

## CHAPTER 4: TRANSPORTATION

### Introduction

Annapolis seeks to enhance mobility and accessibility within the city by advancing realistic and achievable land use concepts and transportation strategies. This Plan calls for a fundamental shift in transportation planning and development. The City's efforts to improve mobility and accessibility will mean that automobile use in the city cannot be allowed to grow as a percent of total trip making.

While this is a city transportation plan, it is informed by and takes into account development and traffic trends outside of Annapolis that have a bearing on the city.



West Street

### Primary Challenges

In past decades while there was still a net outflow of commuters from the city to distant work locations, incremental highway expansions were seen as reasonable solutions to the problem of peak-period congestion.<sup>6</sup> Not any longer. Indeed the nature of the problem has changed. Today, there is a net inflow of workers and visitors each day.

The movement of people and goods throughout the city and to and from the growing residential and shopping areas adjacent to the city is also now extensive. Special events to which the City plays host also add to congestion and parking problems at certain times of the year. All of this is complicated by geography and the fact that access to and from the regional highway system is confined to only a few routes. The area highway system is operating at or near its capacity, so even minor disruptions (e.g. an accident) can cause gridlock on the network of streets and highways serving the city. Continued regional growth will contribute to the city's transportation challenges.<sup>7</sup>

Annapolis is also home to many people whose travel and housing options are limited because of lower income levels, driving ineligibility, or disability. Rising fuel prices also affect travel decisions. The air quality and other environmental impacts of automobile use and traffic congestion are now broadly acknowledged.

Transportation

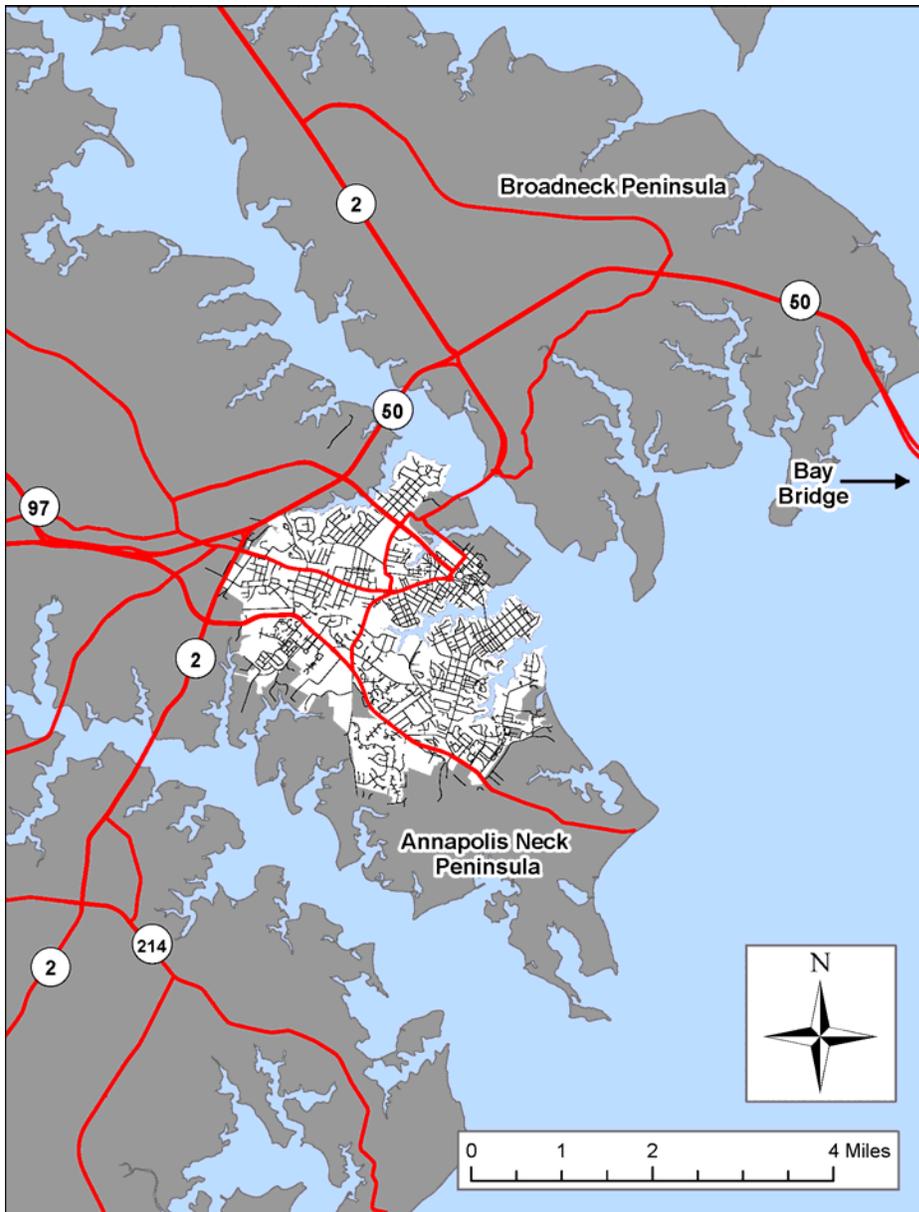


<sup>6</sup> Major highway projects in the Annapolis area were constructed, including Aris T. Allen Boulevard, Interstate Highway Route 97, connecting MD Route 2 to Forest Drive, and the Rowe Boulevard expansion.

<sup>7</sup> The federal Base Realignment and Closure Act (BRAC), which will consolidate many federal defense related jobs in Maryland, is expected to add approximately 10,000 jobs and 4,400 housing units to Anne Arundel County.

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In light of current conditions and forecast growth, expanding streets and highways to accommodate automobile travel will not increase overall mobility or accessibility, nor will it make the most efficient use of our public rights-of-way. Even the state and county highway improvements presently programmed for the Annapolis area will not, in the long term, meaningfully improve operations over current conditions. Without a decisive course correction in transportation policy, by 2030, traffic congestion will impede the flow of goods and services, choke the quality of life in the city and its environs, and dim the ambience that attracts millions of yearly visitors.



**Figure 4-1 Regional Automobile Routes**

## Summary of Existing Conditions

An inventory and assessment of streets and highways, local and regional transit service, the bicycle and pedestrian network, and parking conditions are documented in Appendix A. Key findings are summarized in this section.

- **Streets and Highways.** Figure 4.2 shows the functional classification of streets and highways in Annapolis. The arterial street and highway network which is intended to carry comparatively large volumes of traffic includes freeways, such as MD Route 50 and Aris T. Allen Boulevard (MD 665), Major Arterials such as Forest Drive (MD 665) and Rowe Boulevard (MD 70), and Minor Arterials such as West Street (MD 450) and Bay Ridge Avenue (MD 181). The Major and Minor Collector streets function to collect traffic from neighborhood or residential streets and convey that traffic to arterial streets and highways. Examples of streets that perform this function include Tyler Avenue and Gemini Drive.

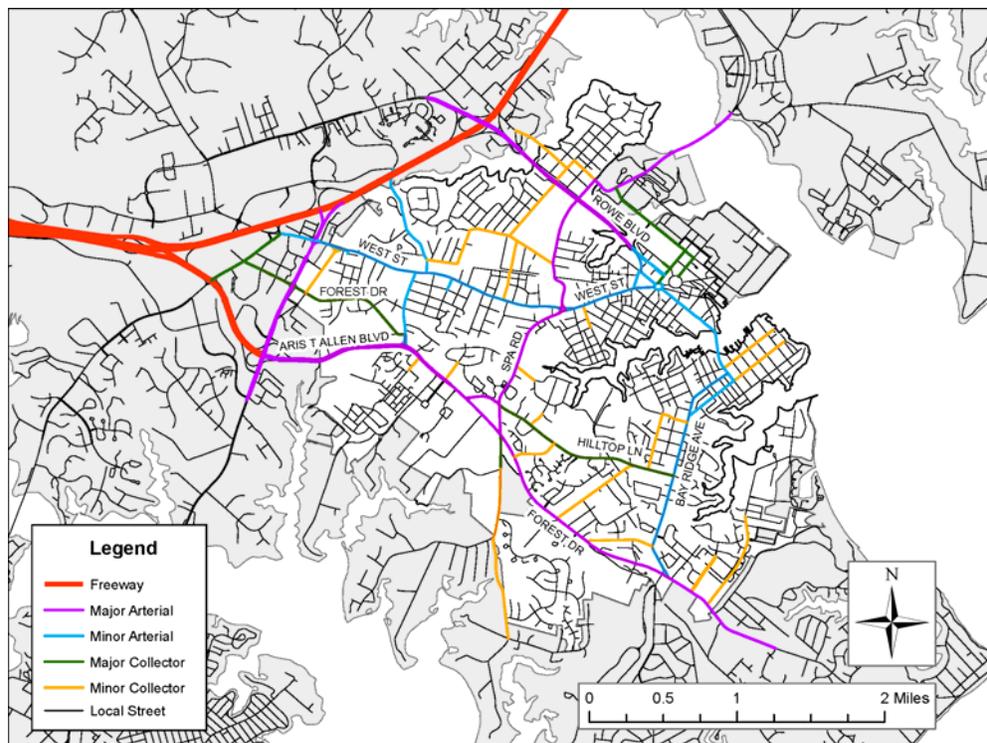
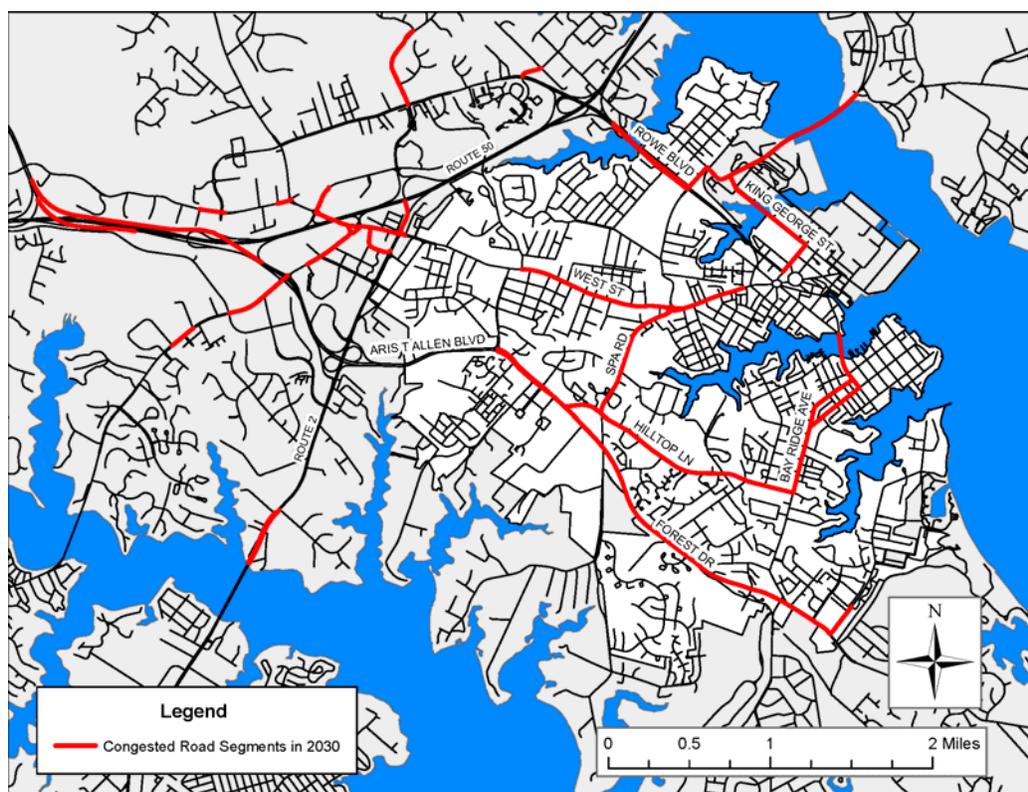


Figure 4-2 Functional Classification Map

- **Congestion.** The major streets and highways shown on Figure 4.2 have since the last Comprehensive Plan continued to experience increasing traffic volumes and deteriorating levels of service. Figure 4.3 shows the distribution of congestion expected in the year 2030. It represents the results of a 2030 travel forecasting model employed in the development of this Plan. In projecting the level of congestion for the year 2030, the model incorporated the latest socioeconomic data and roadway improvements planned or programmed by the City, Anne Arundel County, and the regional transportation plan. As shown, by 2030 all major radial and cross-town routes will experience severe congestion including significant sections of Forest Drive (MD 665), Hilltop Lane, Bay Ridge Road (MD 181), Spa Road (MD 387), Taylor Avenue (MD 435), West Street (MD 450), and Rowe Boulevard (MD 70). Sections of these roadways will operate at failing levels of service during peak travel periods.



**Figure 4-3 Congested Road Segments (Peak Hour) - 2030 Map**

- It is in this context that the Comprehensive Plan represents a rejection of the Baltimore Regional Transportation Board “Outlook 2035” as it pertains to Annapolis. Outlook 2035 is the long-range transportation plan prepared for the Baltimore metropolitan area.<sup>8</sup> While recognizing that this regional Plan is constrained by fiscal resources, it reflects a timid vision of the future. It recommends no regional transit investment to serve the Annapolis area but proposes a two-lane widening of US Route 50/301.

<sup>8</sup> The Baltimore Regional Transportation Board is the federally designated Metropolitan Planning Organization covering a six county region, inclusive of Annapolis. All federally funded transportation improvements come out of this regional planning process.

- ▶ **Local Transit Service.** Almost three quarters of all city residents live within a 5-minute walk to a bus stop. The City operates a local bus transit system, which includes two free downtown shuttles, regular fixed route services on five routes, and one deviated fixed route service.
- ▶ **Regional Rail & Bus Service.** Regional commuter bus services provided by the Maryland Transit Administration (MTA), Greyhound and other private companies connect Annapolis with Washington DC, Baltimore, and BWI Airport. Annapolis lacks rail access to both Washington, DC and Baltimore. The closest DC Metro Station is the New Carrollton Station, and the nearest Baltimore Light Rail Station is Cromwell Station in Glen Burnie.
- ▶ **Bicycle Network.** Bicycle lanes and routes in Annapolis are limited and fragmented. There are few streets with designated bicycle lanes, although off-road trails are part of the City's Colonial Annapolis Maritime Trail system (shown in Chapter 6 – *Parks*, Figure 6-2). In general, it is difficult to provide bike lanes on the city's historic streets, and on other roads the right-of-way widths frequently cannot accommodate bicycle lanes. In early 2008, the Annapolis Bicycle Transportation Committee (ABTC) was convened to assess the city's bicycle network and amenities and recommend improvements. The ABTC's Nov. 2008 Report proposed short- and long-term solutions to improving Annapolis bicycle facilities and assessed critical missing links in the network. To guide future City decisions in regards to bicycle facilities, the ABTC proposed the Vision Statement in Figure 4.4.
- ▶ **Pedestrian Network.** Streets in the historic downtown and sidewalks along many recently reconstructed roads provide a good experience for pedestrians and are designed at a scale that makes walking enjoyable. Thousands of tourists visit Annapolis every year and walking is their primary means of experiencing the city. However, even though Annapolis has the reputation of being a walkable city, more needs to be done to enhance city-wide pedestrian connectivity. Pedestrian conditions on some roads are characterized by narrow sidewalk widths and deteriorating conditions. These areas are often blocked by utility poles or tree wells, interrupted by curb cuts or gaps, and sometimes end without warning. In 2004 the City produced the TeamPed map, which acts as an assessment of pedestrian connectivity throughout the city and prioritizes routes in need of improvement (Figure 4.5).
- ▶ **Parking.** Parking issues in Annapolis are generally confined to downtown: at times the demand for parking outweighs the supply, especially during special events that attract large numbers of visitors. Residential parking permits issued greatly out-number on-street spaces available in the downtown districts. Finally, during weekday business hours, much of the parking downtown is in use by vehicles parked there for the full-day. Meanwhile, the pricing structure for the Navy Stadium Lot does little to encourage drivers to park there rather than driving downtown to park.

- ▶ **Ongoing Transportation Planning.** Transportation planning, at various levels of study, in the Annapolis area is an ongoing endeavor. The regularly updated and adopted Annapolis *Transit Development Plan* provides guidance to the expansion and operation of local buses.<sup>9</sup> The City is working on projects at various stages of implementation to create a coherent pedestrian and bicycle network. Anne Arundel County and the Maryland Department of Transportation have planned expansions to the highway network serving the Annapolis area, including the Forest Drive Corridor. The City has studied enhancing the capacity of Forest Drive (MD 665) through construction of a relief road.<sup>10</sup> Many other improvements have been recommended over time, studied, and documented,<sup>11</sup> and the City continues to seek cooperation and opportunities for joint planning with Anne Arundel County.<sup>12</sup>

**Vision Statement by the Annapolis Bicycle Transportation Committee. April, 2008.**

The City of Annapolis recognizes the many environmental, economic and health benefits of walking and bicycling for both transportation, recreation and tourism in our city. Foremost among these benefits are reduced traffic and parking pressure, stronger communities and neighborhoods, and enhanced mobility for all residents and visitors. Therefore, it shall be the policy of the City of Annapolis to invite, welcome and encourage more bicycling by planning, developing and continually improving safe and accessible streets through programs like Safe Routes to School and off-road networks and amenities such as bicycle storage, signage, education, enforcement and maps.

As the capital city of Maryland and the heart of the Chesapeake Bay watershed, Annapolis should promote bicycle use in order to reduce automobile congestion as a part of its clean air strategy in a region that has been determined by the Environmental Protection Agency to be a non-attainment area because of high ozone levels directly related to automobile exhaust, and where highway funding is tied directly to specific actions undertaken by local governments to promote alternative forms of transportation.

To demonstrate this commitment, the City will hire or designate a bicycle/pedestrian planner whose short term goals will be to procure grants, enlist state support, coordinate bicycle initiatives with the county, build partnerships with bicycle and pedestrian groups, and promote safety and education programs to enhance bicycling. The planner's long term goals will be to develop a bicycling master plan that will result in Annapolis' becoming a Bronze-level Bicycle Friendly Community as determined by the League of American Bicyclists by June 1, 2011 and to continue to improve thereafter and become a Silver-level Community by 2016.

As the only municipal hub in the United States where two national trails (the East Coast Greenway Trail and the American Discovery Trail) converge, and as the finish line for the Race Across America, and as a key link to international destinations via the B&A Trail, the BWI Trail, BWI Thurgood Marshall Airport, AMTRAK, and Greyhound/Trailways, Annapolis will be a world-renowned bicycle destination where safe bicycling is an accepted form of transportation.

**Figure 4-4 Vision Statement by the Annapolis Bicycle Transportation Committee**

<sup>9</sup> Last Transit Development Plan adopted in 2003.

<sup>10</sup> Forest Drive Relief Route Alignment Study, 1999.

<sup>11</sup> Including the 1998 City of Annapolis Comprehensive Plan and the Draft 2006 Annapolis Region Transportation and Vision Master Plan. The 2006 report was developed jointly by the City of Annapolis, Anne Arundel County, the U.S. Naval Academy, and the Maryland Department of Transportation. It represents a step toward the joint and cooperative transportation planning recommended prominently in the 1998 Annapolis Comprehensive Plan.

<sup>12</sup> The local and regional impacts of the Base Realignment and Closure Act which will add employment and population to Anne Arundel County and underscores the need for cooperative and expeditious planning and transportation improvement in the Annapolis area.

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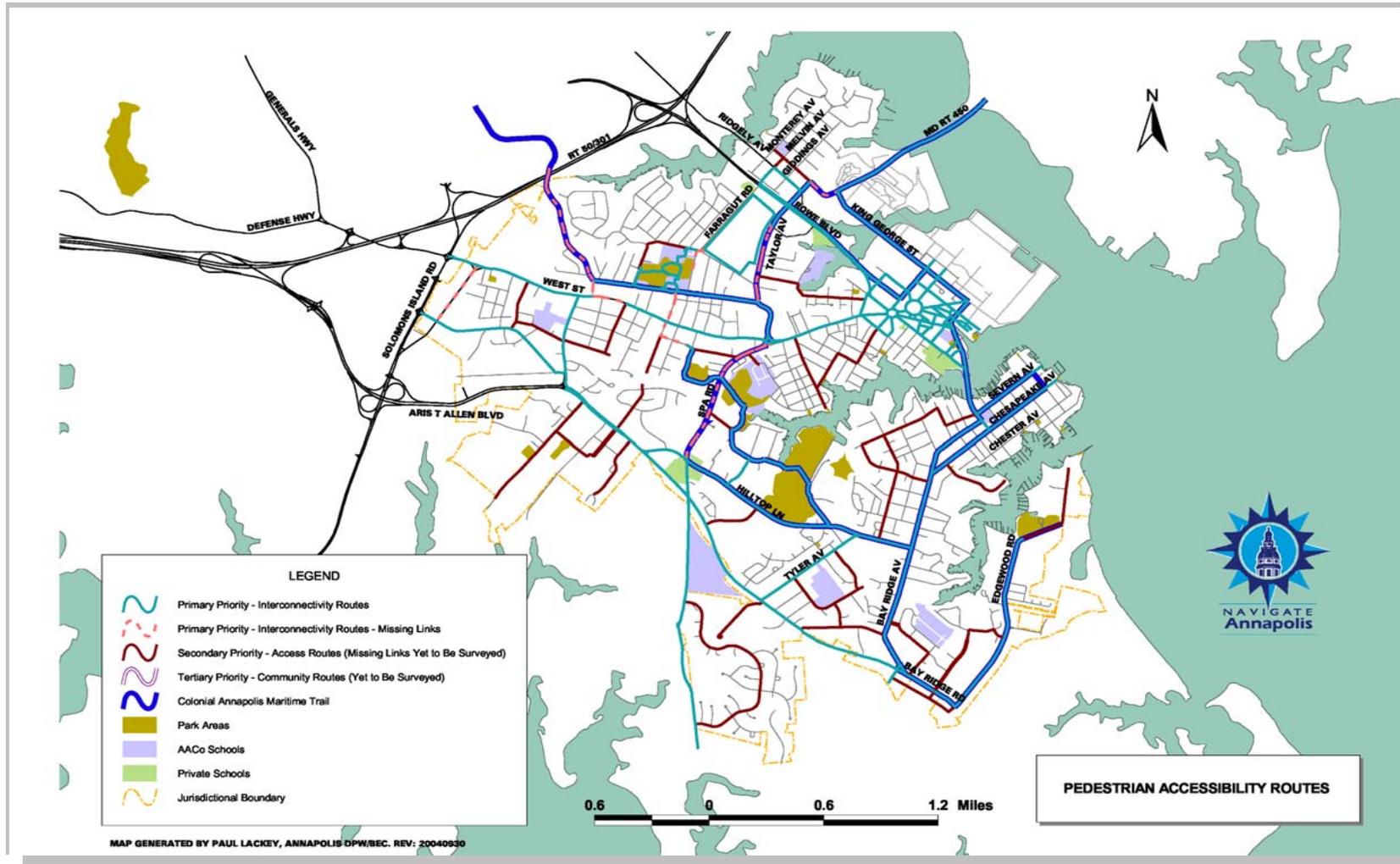


Figure 4-5 Team Ped Map

## **Principles & Objectives**

These guiding principles inform the City transportation policies. These principles, while universal, address the basic transportation planning issues present in Annapolis. Also presented are the objectives of the transportation plan.

### **Principle 1. Transportation plays a critical role in the achievement of personal and community goals.**

Access to good transportation, including the choice of safe travel modes, provides the freedom to choose between a variety of places to live, work, shop, and recreate. The role of transportation in making accessible opportunities for human advancement and cultural enrichment is paramount.

#### **Objectives:**

- ▶ All neighborhoods in Annapolis should be readily accessible to transit service. This practical meaning of accessibility in terms of frequency of bus service should be determined through the *Annapolis Transit Development Plan*, but at a minimum, no resident shall be prevented from reaching a covered transit stop because of lack of sidewalks or poor sidewalk maintenance.
- ▶ A transportation system that protects public safety and minimizes the frequency and severity of accidents.
- ▶ A transportation system that links all major institutional land uses and activity centers together for ease of access and convenience regardless of mode of travel. No city resident should be prevented from accessing the following opportunities in or immediately adjacent to Annapolis on account of poor transportation: desired employment, medical care, educational, civic, recreational, and other institutional resources or centers, and shopping.
- ▶ A transportation system that fully integrates information and communication technology to manage system performance, help users make good travel decisions, and generally meet the transport needs of the city's citizens and visitors.

### **Principle 2. Transportation offers a significant opportunity to move toward a “Green” Annapolis**

A host of current environmental problems, from air pollution to storm-water runoff, have their roots in our transportation system. To improve our environment, we must change transportation.

#### **Objectives:**

- ▶ Reduced air and water pollution linked to transportation.
- ▶ Reduced transport-related energy consumption.
- ▶ A public transportation system that is a convenient and fully functional replacement for auto use.
- ▶ Improved infrastructure for walking and bicycle transportation.

**Principle 3. Transportation systems both lead and follow important changes in our city’s land uses.**

Investments in transportation can be targeted to support development patterns that are environmentally and economically sustainable.

**Objectives:**

- ▶ Transportation system capabilities provide a high level of mobility to and within downtown and all other activities centers in the city and in nearby Parole.
- ▶ Acknowledging that our development patterns are shifting, the City must emphasize high capacity modes of transport over single occupant vehicles.
- ▶ The development plan review and approval process must reflect the objectives and policies of this Plan, in addition to a project’s auto traffic impacts.

**Principle 4. Transportation investment and operating priorities in Annapolis must shift to transit, pedestrians and bicycles first, automobile second.**

This Plan recognizes that our City has changed significantly in the past ten years and foresees continued change in the decade ahead. The Plan must guide the City towards meeting these challenges. It is imperative that the transportation system shift away from reliance on single-occupant vehicle use towards transit and other alternative modes of transportation. This shift will allow the City to capitalize on its character as a compact and walkable community and focus on restoring and improving the safety and convenience of sidewalks, trails, and bicycle facilities.

**Objectives:**

- ▶ Convenient access to local and regional public transportation for every citizen.
- ▶ Bicycles and walkways recognized as an important part of the transportation mix.
- ▶ A transportation system that allows the users of the system to factor the external costs of transportation into travel decisions and promotes travel decisions that limit congestion and environmental impacts and improves quality of life.



Transit Downtown

### **Principle 5. Parking is key to transport system operation and funding.**

The storage of vacant unused automobiles has been a problem for cities for as long as people have used cars for urban travel. The need for parking is a key lever for influencing when, where, and how people choose to use autos. By using parking as an incentive and disincentive, the City can move toward achieving its overall transportation goals.

#### **Objectives:**

- ▶ Reduced environmental and land costs associated with auto use and storage within the city.
- ▶ Parking pricing and availability is managed by the City in a manner that maximizes the potential for people to choose non-auto alternatives.
- ▶ Parking revenues contribute to improvements in transit services and infrastructure.



**Knighton Parking Garage**

## Policy Recommendations & Major Projects

**Policy 1. The Opportunity Areas recommended in the Land Use Chapter will each contribute system-wide transit demand such that this demand (i.e. transit ridership) can be leveraged to efficiently operate and expand the entire transit system.**

- 1.1 New development in the Opportunity Areas must contribute to the operation and efficient expansion of transit services. Transit demand will be increased through an increase in residential development, site design, parking limits and pricing, and other strategies detailed elsewhere in this chapter. The land use planning standards that will guide the redevelopment of the four Opportunity Areas are set forth in Ch. 3 - *Land Use & Economic Development*.
- 1.2 As more detailed planning and actual development of the Opportunity Areas proceeds, techniques designed to moderate the demand for travel will be implemented. The Transportation Demand Management techniques described in Policy 10 should be applied in each Opportunity Area.

**Policy 2. Public transit vehicles, which carry far more passengers per gallon of fuel and per unit of street infrastructure than individual automobiles, will be given priority on all major streets and highways serving Annapolis.**

Recommendations for achieving this include:

- 2.1 Transit signal priority. Transit signal priority uses on-vehicle or roadside technology to give preference to transit vehicles as they move through signalized intersections. The goal is to make minor adjustment to intersection signals to reduce or eliminate delays to transit vehicles. Transit signal priority should be incorporated into the Forest Drive Corridor immediately.
- 2.2 Dedicated transit lanes. In a congested street network, the expansion of transit services—either by adding buses or making their routes more frequent—subjects passengers to the same congestion as the surrounding traffic. Transit’s advantages are dissolved when buses are stuck in traffic. Providing dedicated travel lanes for buses or shuttles reduces travel time and allows buses and other transit shuttles to keep moving even when cars are slowed by congestion. Dedicated transit lanes along Forest Drive (MD 665) should be studied to determine potential impacts, costs, and benefits.
- 2.3 Institute real-time passenger information systems throughout the transit system at transit stops and stations and through electronic hand-held communications equipment.

**Policy 3. Pursue the creation of a regional transit system serving the needs of Annapolis commuters, residents, and visitors.**

- 3.1** Conduct a Feasibility Study of improved express transit service between Annapolis and Washington DC, Baltimore, BWI Airport, and the Eastern Shore. The study should determine what level of transit services are needed. The Feasibility Study should be done in partnership with the County and State.
- 3.2** It is the expressed policy of the City of Annapolis that the City be connected via rail transport to the broader region. The feasibility study called for in 3.1 above should determine the conditions under which rail transport between Annapolis and Washington, DC and Annapolis and Baltimore would be feasible. It should lay out a strategic plan for the development of a rail service and how that service can be seamlessly connected to and integrated with existing rail services in the Washington and Baltimore Metropolitan Areas.
- 3.3** A Multi-Modal Transportation Hub should be constructed to serve as the primary terminal for regional and local transit, taxis, and airport shuttles. Promote a partnership of public agencies and the private sector for the purpose of constructing the Hub. The Hub is envisioned to be located in the general vicinity of West Street (MD 450) and MD Route 2, however the public-private partnership should reach agreement on the specific location of the Hub as well as its scope and program. In addition to serving as the Hub for public transit, it should provide intercept parking for vehicles, a bicycle rental facility, and be connected to the developing bicycle network.
- 3.4** Advocate for reforms in transportation funding arrangements at the County, State, and Federal levels to achieve regional decision-making and modal choice and eliminate bias against pedestrian, bicycle, public transit, and rail projects. Pursue the reinstatement of dedicated federal transit funding recently withdrawn by federal agencies.
- 3.5** Pursue the establishment of an organizational structure and funding mechanism in support of cooperative transportation planning and funding in the Annapolis area, if not through mutual agreement of Annapolis and Anne Arundel County, then by the private and/or non-profit sectors.

**Policy 4. Specific and targeted improvements to the local street system should be made with priority to those that improve cross-town circulation, route continuity for public transit, and intersection capacities.**

Figure 4.7 shows the location of these projects. The system improvements should be made as described below:

- 4.1 Chinquapin Round Road / West Street / Admiral Drive Intersection Realignment:  
The Chinquapin Round Road and Admiral Drive intersections with West Street (MD 450) are offset, which inhibits continuous cross town movements and contributes to local and system-wide traffic congestion. Figure 4-6 shows four conceptualized improvement scenarios. What is not shown in Figure 4-6 but has merit as both a transportation and urban design solution is a roundabout at the intersection of Chinquapin Round Road and West Street. A roundabout at this location should be evaluated as a component of each of the four alternatives shown in Figure 4-6 during the preparation of the Outer West Street Opportunity Area Master Plan.

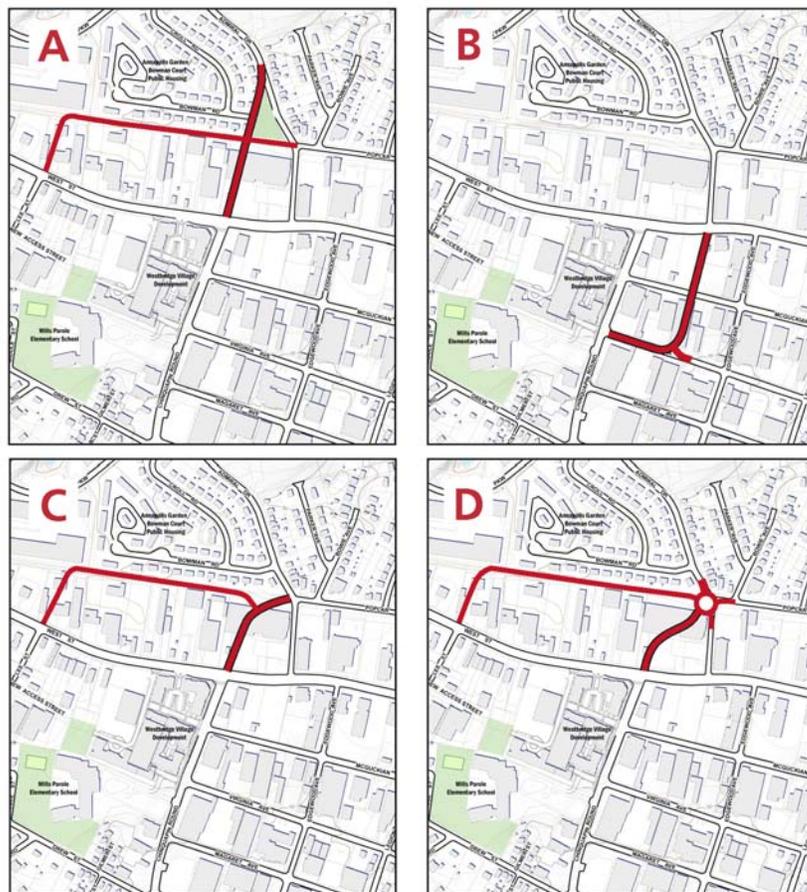


Figure 4-6 West St.– Chinquapin Round Rd. Intersection: four conceptual scenarios for improvement

- 4.2** Outer West Street (MD 450) from MD Route 50 to Chinquapin Round Road: Outer West Street with its multiple and uncoordinated commercial driveways, poor pedestrian safety record, high vehicle collision rates, congestion, and inefficient carrying capacity, is obsolete in its current configuration. The route needs to be improved, deserving of its role as a major gateway street. A traffic circle at the intersection of Old Solomon’s Island Road and West Street should be evaluated, and if found feasible and beneficial, created by 2030. Pedestrian amenities, bicycle lanes, and modern and efficient transit operations should be featured prominently on the new Outer West Street.
- 4.3** Taylor Avenue (MD 435), MD 450, King George Street (MD 450) and Naval Academy Gate 8: MD Route 450 brings traffic into Annapolis but fails to connect directly to a major route. During special events and when traffic overflows from US 50, traffic can back up onto Taylor Avenue and King George Street and choke the intersection of Taylor with Rowe Boulevard (MD 70). An engineering study should be done, with the goals of alleviating peak period traffic backups, improving transit efficiency, adding bike lanes, and enhancing access to and circulation within West Annapolis.
- 4.4** Taylor Avenue (MD 435) from West Street (MD 450) to Rowe Boulevard (MD 70): The progress of implementing the 2000 *Taylor Avenue Corridor Study* should be evaluated and the capacity of Taylor Avenue should be re-examined to determine how best to accommodate traffic and transit operations and improve pedestrian and bicycle access. An updated study should focus also on the access and circulation needs of the neighborhoods along this section of Taylor Avenue.

**Policy 5. In light of the continuing growth of congestion in the Forest Drive corridor, preserve and enhance the array of solutions currently at the City’s disposal.**

The 1998 Comprehensive Plan and other studies recommended a parallel service road running on the south side of Forest Drive (MD 665) – the Forest Drive Relief/Service Route. To that end, as land has been annexed into the city, a future road right of way has been reserved. The proposed route, however, has some important environmental concerns and potential capacity limitations that may reduce its desirability and usefulness. The City must keep a broad set of options available for dealing with this congestion in the future. If problems grow as forecasted, these options will become increasingly important in engineering an overall solution. For now, Anne Arundel County is widening Forest Drive from Aris T. Allen (MD 665) to Hilltop Lane, adding a lane in each direction. These are first steps in a phased improvement to the corridor.

To adequately address congestion in the Forest Drive corridor it will be necessary to update the prior studies in order to recommend a comprehensive set of improvements which will document and weigh the potential impacts of a parallel service road and provide a set of improvements to access and circulation within the Forest Drive corridor and the Forest Drive Opportunity Area (see Ch. 3 - *Land Use & Economic Development*). Based on the new studies, it may be determined that a parallel service road is inappropriate. The goals of the improvements in the Forest Drive Corridor are to:

- ▶ reduce peak-period congestion,
- ▶ provide some measure of redundancy in the arrangement of streets by expanding connectivity in the existing road system and between neighboring grids, thus enabling short trips to be made without accessing Forest Drive (MD 665),
- ▶ advance the City’s commitment to alternative forms of transportation and reduced dependence on the automobile. In determining the future use of the Forest Drive parallel service route, priority should be given to alternative forms of transportation – transit, bicycles, pedestrians.

Furthermore, the City should:

- ▶ Aggressively lobby the State and the County to begin and complete the study of the 665/Forest Drive/Chinquapin intersection within the next year; and
- ▶ Request that the County consider the use of traffic circles in lieu of traffic signals on Forest Drive.

Figure 4.7 shows the location of the study area.

## **Policy 6. Street improvements should be made to support the implementation of the Opportunity Areas.**

Improvements to the street systems are required in each Opportunity Area to support the redevelopment goals that are central to this Comprehensive Plan. Specifically these street improvements should help ensure that the future development resolves long-standing transportation safety and congestion concerns. Bicycle and pedestrian amenities are an important element of redevelopment of the Opportunity Areas, and street improvements should adhere to the “Complete Streets” principles outlined in Policy 8. It is recommended that new development build these improvements. The improvements are shown on Figure 4.7. They are conceptual in their location and alignment and will need to be further detailed as part of the development plan review and approval process. They are summarized below by Opportunity Area:

- 6.1** Outer West Street Opportunity Area: A street running parallel to West Street (MD 450) as a rear access road for the parcels on the north side of the street, with coordinated access and intersection controls, will provide redundancy in the street network and connect parcels, thereby alleviating traffic on West Street. Extending the Poplar Trail west of Admiral Drive should be considered.
- 6.2** West Annapolis Opportunity Area: The road improvements are primarily ones that are required to alleviate current congestion and delay on Taylor Avenue (MD 435). Redevelopment activities in this area should include street improvements to help resolve the traffic congestion and create a more pedestrian oriented environment.
- 6.3** Forest Drive Opportunity Area: Network improvements are needed to tie the development into the surrounding road network, including the conceptual Forest Drive Relief/Service Route (see Policy 5). Gemini Drive should cross Forest Drive (MD 665), and a road should be constructed parallel to Forest, extending Skipper Drive, to provide redundancy and enhance connectivity. A road linkage is also recommended from the Safeway Food & Drug parking lot to the Opportunity Area such that there is a continuous side street from Chinquapin Round Road to Spa Road.
- 6.4** Bay Ridge Opportunity Area: The focus is on creating inter-parcel connections and redundancy in the network of local streets. Here it is recommended that a street be constructed parallel to Bay Ridge Road (MD 181) and that Georgetown Road cross Bay Ridge Road to help connect development on north and south sides. A high level of pedestrian access and safety is envisioned.

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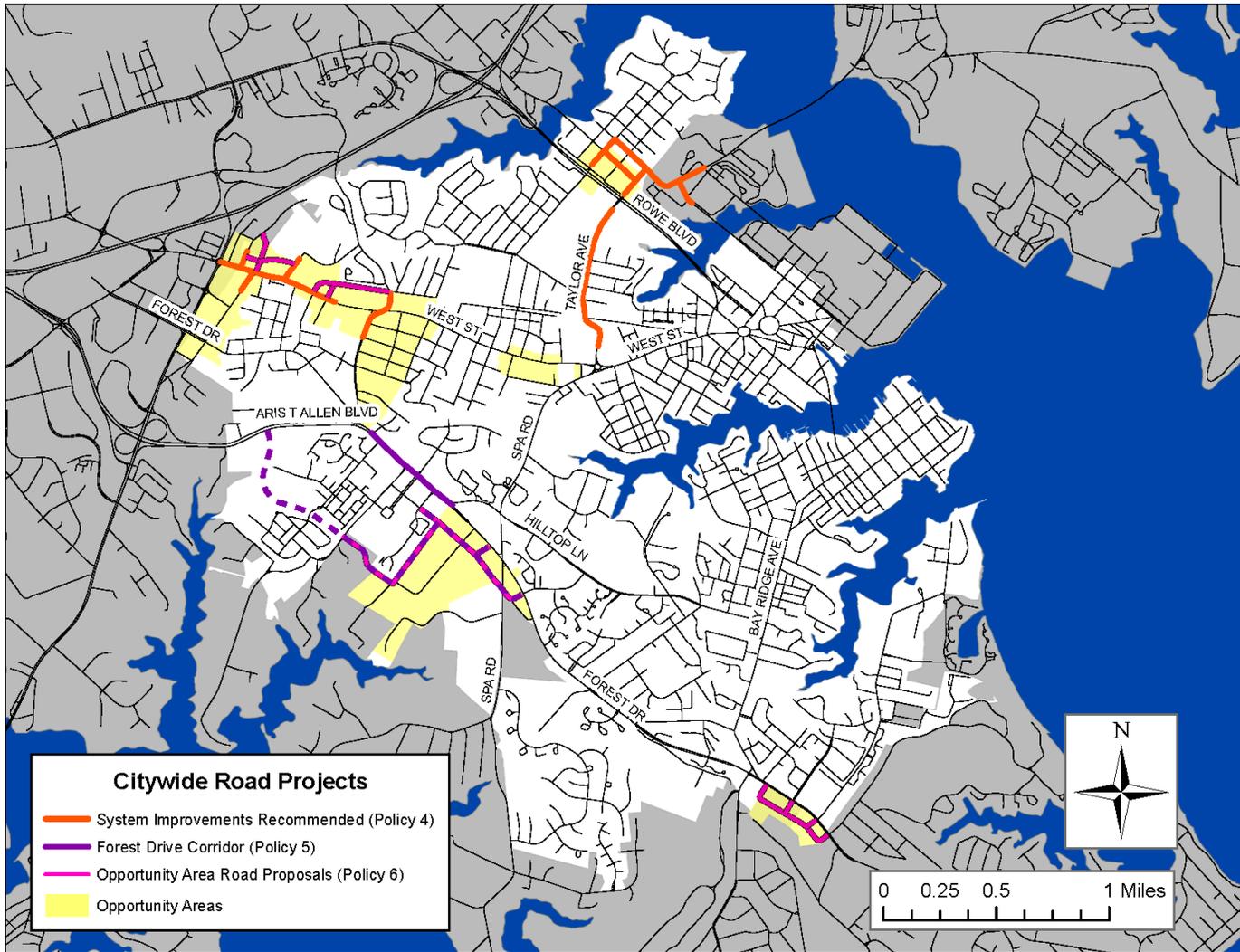


Figure 4-7 Citywide Road Projects Map

**Policy 7. Parking throughout the City will be priced and the supply managed to reduce demand for automobile travel during peak congestion periods and to help fund transit, biking, walking, and ferry service.**

The means for achieving this include:

- 7.1 Parking should be priced according to demand. Spaces in the highest demand should be priced at the highest rate.
- 7.2 Long-term parking should be outside the city center and at satellite lots. Short-term parking should be accommodated in or near the city center. The City should provide timely, frequent, and comfortable transportation from satellite lots to the city center.
- 7.3 Utilize technological solutions to manage parking—real-time parking information at key gateways to downtown, a pay-and-display system to increase parking capacity and allow pricing to be set in response to demand, and technology that supports parking enforcement.



**Bicycle Parking**

**Policy 8. The City will invest in system-wide improvement to convert main streets and avenues into “complete streets”—that is, streets which serve the full needs of the community.**

Depending on the location, this could mean retrofitting existing streets to add sidewalks or tree planting strips, striping roadways to reinforce the shared use of streets for bicyclists, installing traffic calming improvements, and approving a unified set of standards. Part of this policy is a goal of making Annapolis a premier community for safe and reliable bicycle transportation and walking and promoting safe pedestrian and bicycle access to all schools in the community.

**8.1** The design of Complete Streets elements will be done in coordination with the Maryland State Highway Administration’s Community Design Division. The State of Maryland has awarded Annapolis a Safe Routes to School grant and this and similar programs, such as the Sidewalk Retrofit Program, will be key tools for implementing this policy.

**8.2** Build on the ongoing work of committed residents to create a world-class network of bicycling facilities and routes, and undertake the following key bicycle transportation improvements:

- ▶ Connect the Poplar and Spa Creek Trails.
- ▶ Extend the Poplar Trail to the downtown area in part by improving the service roads running parallel to West Street (MD 450). Extend the Poplar Trail to Parole, the Annapolis Mall, and to the Anne Arundel County South Shore Trail.
- ▶ Work with the State Highway Administration to install bicycle lanes on all State roads within the city.
- ▶ Develop a bicycle parking strategy that includes improved bicycle parking facilities at automobile parking facilities and other locations in commercial districts.
- ▶ Improve bicycle route signage and develop an action funding plan to implement the feasible bicycle facility improvements and policy changes recommended in the Annapolis Bicycle Transportation Committee’s November 2008 Report.

**8.3** Building on the TeamPed Initiative and supporting the City sidewalk program, complete a Pedestrian Master Plan that formulates: an action plan for initial projects and programs; pedestrian improvements integrated with the transit system; funding recommendations; a prioritized program for repair, maintenance, and enhancement; and remediation of critical deficiencies that present safety issues.

**8.4** The City of Annapolis is committed to upholding the intent and spirit of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973. This commitment extends to all programs, services and activities, such that no individual with a disability shall be discriminated against on the basis of his or her disability.

- ▶ Where applicable ensure compliance with ADA Standards.
- ▶ Where possible comply with ADA Best Practices.

- 8.5 The primary function of major streets should be indicated through the use of landscape architectural treatments that are designed in harmony with the community character. West Street (MD 450), for example, is a major gateway from Parole into the center of Annapolis. It should project a unified appearance as a gateway with street trees, plantings, street lights, bike lanes, sidewalks and improved crosswalks.

**Policy 9. Conventional methods for evaluating a development project's traffic impacts will be replaced with a more coherent and balanced urban planning-based evaluation of accessibility and mobility.**

Conventional traffic impact studies are not sensitive to the role of transit service or walking and biking options in an urban community. Nor can they ever be considered a tool for creating mixed use communities where higher density development and options for various forms of travel are to be encouraged. If transit, walking, carpooling, and all other modes of travel are not considered appropriately, a traffic impact study may suggest solutions that effectively over-build the capacity of streets and highways at the expense of the place-making goals of this Plan. A Planning Commission which relies on the results of a conventional traffic impact study might actually act to deny the very development projects which are needed to convert an underutilized suburban pattern into a more economically vibrant one.

- 9.1 The City will adopt an area-wide approach to the study and monitoring of traffic conditions and projection of travel demand by mode. This will be a plan-based approach and will provide the basis for understanding how future development projects should contribute to an area's transportation performance. Planning for traffic impacts on an area-wide basis recognizes that residents and employees should have choices of alternative routes and modes within an area.

- 9.2 From a regulatory approach, future development projects will be evaluated against their contribution to an area's transportation performance broadly defined to include safety, transit ridership and cost effectiveness, heavy truck congestion, automobile congestion, bicycle and pedestrian circulation, and the existing nature and purpose of the surrounding road network. The City will develop regulations to implement this provision, which must include ensuring safe facilities for walking and cycling.

**Policy 10. The City will focus on travel demand management as a tool for improving circulation, accessibility, and mobility through Annapolis.**

Transportation demand management program will address the following key components:

- 10.1 Influence travel behavior. The City should adopt regulations for site design features to reduce auto dependency and also ensure that land use development is consistent with the function and capacity of affected transportation facilities.
- 10.2 Use marketing to inform people about travel choices and promote changes in travel behavior.
- 10.3 Improve the quality of services and facilities for transit, bicycling, and walking.
- 10.4 Encourage employers to help reduce commute trips through telecommuting, flexible work hours, and compressed work schedules. As an employer, the City can be a model to other employers in this regard.
- 10.5 Support the Annapolis Regional Transportation Management Association (ARTMA), a public-private partnership which advocates and promotes transportation management strategies to improve commuting efficiency by reducing drive-alone commutes, traffic congestion, and air pollution. By creating a central information service for ridesharing, carpool, vanpool, and public transportation, ARTMA promotes commuter options that can have a positive impact on reducing vehicle miles traveled.

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