbury, known as 'Malfunction Junction' by local residents. Problems specific to this intersection are as follows:
  - Blind corner for traffic turning both ways at Asbury Road.
  - Better access needed for local residents east of Ritchie Highway to get to businesses and to go south on Ritchie Highway.
  - North bound, rush hour, traffic on Ritchie highway trying to get on 648.
  - Pedestrian crossings and signals needed at this intersection.
2. The congestion on Benfield Road as a result of commuter traffic using I-97
  - Improve the access onto Benfield Road from the Safeway shopping center at Jumpers Hole Road and those across the street, like O'Shea's Restaurant.
3. The intersection of Evergreen, Riggs, Maple, Holly and Old County in the area known as 'Old Severna Park'.

- Southbound traffic on Evergreen trying to turn left onto Riggs
  - Northbound traffic on Evergreen trying to turn left onto Maple or Riggs
  - Pedestrian and bike traffic from both the school and the B&A Trail within these intersections.
4. Maryland 648 and Ritchie Highway near the community of Berrywood.
  5. The intersection between McKinsey and Ritchie Highway.

### **Transportation Demand Management (TDM)**

Transportation Demand Management (TDM) measures should be utilized as a strategy to help solve transportation problems by a more efficient use of the existing roadway system, rather than a continued construction of new facilities. TDM measures include the following: transit related programs, parking restrictions, car pool/vanpool programs, non-vehicle commuting modes and alternative work hour programs. TDM's should not be used as a means to raise revenues for financing road construction.