

PUBLIC MEETING #1

Summary Report

FDR Boulevard Extension Planning Study

Meeting date: May 26, 2026 • 5:00 – 7:30 PM • Open House

Location: Lexington Park Library, St. Mary's County, Maryland

Study sponsor: Calvert–St. Mary's Metropolitan Planning Organization (C-SMMPO), in partnership with St. Mary's County Government — Department of Public Works & Transportation (DPW&T)

Consultant team: Brudis & Associates, Inc. (BAI)

Public comment period: May 26 – June 9, 2026

This summary documents the input received at Public Meeting #1 and how it will feed the study's next phase. It is intended for public release as well as for the project record.



The open-house format at the Lexington Park Library, with staffed display boards and a roll-map table.

Executive Summary

St. Mary's County and the Calvert–St. Mary's Metropolitan Planning Organization (C-SMMPO) held the first of two public meetings for the FDR Boulevard Extension Planning Study on May 26, 2026, at the Lexington Park Library. The come-and-go open house introduced the nine-month study, shared existing-conditions findings, and invited the community to identify the issues that matter most. Public support was strong and broad, and the input gathered will directly shape the alternatives developed in the study's next phase.

At a glance	
Meeting	Public Meeting #1 — open house, May 26, 2026, 5:00–7:30 PM
Location	Lexington Park Library, St. Mary's County, MD
Attendance	57 signed in (42 residents, 15 business owners)
Overall sentiment	Strong support for funding and building the extension soon
Comment period	Open through June 9, 2026
Next milestone	Public Meeting #2 — Fall 2026

What we heard

- Strong, repeated support for the project, with many urging that it be funded and built quickly;
- Congestion relief and safety as top priorities, with a desire to reduce reliance on MD 235 (Three Notch Road);
- Manage vehicle speeds and provide safe, continuous bicycle and pedestrian facilities along the full new section;
- A noise study involving homeowners, plus buffering/barriers to protect adjacent backyards;
- High-quality, maintained landscaping, shade, and tree preservation — reinforcing the boulevard's character;
- Questions about property impacts and notification, the roundabout design, and signal coordination — and some attendees questioning the goal of improving access to Nicolet Park.

What happens next

- Every substantive comment is logged in the project's Comment–Response Matrix and responded to;
- Input feeds Phase 2 alternatives development and a field survey to locate property corners (Summer 2026);
- A preferred concept follows in Fall 2026 and is presented at Public Meeting #2.

Contents

1. Overview

Public Meeting #1 for the FDR Boulevard Extension Planning Study was held as an open house at the Lexington Park Library on May 26, 2026. The meeting introduced the nine-month study, presented existing-conditions findings, and gave residents, business owners, and others who live, work, or travel through Lexington Park their first formal opportunity to share local knowledge and priorities.

Fifty-seven people signed in. Turnout reflected a broad cross-section of the community — residents, business owners, hotel operators, and property owners along or near the corridor. Public sentiment toward the project was strongly positive, with repeated calls to fund and build the extension as soon as possible.

Across conversations, sticky-note comments, and written submissions, several priorities surfaced consistently: relieving congestion and improving safety; reducing reliance on MD 235 (Three Notch Road); managing vehicle speeds; providing safe, continuous bicycle and pedestrian facilities; addressing noise and buffering for adjacent homes; and delivering high-quality landscaping and beautification. Attendees also raised specific questions about property impacts, the roundabout design, signal coordination, and the project timeline.

All comments received during the open comment period (open through June 9, 2026) will be logged in the project's Comment–Response Matrix and carried into Phase 2 alternatives development. The next public meeting is anticipated in Fall 2026.

2. Project Background

Study area and purpose

The study examines a planned extension of FDR Boulevard running approximately along the adopted alignment from Pegg Road on the north end to MD 246 (Great Mills Road) on the south end, within the Lexington Park Development District. The study advances a long-standing recommendation of the Lexington Park Development District Master Plan (LPDDMP), which identifies the FDR Boulevard extension as a key north–south corridor to improve connectivity, support compatible economic development, and promote a complete-streets approach.



Study area: the proposed FDR Boulevard extension (dashed) connecting Pegg Road to MD 246 (Great Mills Road), parallel to MD 235.

Study goals

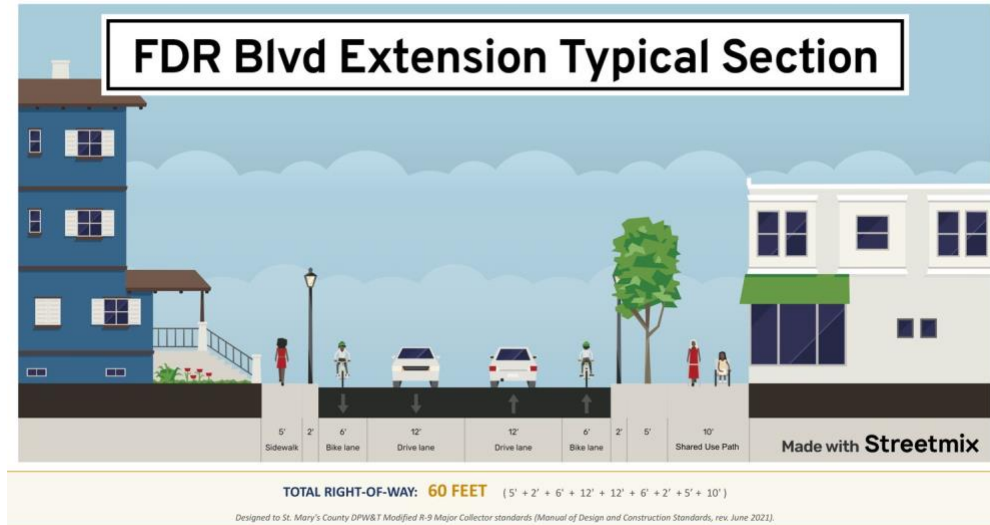
- **Alternative travel route to NAS PAX** — provide a more reliable, parallel travel option to Naval Air Station Patuxent River that supports commuters, mission operations, and regional emergency response.
- **Enhanced multimodal safety and operations** — reduce congestion and crash risk on MD 235 by relieving traffic pressure, and incorporate sidewalks, bicycle facilities, and transit-supportive features into the corridor design.
- **Improved access to Nicolet Park** — strengthen safe, direct connections to one of Lexington Park’s community recreation destinations. (As noted in Section 6, some attendees questioned this goal; that input is recorded for consideration.)

Complete-streets design concept

The extension is being shaped as a “complete street” designed for people of all ages and abilities, following the County’s Modified R-9 Major Collector standard within a 60-foot right-of-way. The illustrative typical section presented at the meeting includes:

- Two 12-foot travel lanes (one each direction) sized to carry through traffic, freight, and emergency vehicles;
- Dedicated 6-foot on-street bike lanes on each side, connecting to the County’s planned bike network;

- A 5-foot sidewalk on lower-activity frontages and a 10-foot shared-use path on higher-activity frontages, both ADA-accessible;
- A 5-foot planted buffer with street trees and stormwater function, a continuous street-tree canopy, and pedestrian-scale lighting.



Illustrative typical section: a 60-foot right-of-way with two travel lanes, dedicated bike lanes, a sidewalk and shared-use path, planted buffers, and street trees.

Study schedule

The effort is a nine-month planning study. Public Meeting #1 marks the close of Phase 1.

Phase	Activities	Timeframe	Milestone
Phase 1	Project initiation & existing conditions	Months 1–3	Public Meeting #1 — May 2026 (current)
Phase 2	Alternatives development & evaluation; field survey	Months 4–6	Interim
Phase 3	Preferred concept & draft plan	Months 7–9	Public Meeting #2 — Fall 2026

3. Meeting Details and Format

The meeting was run as a come-and-go open house. Attendees began arriving around 4:30 PM ahead of the 5:00 PM start, and the event concluded by approximately 7:10 PM. Eight display boards were staffed by project team members, with a large-format roll map available at a table for detailed corridor review. Comments were collected through sticky notes, paper comment forms, and the online survey.

Display boards presented

Board	Topic
Board 1	Introduction & Study Purpose
Board 2	Constraint Map — Environmental & Land Use
Board 3	Existing Traffic Operations
Board 4	Study Location
Board 5	Complete Street Concepts
Board 6	Preliminary Alignment
Board 7	Public Engagement Process
Board 8	Accessibility & Non-Discrimination (Title VI / Section 508 / ADA)

Project team in attendance

St. Mary's County DPW&T: John Norris (Director), Dan Fogel (Deputy Director), Allen Settle (Project Manager), Courtney Jenkins, and Valinda Clark. Maryland State Highway Administration (SHA): Sean Varsolona. Brudis & Associates, Inc.: Puskar Kar, Qiang Li, Roy Huang, Jennifer Berger, Rachel Molitor, and Kirsten Patron.

4. Outreach and Promotion

Consistent with the project's Public Engagement Plan, the meeting was promoted through multiple channels to reach a diverse audience, including the project website, email, and social media (Facebook and X), supported by a designed social-media advertisement and a project web banner. An online survey (hosted on SurveyMonkey) ran alongside the meeting to capture input from those unable to attend in person.

All meeting materials, the project website, and the online comment form were prepared to meet Section 508 and WCAG 2.1 AA accessibility standards. Title VI non-discrimination notices, large-print materials on request, and free language-assistance services were provided, with key materials available in English and Spanish.

5. Attendance

Fifty-seven attendees signed in across five sign-in sheets. On the sign-in form, attendees could self-identify their relationship to the project; because some selected more than one category, the figures below overlap and do not sum to the total.

Category (self-identified)	Count
Total attendees signed in	57
Residents	42
Business owners	15

Category (self-identified)	Count
Other	5
Did not state	4

Note: categories overlap because some attendees checked more than one box.



Attendees review the display boards and discuss the corridor with the project team during the open house.

6. Summary of Public Input

Input gathered at the meeting clustered around the themes below. Comments are summarized in aggregate; individual names and personal details have been omitted.



Residents and staff study the large-format roll map together to discuss alignment, access, and property questions.

Strong support for the project

The dominant sentiment was enthusiasm for the extension and a desire to see it funded and constructed quickly. Hotel operators, residents, and commuters all expressed that the new connection would meaningfully improve daily travel — including for those leaving NAS PAX who could avoid MD 235, and for traffic exiting a nearby church. Several attendees asked how the community could help advance funding.

Congestion relief and safety

Reducing congestion and improving safety were identified as top community priorities. Attendees emphasized the need for improved access to local businesses and residences without having to travel on the heavily congested MD 235 (Three Notch Road), and noted specific pinch points such as congestion and difficult merging near Gate 2.

Speed management

Multiple attendees raised concerns about high-speed commuter traffic, particularly on MD 235, and asked that the design address and slow speeds for people accessing local businesses and residences.

Bicycle and pedestrian safety

There was strong support for safe, continuous bicycle and pedestrian facilities along the entire new section. Attendees described existing bike lanes on MD 235 as unsafe and stressed the importance of well-designed, protected facilities, referencing pedestrian and cyclist safety concerns on the corridor.

Noise and buffering

Residents adjacent to the alignment requested a noise study that involves affected homeowners, along with physical buffers or barriers (for example, a wall) to protect backyards from both noise and the risk of errant vehicles leaving the roadway.

Beautification and landscaping

Attendees valued the boulevard character of the concept and asked for real shade, attractive plantings, and a commitment to maintain landscaping over time. A recurring request was to avoid removing trees without replacing them, and several asked what the roundabout would look like and whether its center would be planted.

Access, connectivity, and operations

Beyond the general support for improved access, attendees offered specific operational input:

- Signal coordination — questions about whether signals would be synchronized at both ends of the extension, particularly at Pegg Road;
- Flashing-beacon suggestion — a comment that flashing (blink) operation may be better suited at Exploration Drive & MD 235 and at MD 235 & Corporate Drive, based on observed off-peak volumes;
- Intersection spacing — a concern that the distance between the existing Midway Drive & MD 246 intersection and the proposed FDR Boulevard & MD 246 intersection may be too short;
- Field correction — staff noted that Pegg Road & MD 246 is now a signalized intersection (Board 6 had shown it as unsignalized), to be reflected in future materials.

Questions about improving access to Nicolet Park

While improved access to Nicolet Park is one of the study goals, a number of attendees questioned that objective. Their concerns centered on the park's limited size, parking, and amenities, and on the possibility that increased access could draw more visitors than the park can comfortably accommodate. This input is recorded for the team's consideration during alternatives development.

Property impacts and communication

Property owners and business representatives asked how and when owners whose land may be affected would be notified, and requested a clear, ongoing communication plan for businesses and residents as the study progresses. The team noted that the Phase 2 field survey to locate property corners may help identify possible property impacts.

7. Representative Public Comments

The following anonymous comments and questions, recorded during the open house, illustrate the range of community input:

“Love this whole plan and really want it to happen as fast as possible.”

“The speed needs to be addressed and slowed down.”

“Bike lanes on Three Notch are worthless because it’s so dangerous — please, we need good, safe bike lanes on the entire new proposed section.”

“Residents are worried about noise and hope there will be a noise plan, as well as some sort of barrier so that pedestrians cannot walk into our backyards.”

“We want a new noise study with homeowners involved.”

“Beautification is important. Please don’t cut down trees without replacing them. We want real shade and a pleasant atmosphere.”

“Will lights be synchronized on either end of this extension, especially on Pegg Road?”

“What will the roundabout look like? Will there be plants and trees in the center?”

“How will you inform landowners that their property may be impacted?”

“What is the communication plan going forward to the businesses and the residents?”

8. Written Comment Submissions

In addition to comments collected at the boards, the team received the following written submissions for the record:

The Tackle Box, Inc. (22035 Three Notch Road)

The business owner noted that available GIS mapping does not appear to show accurate property lines for the parcel, which includes a flag lot extending from behind the business toward Valley Drive, and submitted a survey plat (Garner’s Subdivision) for reference. The owner requested a road access point to the business directly from FDR Boulevard and flagged a discrepancy between the 60-foot FDR easement/right-of-way discussed with the County and a 50-foot FDR easement shown on the business’s plat. These items relate to right-of-way and access and should be verified during the Phase 2 field survey.

Cherry Cove Group / Traffic Concepts, Inc.

Cherry Cove Group, owner and operator of the Home2 Suites by Hilton and Fairfield Inn by Marriott near Valley Drive, submitted a private traffic study prepared by Traffic Concepts, Inc. Using camera counts over two days (May 19–20, 2026), the study documented roughly 200 vehicles per day turning from the future FDR Boulevard area onto Valley Drive and cutting through the Spring Valley neighborhood to reach Pegg Road and northbound MD 235, rather than making a southbound U-turn on MD 235. The submission argues that the FDR Boulevard extension would eliminate this cut-through by giving these vehicles a direct north–south route to

a controlled intersection, reducing traffic through the residential neighborhood. The submitter asked that the data be entered into the public record.

9. Existing Conditions Highlights

Board 3 presented the existing-conditions traffic analysis, reporting AM and PM peak-hour levels of service (LOS) for 20 study-area intersections — 9 signalized and 11 unsignalized. Most intersections operate acceptably, but several approach or reach capacity constraints during peak periods, including Midway Drive & MD 246 (PM LOS E), Exploration Drive & MD 235 (PM LOS E), and S. Coral Drive & MD 246 (AM LOS E). These findings help establish the baseline against which alternatives will be evaluated in Phase 2. A full accounting will appear in the forthcoming Existing Conditions Report.

10. How Comments Are Used

Per the project's Public Engagement Plan, public input follows a four-step process: comments are collected (sticky notes, comment forms, online survey), cataloged in a public Comment–Response Matrix, responded to by the study team, and applied to shape alternatives, evaluation criteria, and the Draft Plan. Every substantive comment — including critical or dissenting comments — must be addressed in the Comment–Response Matrix before the Draft Final Plan Document is submitted to C-SMMPO.

11. Next Steps and Upcoming Milestones

- **Public comment period** — open through June 9, 2026 for written and online comments.
- **Existing Conditions Report** — Summer 2026; traffic, safety, environmental, right-of-way, and community-context findings.
- **Alternatives development & field survey** — Summer 2026; alignment alternatives and complete-streets cross-sections, with a field survey to locate property corners that may identify possible property impacts.
- **Preferred concept** — Fall 2026; recommended alignment based on technical analysis and public input.
- **Public Meeting #2** — Fall 2026; presentation of the preferred concept and Draft Final Plan Document. Timing will be coordinated to avoid conflicts with regional events.
- **Final Planning Study Report** — late 2026 / early 2027; submitted to C-SMMPO for adoption.

12. Project Contact and How to Comment

Project Manager: Allen Settle, St. Mary's County DPW&T

Phone: (301) 475-4200, ext. 3525

Email: Allen.Settle@stmaryscountymd.gov

Study website: stmaryscountymd.gov/dpw/FDRBoulevard

Online comment / survey: surveymonkey.com/r/FDRBlvdExtensionPlanningStudy

To request interpretation, translation, or materials in an alternative format, contact St. Mary's County DPW&T at (301) 475-4200 at least two business days in advance.