

# Traffic and Crystal Spring

With 554 residential units and 250,000 ft<sup>2</sup> of commercial space, including a supermarket, Crystal Spring will add 1,000+ new residents, 1,200 new employees on site, plus new customers from outside the Forest Dr. corridor. During construction, 2,200 workers will be on site with heavy trucks continually making deliveries. Current and expected traffic on Forest Drive is already on the edge of capacity, according to AA County Traffic Engineering Division. Demand will soon exceed capacity according to the AA County General Development Plan.

With Crystal Spring, there are at least 947 planned new residential units plus extensive commercial development planned in the Forest Dr. Corridor, creating the potential for significant cumulative impacts on traffic:

**Crystal Spring** – 554 residential units, 250,000 ft<sup>2</sup> of commercial space.

**1023 Spa Road** - 40 single-family attached townhouses (redevelopment).

**Rogers Property** – 38 townhomes on Bembe Beach Road.

**Village Greens** – 109 residential units (live-work, townhouses, and tri-plex units)

**Rocky Gorge** – 48 residential units Off of 665 at Yawl Rd.

**Reserve at Quiet Waters** – 158 units at intersection of Forest Dr and Hillsmere

**Bay Village** – a 13,000 ft<sup>2</sup> CVS Store, approx 9,000 ft<sup>2</sup> of office space, and a restaurant. Bay Ridge Rd & Edgewood Rd.

**1503 Forest Drive** – 22,680 ft<sup>2</sup> of commercial along Forest Dr between Spa and Gemini

According to an August, 2013 study for the City of Annapolis, both Forest Dr. and Chinguapin and Forest Dr. and Spa Rd. intersections will exceed capacity at peak conditions if the planned developments proceed. Several other intersections will deteriorate.

## Some options to Forest Drive traffic issues include:

### Widen Forest Drive

Past widening did not answer the problem. Crystal Spring will add at least one major *new* intersection on Forest Dr., one major *new* intersection on Spa Road, and a complete *redesign of the current intersection* at Forest Dr. and Spa. At this time, the County has no completed studies, funds or plans to widen Forest Dr. It is not even clear that further widening is an option or that will have a meaningful impact. Anne Arundel County is just starting a major study to assess the ability to widen this intersection, to be completed in Spring 2015. Logic says complete this study before work is done to add new and modify existing intersections. Otherwise, the new work paid for by developers to add a new intersection and modify Forest/Spa is redone at a later date at taxpayer expense.

### Fix the Intersection at 665/Chinguapin/Forest

“Aggressively lobby the State and the County to begin and complete the study of the 665/Forest Drive/Chinguapin intersection within the next year.” *2009 Annapolis Comprehensive Plan, (ACP) p. 55.* Nothing has been done at either the City, County or State levels since 2009 to pursue this effort and there are no plans to pursue such a project.

### Better Synchronize traffic lights

The County is continually doing this and has just started to study the issue with a federal grant. This will only provide very marginal benefits over time by moving a few more cars with each traffic light change. ***It is not a major fix to the expected permanent over-capacity road situation which may never be fixable.***

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## **Proposed "Relief Road"**

*Condition 24 of City Council Resolution No.12-05 (Revised), 2005 identifies a proposed relief road cutting across the CSF property to connect Spa Rd. with 665, paid for by the developer, who would transfer the needed land for a right-of-way.*

This proposed "Relief Road" has been discussed for decades but never fully studied. A 1999 preliminary county study put the cost at \$10 million. Its effectiveness and viability due to environmental concerns, neighborhood disruptions, safety factors merging onto MD 665, and other factors caused it not to be supported. *On August 19, 2013 the Director of Planning and Zoning for Annapolis acknowledged in a public meeting the concept of **a relief road is dead, and there are no plans to study, much less implement this option in the future. The county and the state also have no plans to assess this road.***

## **What is the state of traffic studies needed to assess Crystal Spring and other Forest Drive development?**

The City has not allowed any public input on the Crystal Spring traffic studies which are still drafts. As of October 2013, there is still no final traffic study available on the effects of the Crystal Spring development on a stand-alone basis. The draft full corridor study from August 2013 shows multiple key intersections deteriorating drastically, but as of that time, there is still not a completed full corridor analysis of the cumulative traffic impacts of all the proposed development projects.

**Common Sense says wait to see if the only remaining viable option - widening Forest Drive and Aris T. Allen - is indeed an option. This study will not be completed until Spring 2015. If widening is possible and will establish net benefits, the developers should pay.**

## **What are some of the open traffic related questions?**

- The Annapolis Comp Plan calls for a maximum density of 140 new dwelling units. Why are they considering over 500 when the added traffic impacts are obvious?
- Why does the Annapolis Comprehensive Plan still treat the "Relief Road" as a potential fix when the concept is dead?
- Where will the construction entrance(s) be for the 2,200 workers and deliveries? As of August 2013 there was no answer to this. There are serious issues with both Forest Drive and Spa Road.
- Is the County going to exercise its authority and obligation to deny and/or condition any new access onto Forest drive so as to "...preserve and maintain the public health, safety, welfare, and convenience" as required by law?
- What do the retail developer's studies say about attracting customers from outside the Forest Drive corridor, a phenomenon which will be adding to traffic?