Exhibit "A"

St. Mary's County Transportation Plan

February 2025

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1 ST. MARY'S COUNTY TRANSPORTATION PLAN

1.1 Introduction

St. Mary's County is in rural southern Maryland, surrounded by water on three sides, where the Patuxent and Potomac Rivers flow into the Chesapeake Bay. The county has retained a majority of its rural and agricultural character and the transportation resources are reflective of this fact. Many of the roads remain rural in character, with a few major state roads that connect to the north and west. St. Mary's County is home to the Naval Air Station Patuxent River (NASPAX), which drives most of the economic activity. And still, the old and new continue to coexist. Horse-drawn buggies and autonomous aircraft both find a home in St. Mary's County. Protecting the rural heritage from sprawling expansion and accommodating this new economy requires forward - thinking planning and development regulations that cluster development in dense, walkable centers that are connected by transit and trails.

The St. Mary's County Department of Public Works and Transportation (DPW&T) is dedicated to providing a safe multimodal transportation system for its community. Their goal is to assure its transportation, facilities management, development review, and solid waste and recycling programs are properly planned, implemented, and maintained. The DPW&T manages the county highway, bridge, transit, water, airport systems and works cooperatively with communities within the county, adjacent counties, Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Maryland State Highway Administration (SHA) to provide an integrated multimodal transportation system that addresses the needs and demands from highway traffic, freight traffic, pedestrians and bicyclists, and transit. As part of its long-term planning process, DPW&T wants to formalize its recognition of the multimodal transportation system and its role in meeting the needs of its community.

In order to meet the present and future transportation needs of the county in a coordinated and efficient way, not only for today but into the future, an integrated multimodal transportation plan is needed. An adequate plan for the future will result in lower future transportation operational and improvement costs, increased traffic safety, decreased air pollution, and a higher quality of life for all county residents. St. Mary's County Transportation Plan (SMCTP) is a county-wide multimodal transportation plan that assesses the needs of the county's existing and future transportation including roadways, bicycle and pedestrian facilities, and transit services, and set goals, priorities, and funding strategies to guide the county's transportation infrastructure investments. The goals of the SMCTP are to assist with identifying transportation priorities, to establish a relationship between county and regional expectations, and to

reinforce and support other local and regional planning and funding initiatives. This SMCTP focuses on how best to achieve the following objectives:

- Develop an interconnected roadway, transit, and trail network, which reflects the current and future transportation needs, promotes efficient transportation movement, and respects the natural and cultural objectives of the community.
- Evaluate proposed transportation improvements projects and develop new transportation improvement projects based on the needs of traffic safety and operation identified in the existing conditions analysis and year 2045 travel demand forecasts.
- Enhance pedestrian and bicycle opportunities by developing additional facilities in coordination with roadway projects, subdivision and land developments, park improvements, trail developments, and other related improvements to increase alternative modes of transportation.
- Maintain and enhance a roadway network that safely and effectively accommodates a public transit network to meet multimodal transportation demands.

The last SMCTP was adopted in 2006. It describes existing conditions, outlines objectives, principles, and standards that guided its development; presented a program of possible projects; and lists implementation actions. St. Mary's County has experienced significant growth and change in the last 16 years, and transportation needs and opinions have shifted within the county. There have been substantial technological, land use, and settlement/development pattern changes since 2006 that will continue to evolve and shape the future of the county and of all forms of needed transportation. In addition to the modes that are currently in use on roads, sidewalks, trails, transit, and airport; technology changes in the transportation industry in recent years have been significant with the advent of on-demand transportation services such as Uber and Lyft, connected vehicles, electric vehicles, and advancements in autonomous vehicles. These technologies and transportation solutions can enhance and transform the future transportation system of St. Mary's County.

1.2 St. Mary's County 2022 Transportation Plan Update

To leverage these new tools and strategies, St. Mary's County has initiated an update of its existing SMCTP. This SMCTP Update will consider the advances and evolution in transportation policy and technology in all programs, policies, and activities of DPW&T. This effort will also consider social and Environmental Justice (EJ) and improvements to the multitude of mobility options for people of all needs and abilities, including a multimodal approach that considers the Vision Statement of the Commissioners of St. Mary's County (CSMC), especially Rural Preservation. Preservation of the environment, heritage, and rural character is one of the four elements along with fostering opportunities for future generations.

The purpose of the SMCTP Update is to identify all types of transportation needed, evaluate proposed transportation improvement projects, and develop new improvement projects based on the needs identified in the various transportation related plans and studies as well as public input and travel demand forecasts through 2045. The goal of this study is to provide an integrated transportation plan that will assist all types of transportation including motor vehicles, public transit, horse and buggy, bicycles, pedestrians, waterways, and air transportation while considering the cultural resources throughout the county. Modes of transportation covered in the SMCTP Update include roadways, bicycle paths/lanes, sidewalks, bus routes/stops, airports,

and goods movement. The SMCTP Update begins with a review of the county transportation system today, identifies problems or deficiencies with all types of transportation facilities, then sets forth transportation projects to fix the transportation deficiencies and meet the long-term goals of the community.

The SMCTP Update will result in a series of project lists that will position the county for future implementation. Some projects may be elevated for consideration in the Statewide Transportation Plan and compete for federal and state funds. Additionally, the SMCTP Update will include county multimodal recommendations including public transit, shared-use paths and trails, and sidewalks which can be incorporated into the County Commissioner's vision. **Table 1.1** presents the desired outcomes from the Transportation Plan Update.

Table 1.1: Desired Outcomes from Transportation Plan Update

Desired Outcome	Definition
Mobility/Accessibility	Reaching desired destinations with relative ease within a reasonable time, at a reasonable cost with reasonable choices.
Multimodal	Promote transportation mode choice to support all users and enhance quality of life for residents.
Reliability	Providing reasonable and dependable levels of service by mode.
Cost-Effectiveness	Maximizing the current and future benefits from public and private transportation investments.
Customer Satisfaction	Providing transportation choices that are safe, convenient, affordable, comfortable, and meet customers' needs.
Economic Well-Being	Contributing to southern Maryland's economic growth.
Sustainability	Preserving the transportation system while meeting the needs of the present without compromising the ability of future generations to meet their own needs.
Environmental Quality	Helping to maintain and enhance the quality of the natural and human environment.
Safety and Security	Promoting traffic safety for its users. Minimizing the risk of death and injury and proactively incorporating safety measures into construction and rehabilitation projects.
Equity	Fair distribution of benefits and burdens.

1.3 Who is involved in SMCTP Updates?

The SMCTP Update is a collaborative team effort. A team of consultants, led by Brudis & Associates, Inc. (BAI) and Remline Corp, are working with St. Mary's County DPW&T, the Board of County Commissioners, other county departments, including the Departments of Land Use and Growth Management (LUGM), Economic Development (DED), Information Technology (IT), and various community representatives to facilitate the SMCTP process and identify priority projects and initiatives.

1.4 Public Engagement

The SMCTP Update will balance a robust technical analysis with a well-designed public engagement process. Recommendations will be shaped by input from the public through multiple stakeholder interviews, workshops, public surveys, social media posts, and website updates. The first public survey was completed in 2022. The public feedback and participation in the SMCTP Update will help to inform the future of transportation investments in the county.

2 ST. MARY'S COUNTY MULTIMODAL TRANSPORTATION SYSTEMS

To better understand the current conditions and deficiencies of the existing multimodal transportation system in St. Mary's County and its potential impact on future transportation needs, existing and historical data related to the multimodal transportation network was collected including traffic and crash data, population and employment statistics, roadways, pedestrian and bicycle facilities, and transit and airport facilities. The data collected was supplemented with input from the DPW&T, the public survey, transportation committee meetings, and discussions with local, regional, and state agencies.

This section summarizes the current multimodal transportation system within St. Mary's County as part of the SMCTP Update. The following transportation network elements are examined in detail:

- Roadway networks
- Pedestrian and bicycle facilities
- Buggy and horse networks
- Public transit
- Aviation

2.1 Roadway Network

The roadway network provides major connections between home, work, shopping, and schools in St. Mary's County. The roadway users, including residents, commuters, and visitors, utilize the various roadways to travel to and from their destinations. The automobile is still the primary means of transportation within the county although the use of non-motorized and public transit has increased over the past 20 years. There are approximately 1,625 roads or 1,300 lane miles in the "county system" and an average of nine new roads accepted into the system each year from developers.

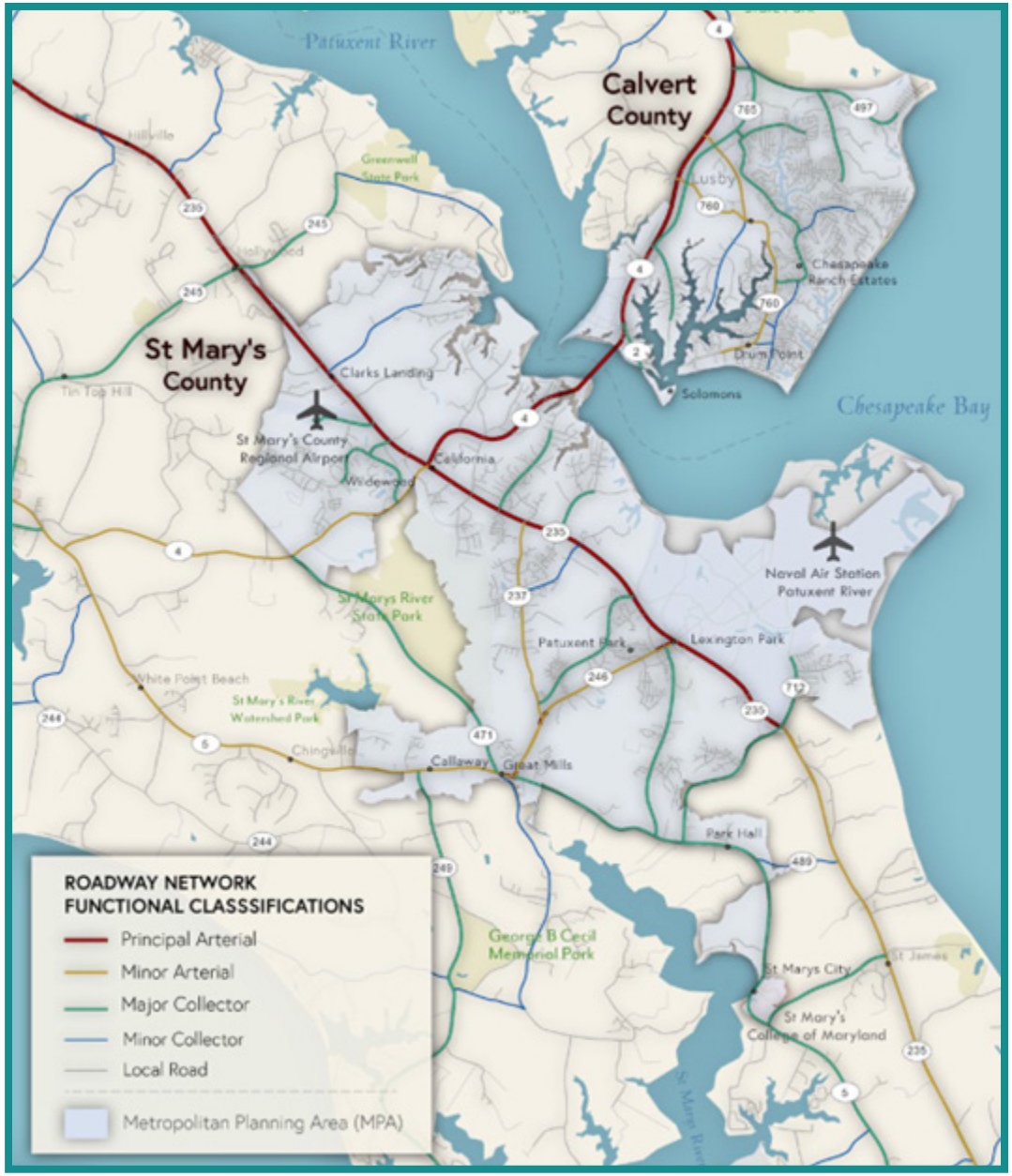
2.1.1 ROADWAY FUNCTIONAL CLASS

A roadway classification, based on function, traffic volume, speed, and geometric conditions, is a fundamental need to assure that development and road improvement projects are planned in accordance with the transportation needs for the foreseeable future. In order to serve roadway travel in St. Mary's County, the state and county maintained roadway systems are classified using a hierarchical system as shown in **Figure 2.1**. Higher level roadways are biased towards serving high speed and high volume traffic movements and lower level roadways primarily serve local traffic thus creating two different types

of roadways. The first set of roadways are referred to as Maryland State Highways (e.g., MD 235 and MD 5). These routes are part of a statewide network that receives funding for maintenance and improvements from the federal and state highway fund. The second set of roadways are County Roads (CR), which are fully maintained and improved by St. Mary's County. The roadway network identifies principal arterials as the highest classification followed by minor arterials, collectors (major/minor), and finally local roads. The higher the classification, the more the roadway acts as a connector to other roadways and serves higher volumes.

The state's system is based on the Federal Functional Classification System, while the county systems are based on county ordinances. St. Mary's County classifies its roadways to function in a manner that meets the needs of its users. This will ensure adequate capacity and safety for the traveling public, and the appropriate level of access. In addition, a properly planned roadway system reduces the need for costly retrofit projects in the future. Roadways owned by SHA within St. Mary's County include MD 235, MD 5, MD 4, MD 237, etc. Some arterials such as MD 235 and MD 5 are classified as rural functional and provide intra and inter - county service, linking urban areas and cities to form a cohesive countywide network. Under new state and federal functional classification guidelines, collectors and minor arterials may be upgraded by one classification when a roadway enters an urban area, but only if the function of the road changes at the boundary. For example, major collector routes that feed traffic from rural areas entering an urban area may be upgraded to minor arterial routes only if the function actually changes. Understanding characteristics of functional classification systems is important to ensure that existing and future land uses coincide with the roadway purpose, roadway access, geometrics, and design compatibility.

Figure 2.1: St. Mary's County Roadway Functional Classification

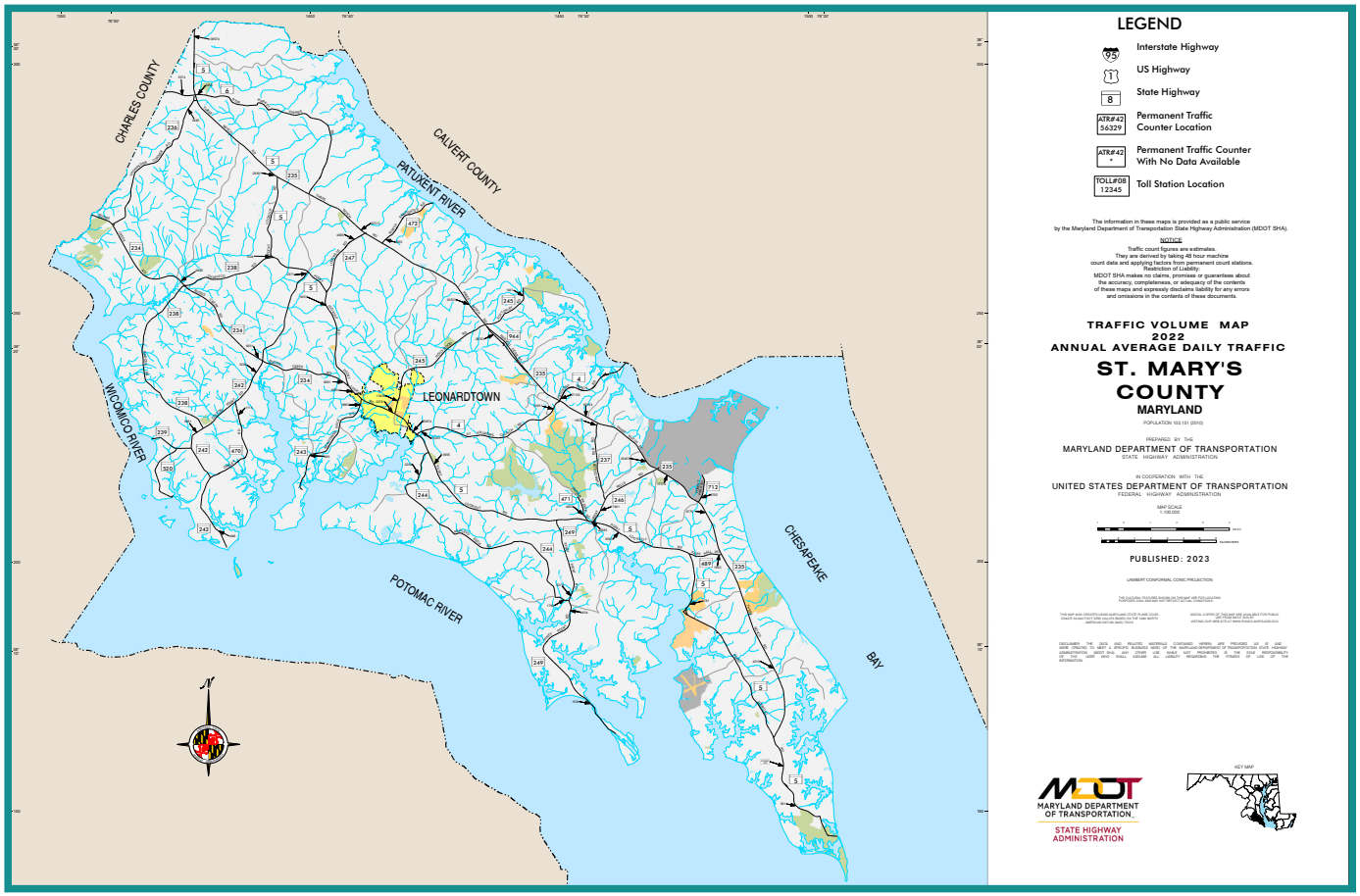


Source: St. Mary's County Roadway Functional Classification

2.1.2 ROAD TRAFFIC PERFORMANCE

The purpose of evaluating today's road traffic performance is to understand what improvements are needed now and what improvements will be needed in the future. Year 2022 average daily traffic volumes on the state highways within St. Mary's County are displayed on **Figure 2.2**. Traffic volumes increase as they approach the cities (Leonardtown and California) and decrease in the rural townships. Most of the state highways have heavier traffic volumes in St. Mary's County and traffic volumes range from a low of less than 8,000 Vehicles Per Day (VPD) along MD 237 up to 28,300 VPD along MD 235.

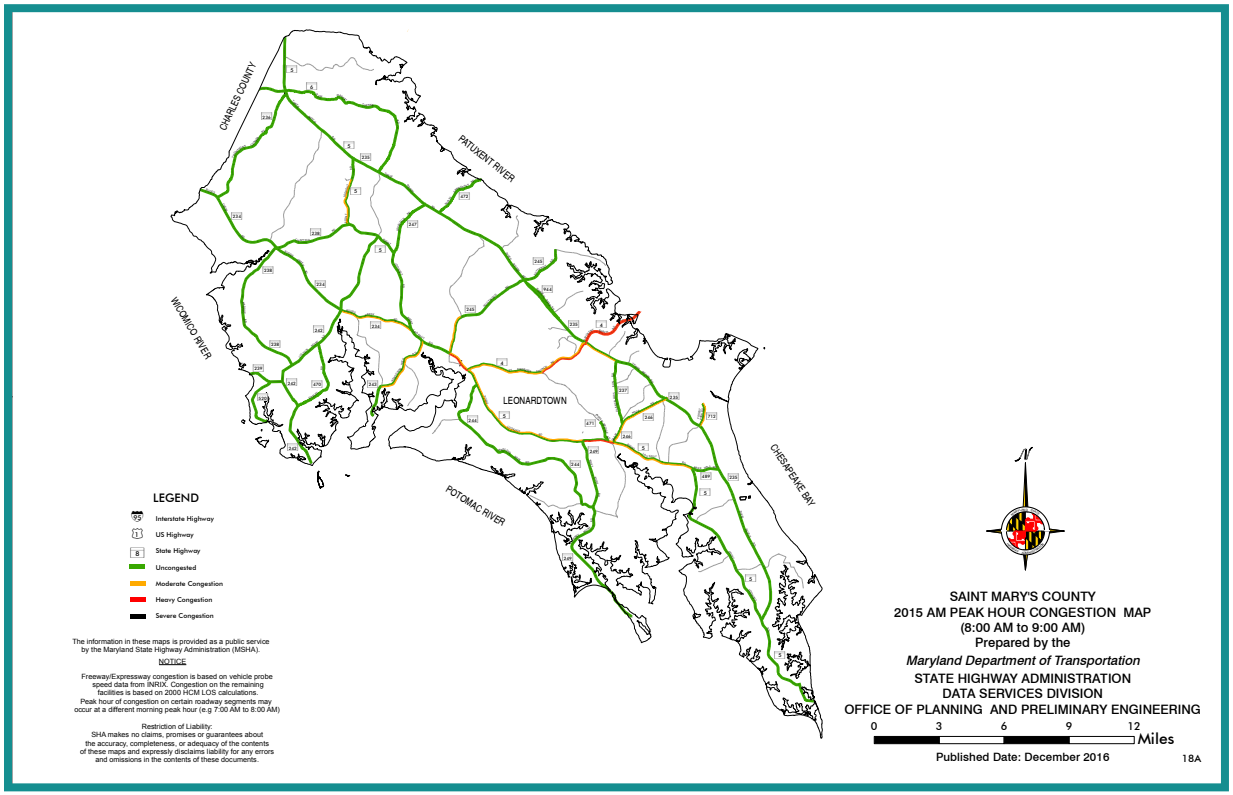
Figure 2.2: Year 2022 Average Daily Traffic Volumes



Traffic performance is commonly measured using the traffic peak-hour volume or Average Daily Traffic (ADT) and Level Of Service (LOS) grading system which qualitatively characterizes traffic conditions associated with varying levels of traffic. Existing traffic volumes are used to evaluate congestion levels on roadway networks, identify capacity deficiencies on the existing roadway network, and serve as a base for comparison for future traffic forecasts. LOS is a qualitative measure defined in the 2010 Highway Capacity Manual and used to describe traffic conditions. Individual LOS characterizes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined and are given letter designations from A to F. LOS ranges from LOS A, representing free-flow traffic conditions with little or no delay experienced by motorists, to LOS F, describing congested conditions where traffic flows exceed design capacity resulting in long queues and delays. LOS A, B, and C are generally considered to be satisfactory service levels, while the influence of congestion becomes more noticeable at LOS D. LOS E is undesirable and is considered by most agencies to be the limit of acceptable delay, and LOS F conditions are considered to be unacceptable to drivers. The LOS methodology has been widely used and provides a consistent tool for evaluating roadway performance. It is common for urban and rural communities to adopt LOS D as the minimum standard for acceptable roadway performance *(FHWA Highway Capacity Manual 2010)*.

A traffic capacity analysis of the existing state routes was conducted based on the traffic volumes. The designated state routes included in the analysis are MD 4, MD 5, MD 234, MD 235, and MD 237. These state routes provide connectivity between the county road systems, serve the largest population and employment areas, and generate the highest traffic volumes. This traffic analysis identifies which locations experience congestion, and which roadway improvements are required to ensure efficient travel through those areas. These improvements will assist in reducing travel times and the potential for accidents in order to improve traffic operation and safety for residents of St. Mary's County. Existing traffic volumes for major state routes were summarized based on information provided in the ITMS database. The existing traffic and operational conditions for the above designated routes, are shown in **Figure 2.3**.

Figure 2.3: County Congestion Map



The LOS for an individual roadway segment is measured by comparing the actual traffic volumes to the capacity of the roadway segment. As shown in **Figure 2.3**, most state roadways within the county currently operate at acceptable LOS C or better. MD 5, MD 4, and MD 235 show congestion (LOS E or F). This methodology provides a macro-level assessment of the entire roadway network within St. Mary's County.

To assess the peak hour congestion and the impact of traffic control devices at intersections during peak hour operations, the intersection LOS is a good measurement. Intersections along these congested corridors operate at LOS E or F during peak morning hours. LOS F indicates that traffic delay can be 80 seconds or more beyond the programmed signal cycle. All other intersections during the morning and afternoon peak hours operate at LOS D or better. The Volume-to-Capacity (V/C) ratio thresholds and traffic flow characteristics for each LOS level are presented in **Table 2.1**. The table depicts the intersection AM/PM peak hour volume, V/C ratio and LOS of critical intersections in St. Mary's County.

Table 2.1: Intersection LOS and V/C Ratio

Location	AM (Volume)	AM (LOS)	CLV	AM (V/C)	PM (Volume)	PM (LOS)	CLV	PM (V/C)
MD 4 at FDR Blvd Note: CLV-LOS from POD5	1991	E	E	0.95	2386	F	E	1.17
MD 235 at MD 237 / Maple Rd Note: CLV-LOS from Nissan	5527	E	E	0.97	6072	E	D	0.91
MD 235 at Pegg Rd / entrance to Naval Base Note: CLV-LOS from Expedition IIV	4336	C	E	0.76	5749	E	E	0.91
MD 4 at MD 235 Note: CLV-LOS from Honda-Kia	5942	E	E	0.94	6775	D	F	0.87
MD 235 at FDR Blvd / By the Mill Rd Note: CLV-LOS from Avid	3533	A	D	0.62	4367	D	D	0.88
MD 4 at Oak Dr No County Data Available	2247	E		0.95	2932	C		0.74
MD 246 at MD 5A (Old Great Mills Rd) No County Data Available	1510	A		0.37	2955	C		0.8
MD 4 at Indian Bridge Rd Note: CLV-LOS from Dollar General Callaway	1839	C	D	0.75	1967	B	E	0.71
MD 235 at MD 245 Note: CLV-LOS from Hollywood Commercial Center	2778	C	C	0.75	3426	B	C	0.7
MD 235 at First Colony Blvd Note: CLV-LOS from Magic Tunnel Carwash	4991	C	C	0.76	6610	B	B	0.64
MD 5 at Mechanicsville Rd No County Data Available	2749	B		0.63	3553	B		0.69
MD 235 at MD 944F (Airport Dr) / Mervell Dean Rd Note: CLV-LOS from Hollywood DG	2636	B	C	0.72	3390	B	D	0.65
MD 5 at MD 243 / Maypole Rd Town Intersection: No Data	2156	A		0.36	2529	B		0.73
MD 236 at MD 5 (SB) Note: CLV-LOS from North County Farmers Market	1153	A	B	0.37	2119	B	B	0.69
MD 235 at MD 246 Note: CLV-LOS from Royal Farms Lexington Park	3153	A	B	0.59	3416	B	D	0.7
MD 5 at MD 5B No County Data Available	889	A		0.31	1001	A		0.34
MD 6 at MD 5 (NB/L) Note: CLV-LOS from Charlotte Hall Commercial	1980	B	B	0.63	1892	A	B	0.52
MD 6 at MD 5 (SB/L) Note: CLV-LOS from Charlotte Hall Commercial	1390	A	B	0.4	2053	A	C	0.59
MD 5 at MD 247 No County Data Available	819	A		0.24	1016	A		0.34
MD 5 at MD 242 / Morganza Turner Rd No County Data Available	1178	A		0.39	1225	A		0.46
MD 5 at MD 238 No County Data Available	858	A		0.27	1004	A		0.39
MD 5 (NB) at MD 236 No County Data Available	1628	A		0.6	1493	A		0.55
MD 4 at Wildewood Pkwy County TIS	1750	A	D	0.5	1898	A	F	0.58
MD 4 at Old St. Andrews Church Rd (NE Leg) County TIS (Side Delays)	1621	A	F	0.44	1963	A	F	0.51
MD 246 at Westbury Blvd / Carver School Blvd Note: CLV-LOS from Oreillys Lexington Park	1071	A	A	0.2	2023	A	A	0.54

Table 2.1: Intersection LOS and V/C Ratio (Continued)

Location	AM (Volume)	AM (LOS)	CLV	AM (V/C)	PM (Volume)	PM (LOS)	CLV	PM (V/C)
MD 246 at Shangri-La Dr / Willows Rd Note: CLV-LOS from Pax River Village	1841	A	D	0.39	2104	A	D	0.51
MD 5 at MD 249 Note: CLV-LOS from Dollar General Callaway		C	C				B	
MD 246 at Saratoga Dr / entrance to St. Mary's Square Shopping Center No County Data Available	1364	A		0.26	1822	A		0.44
MD 246 at S. Coral Dr / N. Coral Dr Note: CLV-LOS from Royal Farms LP (Side Delay)	1445	A	E	0.33	1852	A	E	0.51
MD 246 at S. Essex Dr / N. Essex Dr No County Data Available	1641	A		0.33	2272	A		0.6
MD 246 at Midway Dr No County Data Available	1608	A		0.31	2129	A		0.56
MD 246 at Jay Dee Ct / Office Entrance No County Data Available	1686	A		0.37	1822	A		0.43
MD 246 at FDR Blvd No County Data Available (MPO is Planning to Gather)	1612	A		0.36	1697	A		0.47
MD 246 at entrance to Great Mills High School / Tri-Community Way No Recent County Data Available	1341	A		0.34	1967	A		0.46
MD 245 at Steer Horn Neck Rd No County Data Available	188	A		0.11	165	A		0.09
MD 245 at Old Three Notch Rd Note: CLV-LOS from Hollywood Commercial Center	293	A	A	0.13	404	A		0.18
MD 245 at Leonards Grant Pkwy Town Intersection: No Data	1158	A		0.42	1245	A		0.37
MD 245 at Leonard Hall Dr Town Intersection: No Data	919	A		0.34	1129	A		0.4
MD 245 at Doctors Crossing Way/Eldon Ct Town Intersection: No Data	1177	A		0.45	1227	A		0.42
MD 245 at College Circle Town Intersection: No Data	1334	A		0.43	1650	A		0.57
MD 245 at Baldridge St Town Intersection: No Data	1045	A		0.33	1145	A		0.39
MD 235 at MD 712 / Hermanville Rd Note: CLV-LOS from Dollar General LP APF	1721	A	A	0.62	1858	A		0.54
MD 234 at Mechanicsville Rd No Data (SHA Making Safety Improvements)	901	A		0.3	1042	A		0.37
MD 234 at Bayside Rd No County Data Available	799	A		0.35	929	A		0.36
MD 246 at MD 5 Estimated LOS due to Stacking on MD 5 at MD 471			E			E		
MD 246 at Pleasant Mill (due to Side Delay when on Pleasant Mill)			E			E		
MD 246 at MD 237 From 7-11 (Noting Delays Could Result from Stacking at MD 5)			A			A		

2.1.3 TRAFFIC SAFETY AND CRASH ANALYSIS

Traffic safety is a high priority for all agencies responsible for improving and maintaining transportation facilities. To identify and evaluate safety problems in the county, crash data was analyzed using the Maryland Open Crash Database from 2017–2021. According to the Maryland Open Crash Database, a total of 8,300 crashes were reported between 2017 and 2021 in St. Mary's County, of which approximately one crash occurred every 5 hours. Out of these crashes, about 10 percent (1,100) resulted in an occupant or other roadway user being killed or seriously injured. There was an average of 15 fatalities and 580 injury crashes annually, one fatal crash every 580 hours, and one injury crash every 15 hours. The causes and contributing factors of crashes were primarily driving while impaired by alcohol or drugs (under the influence), failing to yield and stay in lane/disregard road markings, driving while distracted, speeding, and aggressiveness. A crash distribution map was prepared using ArcGIS tool for the recent five-year period (2017-2021) as shown in **Figure 2.4**. **Table 2.2** presents the crashes by type on each state route. MD 5 and MD 235 have the highest crashes and almost 80% of those crashes are rear end or movement angle crashes.

Figure 2.4: Crash Distribution (2017-2021)

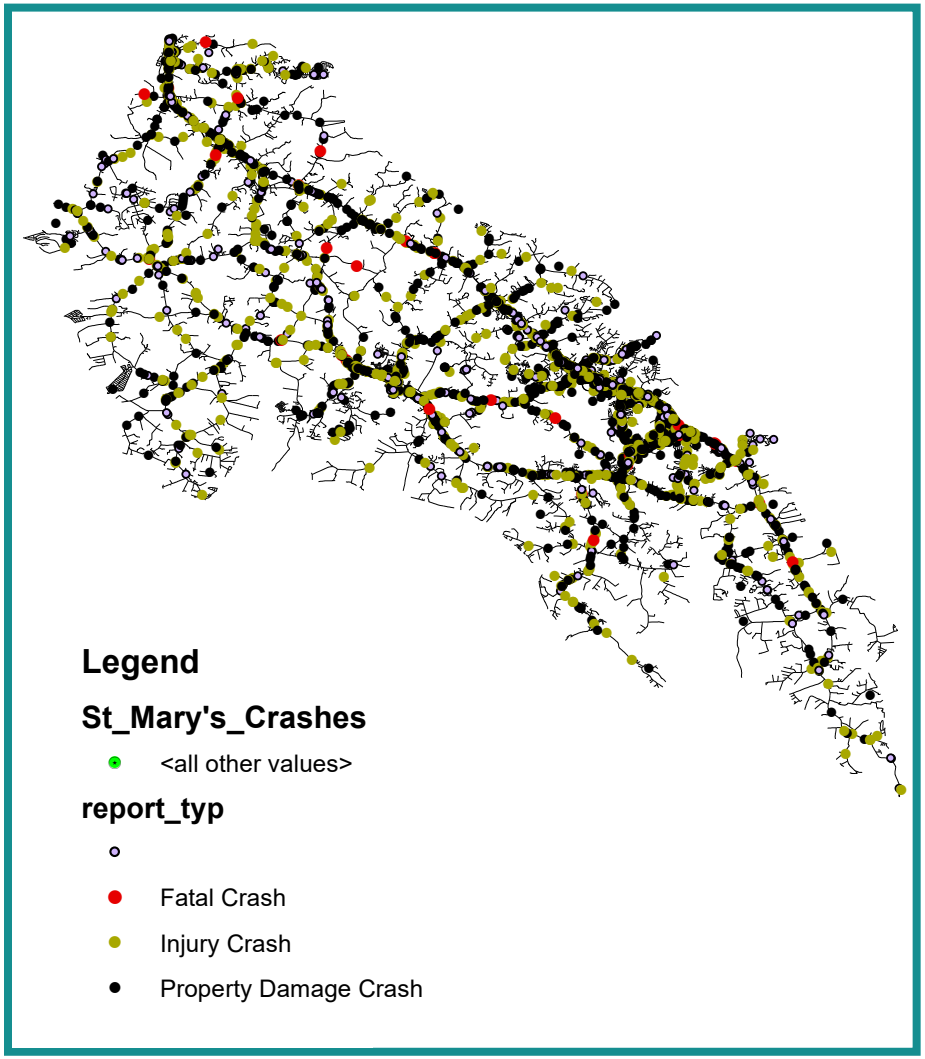


Table 2.2: Summary of Crash Type by State Routes

Crash Type	MD 4	MD 5	MD 6	MD 234	MD 235	MD 236	MD 237	MD 238	MD 239	MD 242	MD 243	MD 244	MD 245	MD 246	MD 247	MD 249
Angle Meets Left Turn	1	8	0	2	5	0	0	0	0	0	0	1	0	5	0	1
Angle Meets Left Turn Head On	0	4	0	2	0	0	0	0	0	0	1	0	2	0	0	0
Angle Meets Right Turn	0	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0
Head On	7	8	2	5	7	1	1	0	0	1	1	0	3	0	0	2
Head On Left Turn	7	31	0	0	18	1	2	1	0	1	0	0	4	9	0	3
Opposite Direction Both Left Turn	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Opposite Direction Sideswipe	5	6	1	1	2	0	0	1	0	0	0	0	0	2	0	0
Other	4	18	1	1	25	0	1	1	0	0	1	2	2	7	0	1
Same Direction Both Left Turn	1	2	0	1	1	0	0	0	0	0	0	0	0	1	0	0
Same Direction Left Turn	6	20	1	1	18	0	0	1	0	1	0	0	0	3	1	1
Same Direction Rear End	72	257	2	10	271	4	23	1	0	0	1	0	19	22	1	6
Same Direction Rear End Left Turn	5	11	0	1	1	0	0	0	0	0	0	0	4	2	0	1
Same Direction Rear End Right Turn	0	3	0	1	5	0	1	1	0	0	0	0	0	1	0	0
Same Direction Right Turn	3	8	1	0	16	0	1	0	0	0	1	0	0	1	0	0
Same Direction Sideswipe	5	21	0	2	29	1	5	0	0	0	0	0	1	5	0	0
Same Movement Angle	9	152	1	4	101	2	7	3	0	2	6	1	7	52	2	1
Single Vehicle	56	178	14	43	200	18	24	32	0	41	21	12	27	18	3	31
Fatalities	1	3	2	3	10	0	1	0	0	0	0	0	0	2	1	2
Injuries	39	260	4	28	194	5	19	13	0	18	7	6	25	44	1	19

Ranking roadway segments/intersections by crash frequency is one method of identifying high crash or risk locations. Crash data was analyzed to determine locations of crash "clusters" on road segments and intersections where crashes were more frequent. **Table 2.3** presents the list of the top twenty intersections ranked by crash frequency.

Table 2.3: Summary of Crash Type by State Routes

Location	Collision Types																	
	Same Movement Angle	Same Direction Right Turn	Same Direction Rear End	Angle Meets Right Turn	Head On Left Turn	Other	Same Direction Sideswipe	Single Vehicle	Angle Meets Left Turn	Opposite Direction Sideswipe	Same Direction Rear End Left Turn	Angle Meets Left Turn Head On	Same Direction Both Left Turn	Same Direction Left Turn	Head On	Opposite Direction Both Left Turn	Same Direction Rear End Right Turn	Total
Three Notch RD at ENT To Business	20	1	11	2	1	1	3	5	0	0	0	0	0	1	1	0	1	47
Three Notch RD at Patuxent Beach RD	3	0	27	0	1	2	2	7	0	0	0	0	0	1	0	0	0	43
Three Notch RD at Chancellors Run RD	5	3	18	0	0	2	2	10	0	0	0	0	0	0	0	0	0	40
Three Notch RD at Golden Beach RD	7	0	15	0	2	1	0	4	0	1	0	0	0	1	0	0	0	31
Three Notch RD at Thompsons Corner RD	10	0	9	0	0	2	0	5	0	0	0	0	0	1	0	0	0	27
Three Notch RD at First Colony Blvd	1	3	11	0	0	1	1	7	0	0	0	0	0	1	0	0	0	25
Three Notch RD at Patuxent Beach RD	1	3	7	0	0	1	1	8	0	0	1	0	0	1	0	0	0	23
Point Lookout RD at Piney Point RD	7	0	7	0	2	0	0	4	0	1	0	0	0	1	1	0	0	23
Three Notch RD at Crossover	10	0	5	0	2	0	2	1	1	0	0	0	0	1	0	0	0	22
Three Notch RD at Pegg RD	1	2	7	0	1	0	1	5	0	0	0	0	0	2	0	1	2	22
Three Notch RD at Town Creek DR	1	0	11	1	1	2	3	2	0	0	0	0	0	0	0	0	0	21
Three Notch RD at New Market Turner RD	4	0	11	0	1	1	1	2	0	0	0	0	0	1	0	0	0	21
Patuxent Beach RD at Three Notch RD	3	1	15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	20
Great Mills RD at Shangri LA DR	13	0	2	0	1	0	2	2	0	0	0	0	0	0	0	0	0	20
Three Notch RD at Maple RD	1	0	10	0	0	1	1	2	0	0	0	0	0	4	0	0	0	19
Three Notch RD at Old Rolling RD	1	0	14	0	0	0	1	3	0	0	0	0	0	0	0	0	0	19
Three Notch RD at Exploration Park DR	4	0	9	0	0	0	2	1	0	2	0	0	0	0	0	0	0	18
Point Lookout RD at ENT to Business	3	1	2	0	3	0	2	5	0	0	1	0	1	0	0	0	0	18
Three Notch RD at Wildewood BLVD	2	0	7	0	0	1	1	3	1	0	0	0	0	0	1	0	1	17
Point Lookout RD at Hollywood RD	5	0	7	0	0	0	1	2	0	0	0	1	0	0	0	0	0	16
Three Notch RD at Rue Purchase RD	1	1	7	0	0	0	1	5	0	0	0	0	0	0	1	0	0	16
Loveville RD at Bishop RD	4	0	6	0	0	1	1	2	0	0	1	0	0	0	0	0	0	15

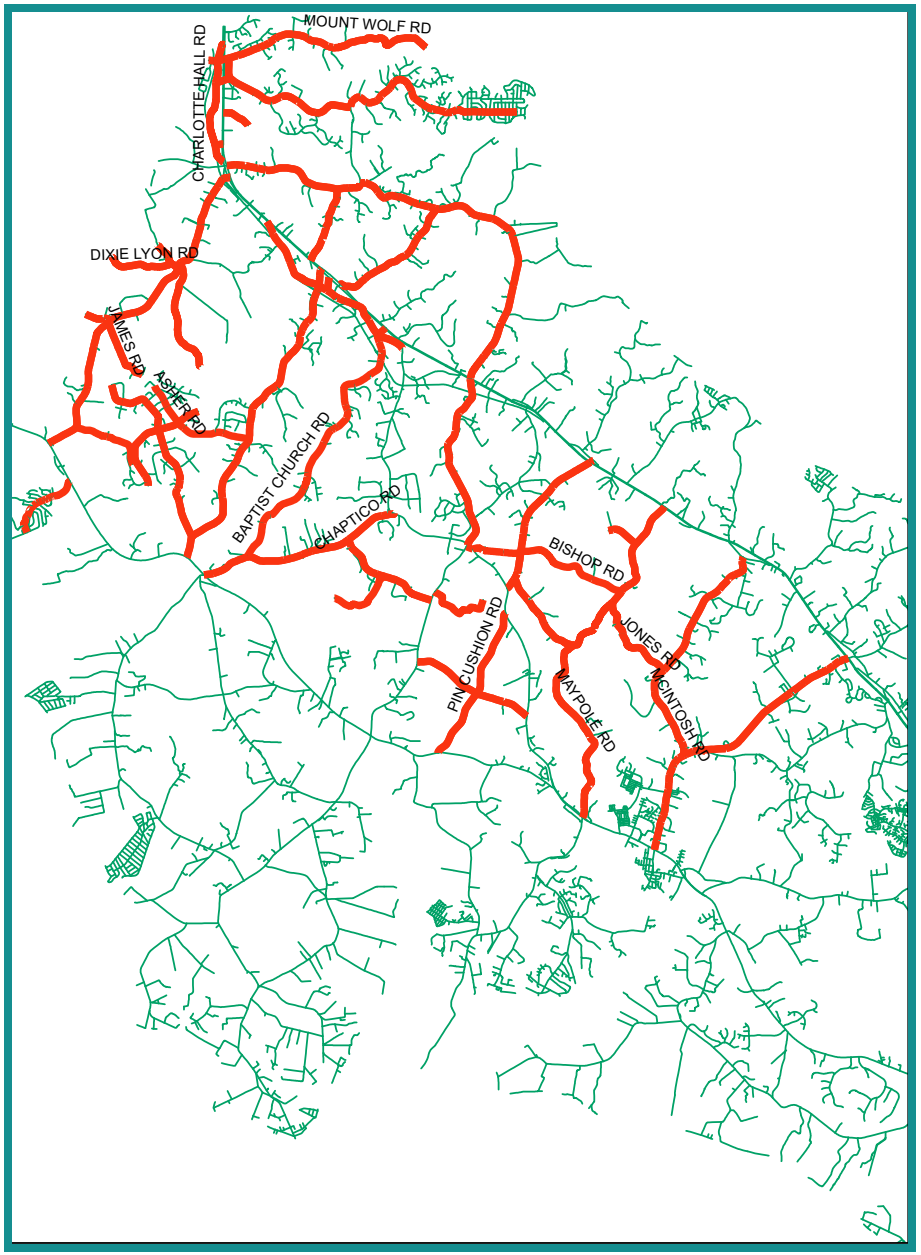
As shown in **Table 2.3**, the majority of the intersections with the highest crash frequency in the county are along MD 235 (Three Notch Road). These locations are also indicated in **Figure 2.4**. In general, the high crash frequency locations identified with traffic signals were locations where congestion often exists. A direct relationship exists between traffic congestion and crash frequency, providing impetus to the ongoing efforts for transportation improvement projects with adequate funding that minimizes traffic congestion and crashes.

Maryland State Highway Administration (SHA) has a "Vision Zero" law or "Zero Deaths" policy that aims to eliminate fatal and serious injury crashes. The state and county have been studying and tracking fatal and serious, incapacitating crashes to identify their causes and determine potential proactive solutions to address them. Some of the countermeasures include installing roundabouts, roadway/shoulder widening, traffic calming (rumble strips), signing and pavement markings (e.g., advanced warning of intersections), traffic signals/beacons, sidewalks, high visibility crosswalks/ADA ramps, etc. Other solutions have included non-engineering measures such as enhanced enforcement, safety education, etc. While improving roadway infrastructure can reduce the seriousness of crashes, changing driver behavior through enforcement and education will have the most significant impact on fatalities and serious injuries. The Maryland State Strategic Highway Safety Plan provides effective strategies and tools that are used to address the typical traffic safety problems on the state highway network.

2.2 Buggy Network

The Amish community uses roadways, trails, or shoulders for horse and buggy (buggy) routes within St. Mary's County. Buggy travel is common in the northern part of the county. It is important to consider the safety and travel needs of buggies on roadways. **Figure 2.5** shows the existing buggy network within St. Mary's County. Due to the difference in travel speeds and minimal safety protection for the buggy occupants, the mix of buggy traffic and motor vehicle traffic can result in conflicts. These conflicts occur more regularly on roadways with insufficient passing opportunities and where there are moderate to high motor vehicle volumes.

Figure 2.5: St. Mary's County Buggy Transportation Network



According to the county's police department, approximately 8 to 10 crashes involving horse and buggies occur yearly. For motorists to increase equestrians' safety on the road, they must be prepared to stop. Incapacitating injury and fatal crashes are more common with buggy crashes than typical motor vehicle crashes. To improve safety and operation of buggy transportation, identification of conflicts between buggy traffic and motorized vehicles is critical and a prioritization criterion should be developed based on existing buggy volumes, roadway/intersection conditions, vehicle and pedestrian volume, speed, geometric conditions, and Amish population density. The criteria should be established which recommends countermeasures on buggy networks within the county ranging from signage and lighting to shoulder widening and buggy lanes. In the meantime, an implementation strategy should be developed that details time frames and preliminary cost estimates for each recommendation on each buggy route. The following improvements to the buggy transportation network in St. Mary's County should be considered:

- Continue to develop the Three Notch Trail, with sufficient width for buggy travel especially between the Charles County line and MD 236.
- Preserve the network of private roadways established by the Amish through private properties.
- Provide additional shoulder space for buggies on MD 236.
- Implement ITS improvements to recognize horse and buggies at signalized intersections and provide adequate signal timing for horses to travel through intersections, specifically MD 5 at Maypole Road.
- Address sight distance issues on MD 236 and mow roadside slopes more frequently. Requests have been made to SHA to provide more room on the shoulders for buggy travel but no action has taken place yet. Roadside slopes are mowed more frequently to address the sight distance issue.
- The intersection at Bishop and Loveville Road needs to be evaluated for safety and traffic calming.
- Install sensors at traffic signals to recognize that a horse and buggy are waiting to turn.
- Adjust signal timing to be longer to allow enough time for the horse to get across the intersection, specifically at the MD 5 / Maypole Road intersection.

2.3 Bicycle and Pedestrian Facilities

The St. Mary's County Transportation Plan provides a strategy for the development of a countywide bicycle and pedestrian network. The transportation plan promotes a safe, comfortable, and friendly environment that encourages people to use bicycle and pedestrian facilities both for transportation and recreational purposes. The vision for the bicycle and pedestrian facilities is supported by the following two goals along with a comprehensive set of recommendations and implementation strategies:

- To enhance public awareness of the facilities so it is considered a viable and safe mode of transportation.
- To create and maintain an extensive network of bikeways and sidewalks that will enhance access to cultural resources throughout St. Mary's County including residential, recreational, educational, institutional, and commercial areas.

2.3.1 TRAIL AND LINKAGES

The development and interconnectivity of a trail network provides many benefits. Approximately half of St. Mary's County public parks have trails, with more trails planned in the upcoming planning period. Various state and county parks have an established network of trails with various uses and purposes. Currently, over nine parks have a trail system with additional parks proposing trails.

The St. Mary's County Bike and Trail Routes projects are located within a residential context zone. These projects will provide a system of trails and bike facilities in and around St. Mary's Park by proposing a network of new trails along existing corridors, new shared use paths along existing roadways, and shared street facilities on residential roadways. The trail system will serve as a recreational facility as well as an important connection between several areas and amenities in the community including the businesses along Airport View Drive, the Three Notch Trail, St. Mary's Regional Airport, St. Mary's Lake, St. Mary's Lake Loop Trail, St. Mary's Park, Point Lookout Road, and multiple residential neighborhoods.

To provide multi-modal connectivity in the county, existing corridors should be used wherever possible, along with residential roadways. All proposed trails or shared use paths should be a minimum of 12-feet or 14-feet wide where possible to comfortably accommodate both pedestrians and bicyclists. Several segments of the closed loop running along existing road corridors have been proposed. The southern portion of the closed loop that runs along Point Lookout Road (MD 5) for approximately 1.75 miles and a segment along Indian Bridge Road that is approximately 2,000 linear feet are recommended to be a 10-foot wide shared use path with a five-foot grass buffer between the path and the road based on the higher posted speed limits on those roads. Three Notch Trail is located within a suburban commercial zone. An existing 10-foot wide trail runs parallel along Three Notch Road (MD 235). The existing Three Notch trail has several gaps between FDR Boulevard and Chancellors Run Road, which this project will fill to provide a complete trail network connecting the commercial businesses along Three Notch Road.

2.3.2 SIDEWALKS

Pedestrian facilities are numerous and can be exclusively used by pedestrians, such as sidewalks, or shared with bicyclists. Sidewalks are mainly located in the Lexington Park and Leonardtown areas with limited sidewalk coverage in other locations. As transportation projects are implemented, bicycle and pedestrian improvements should be included. The county should take advantage of Sidewalk Retrofit Funding for the construction of new sidewalks and the reconstruction of existing sidewalks along state highways in locations identified by the county. Sidewalk networks should also be constructed between neighborhoods, schools, parks, and other activity nodes/centers. There are several neighborhood streets with sidewalks but no connection to adjacent collector roadways.

2.3.3 BICYCLES

The proposed bicycle plan network includes the most attractive routes that provide a safe and accessible transportation facility. The Southern Maryland Bicycle Routes Map (**Figure 2.6**) was referenced to provide roadway networks that were used as a foundation for the St. Mary's County Bicycle Plan.

Figure 2.6: Southern Maryland Bicycle Network Plan

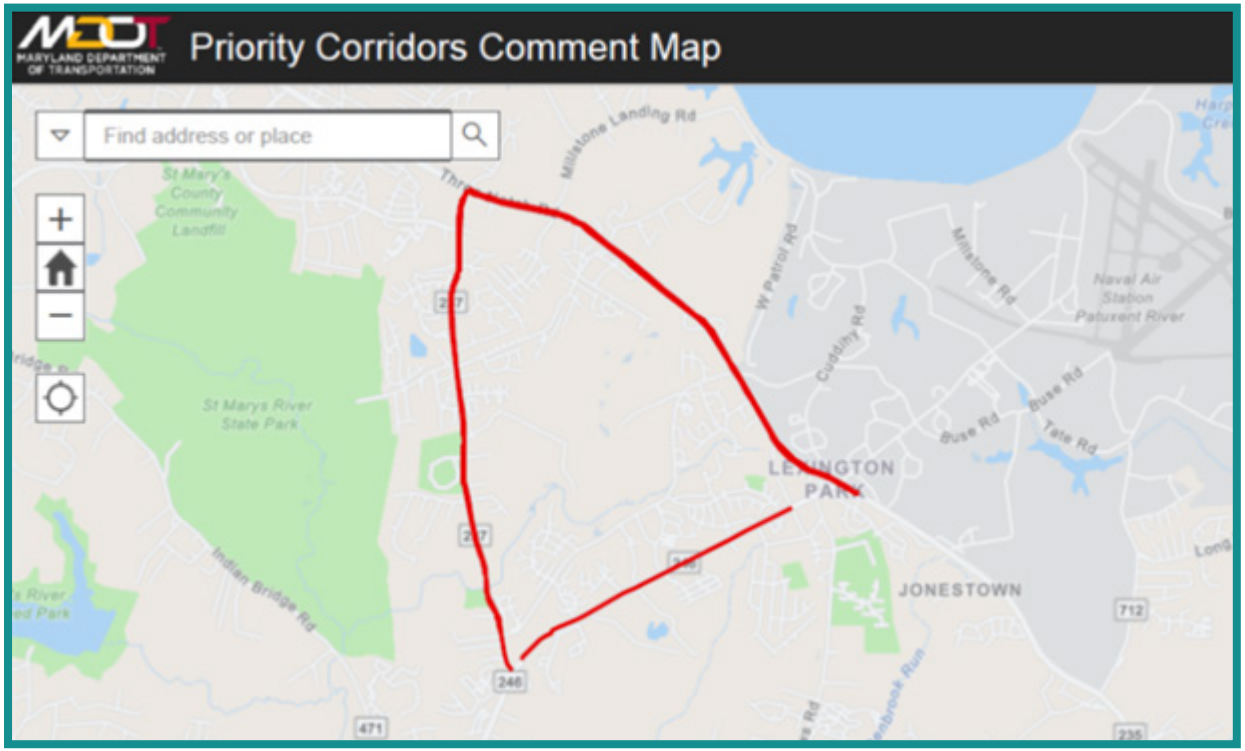
Source: Maryland State Highway Administration

2.3.4 PEDESTRIAN SAFETY ACTION PLAN PROGRAM

SHA's Pedestrian Safety Action Plan (PSAP) will improve pedestrian and bicycle safety in Maryland by making physical improvements to state routes that make travel safer for all users and incorporate SHA policies and strategies related to pedestrian and bicycle safety. The state and county is committed to eliminating traffic-related, serious injuries and fatalities. A strategy known as Vision Zero. By initiating context driven solutions SHA is developing an actionable PSAP for each district and county to improve pedestrian, bicycle, and vehicle safety and also balance access and mobility in all contexts throughout Maryland. The PSAP leverages SHA's responsibility for engineering and evaluation of the transportation network. The goal of PSAP is to improve pedestrian safety and reduce traffic-related serious injuries and fatalities on Maryland's roads, aligning with the strategies of Vision Zero. The statewide areas of need for pedestrian safety were identified and studied using a data - driven approach. The prioritized corridors were selected across the state once the areas of need were established. **Figure 2.7** shows prioritized corridors in St. Mary's County.

The prioritized roadways will be among the first to receive attention for context driven solutions. SHA District 5 has initiated a PSAP along Corridor MD 235 (Three Notch Road) from MD 246 (Great Mills Road) to MD 237 (Chancellors Run Road), California, St. Mary's County for assessment and design. The purpose of the PSAP project is to review and analyze various proposed countermeasures to improve accessibility, mobility, and safety of multimodal facilities, including sidewalk connections, crosswalk and crossing treatments/ ramps, traffic-calming mechanisms (e.g., reduce turning radius), signing and markings, minimizing pedestrian conflict points, pedestrian signal phasing/ timing, etc.

Figure 2.7: PSAP Prioritized Corridors in St. Mary's County



2.3.5 SAFE ROUTES TO SCHOOL (SRTS) PROGRAM

The Safe Routes to School (SRTS) Program is a federally funded reimbursement program administered by SHA. St. Mary's County has applied for funding to support infrastructure and non-infrastructure activities that encourage children to safely walk, bicycle or roll to school. The purpose of the SRTS program is:

- To make bicycling, walking, and rolling to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- To promote safety, enforce traffic rules, and encourage students to participate in the program.
- To improve sidewalks, crosswalks, curb extensions, and install traffic signs in the vicinity of schools.

The St. Mary's County SRTS Plan identifies strategies to support a safe, comfortable, and inviting environment for active transportation around elementary schools, including Green Holly, Greenview Knolls, Lexington Park, as well as everyday problems that students and families encounter and provide possible engineering solutions. Some recommendations may be implemented almost immediately while others will require more planning, analysis, and funding. Changes to the streets around schools through engineering improvements are a critical component of SRTS. The changes include floating and semi-permanent elements like signage, outdoor furniture, crossing areas, sidewalks, curbs, and ramps. These changes slow down traffic and add a safe place for pedestrians and cyclists to travel.

2.4 Transit Facilities and Services

The St. Mary's County Transit System has seen rapid growth in service over the last decade. Ridership has increased since 2006. St. Mary's Transit System (STS) is the primary provider of public transportation in the county, as well as a recipient of federal and state grant funding to help provide these services. Below are the other transit service providers in addition to STS:

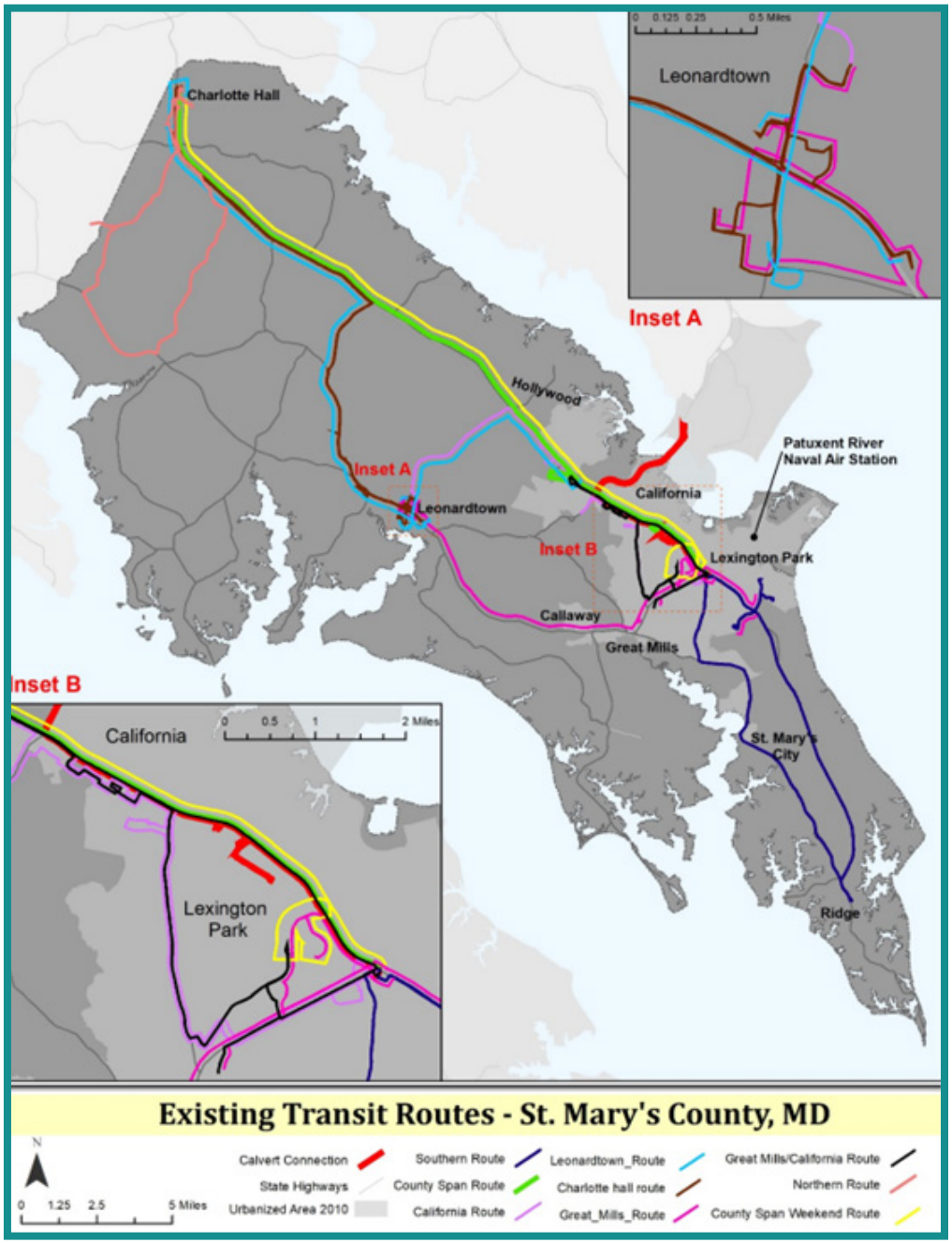
- Maryland Transit Administration (MTA) Commuter Bus
- STS ADA Complementary Paratransit service within $^{3}/_{4}$ mile of the fixed route service network
- Paratransit: Statewide Specialized Transportation Assistance Program (SSTAP) Demand-Response Transportation for Senior Citizens and People with Disabilities

2.4.1 ST. MARY'S TRANSIT SYSTEM (STS)

St. Mary's Transit System (STS), a service of the St. Mary's County Government, provides community transportation throughout St. Mary's County. STS originated as a service of the St. Mary's County Department of Aging and was transferred to the Office of Central Services in the late 1990's. It was then transferred to the DPW&T in 2000. STS services include 10 fixed routes that serve the more populated corridors of the county and demand response services (ADA paratransit and SSTAP). Currently, the total service mileage for 10 routes is approximately 201 miles as shown in **Figure 2.8**. This is calculated by adding the total mileage for each route one way. The breakdown per route is as follows:

- Rt. 1 California route: 16 miles
- Rt. 2 Charlotte Hall route: 20 miles
- Rt. 3 Great Mills route: 14 miles
- Rt. 4 County Span: 25 miles
- Rt. 5 Calvert: 18 miles
- Rt. 6 Northern: 23 miles
- Rt. 7 Southern: 25 miles
- Rt. 11 Great Mills/California: 21 miles
- Rt. 12 Leonardtown Rt.: 30 miles
- Rt. 12 Leonardtown Sunday Rt.: 9 miles

Figure 2.8: STS Bus Routes



2.4.2 MTA COMMUTER ROUTES

The four MTA commuter routes are operated under a service contract with a private transportation provider. Four routes (705, 715, 725, and 735) stop at the Golden Beach (Charlotte Hall) Park and Ride and one route (725) stops at California (Hollywood Volunteer Fire Department) Park and Ride.

2.4.3 TRANSIT FACILITY UPGRADE

SHA will provide funding for DPW&T to install STS bus stop signs, pads, and shelters in the near future. The first location would provide safe pick-up points along Great Mills Rd./MD Rt. 246 for STS bus passengers to board and disembark from the buses. The second location for STS bus signs, pads, and shelters would be along MD 235 from Hermanville Road in Lexington Park to Hollywood Leonardtown Road in Hollywood. In addition, as a safety measure to avoid vehicle or pedestrian accidents, these locations would provide highway drivers cautionary points along the roads instead of passengers flagging the bus for transportation. The third location would be a hub/transfer station project at one of the parcels of land on California Boulevard. MTA would support moving the STS bus transfer point at Tulagi Place in Lexington Park to another location. Building a more accommodating facility at Tulagi Place is not an option due to the NASPAX fly-over restrictions.

2.4.4 ST. MARY'S COUNTY TRANSIT DEVELOPMENT PLAN (2019)

The last St. Mary's County Transit Development Plan (TDP) was updated in December 2019. The TDP identified the following transit needs based on the county's population, transit rider surveys, and stakeholder input:

- County medical trips
- Extended evening service to meet the needs of second/third shift workers
- More frequent service on existing public transit routes
- Expanded public transit coverage in rural parts of the county
- Increased availability of demand-response and door-to-door services

The TDP proposed multiple service improvement alternatives. One of the major focus areas for this TDP is to streamline the routes to improve travel time and on-time performance. Other areas of focus include the need to improve passenger amenities and information and explore a fare increase.

The five-year implementation plan recommended expanded marketing efforts, shifting to a distance based Statewide Specialized Transportation Assistance Program (SSTAP) fare, introducing a day pass, and increasing the price of monthly passes by five dollars. Among other changes, short-term improvements included minor stop adjustments and the division of the Leonardtown-Lexington Park Route into two separate routes. Long-term route improvements included a new Western Route serving the County's Seventh District and increasing the frequency of the Great Mills Loop from one hour to 30 minutes. Of these recommendations, marketing efforts have increased, a day pass has been introduced, and minor stop adjustments have been implemented. Service expansions have not occurred.

2.4.5 MARYLAND TRANSIT ADMINISTRATION (MTA) RECOMMENDATIONS

As the population of St. Mary's County continues to grow, ridership on STS has also grown. As the system expands, fixed routes have been extended and additional stops and destinations are included. In the short term, MTA guidance indicates that federal and state funds are not available for expansion; however, the designation of Lexington Park and California as an urbanized area may open additional funding opportunities through the S.5307 program. Longer term public transportation projects include expansionary projects, such as additional Sunday service, increased frequency in the urbanized area, rural fixed route service expansion, real-time bus information, electronic fare collection, and a transition to larger vehicles.

2.5 Airport Facility

St. Mary's County Regional Airport is centrally located four miles northeast of Leonardtown near the intersection of MD 235 and MD 4. St. Mary's County owns and operates the regional airport. As a regional airport, it accommodates a full range of regional and local business activities, limited scheduled passenger service or cargo operations, and serves corporate jet and multi-engine aircraft, as well as single-engine propeller aircraft. The airport maintains a single 4,150-foot by 75-foot asphalt runway with a full parallel taxiway and non-precision approach capability. The asphalt runway is in the process of being extended to 5,350-feet. The airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds. As a general aviation airport, its purpose is to accommodate the basic needs of general aviation aircraft and pilots.

- The county owned terminal building and one hanger with office space (12,000SF) with over $29M in federal and state grants
- Approximately 40,263 annual aircraft operations with 200 based aircraft (3rd in state)
- 121 privately owned T-hangers and 12 privately owned commercial business hangars with runway access
- TechPort Business Incubator on site with 15 aircraft related businesses located at the airport
- Averaging 500-1,000 "transient" visitors/year
- Over 1,460 rotary wing operations/year (Maryland State Police and MedSTAR Transport based at the airport)
- Jet A+ low lead fuel: 300,000 gallons/year
- The Civil Air Patrol St. Mary's Composite Squadron is based at the airport
- University of Maryland UAS Test Site with a growing academic program on site

The airport supports all types of general aviation activity including flight instruction, aircraft rental and sales, and charter flights. The 178 based aircraft at St. Mary's County Regional are primarily single-engine aircraft, multi-engine aircraft, a few jets, a handful of helicopters, and a handful of ultralights. The airport serves the business, recreational, and flight training needs of the community. Some airport businesses include the Piedmont Flight Center, providing flight instruction and aircraft rentals; and Airtech, Inc., providing aircraft charter flights, maintenance, parts sales, and professional aeronautical related services that include airborne surveillance, telemetry, test and evaluation, and range calibration services using fixed wing and rotary wing aircraft. The Maryland State Police houses a helicopter, Trooper 7, at the Airport for conducting medevac operations as far north as Montgomery County and into northern Virginia.

Airport terminal renovations are underway to provide additional office space for aviation businesses. A planned Airport Road extension will intersect with a reconfigured Lawrence Hayden Road and provide connectivity between the north and south sides of the airport.

Master Plan and Airport Layout Plan

The Innovation District Master Plan provides a framework and road map to leverage existing assets to fully realize the potential for innovation, economic development, and increased competitiveness. The Master Plan Update presents the results of data collection, forecasts, alternative analysis, and recommendations for the continued development of St. Mary's County Regional Airport. The previous Airport Master Plan was prepared in 1979 and the Airport Layout Plan Updates were published in 1988 and 1993. Since that time, the region has experienced significant growth, and the airport has undergone numerous changes and improvements. In addition, the airport is interested in developing facilities to ultimately support commuter air service operations. The staging of development in the plan will be tailored to meet the goals and objectives of the community for the airport over the next 20 years. The primary goals and objectives of the current Master Plan and Environmental Assessment are to:

- Develop a localizer approach (with approach lights) to Runway 11 to better accommodate aircraft traffic during periods of adverse weather
- Evaluate feasibility of ILS approach
- Lengthen and strengthen Runway 11-29 in preparation for commuter air service, commercial and other general aviation use
- Determine the needed additional infrastructure to accommodate future commuter air service, commercial and other general aviation use
- Recommend and develop a land acquisition program for the airport to

accommodate general aviation and commuter air service development for the 20-year planning period

- Provide areas for additional general aviation apron and hangar (both T-hangar and conventional) development
- Further refine orientation and layout for future development needs
- Analyze existing and future obstructions to the FAR Part 77 surfaces

2.6 Emergency Evacuation Routes

Evacuation planning has been ongoing for many years in St. Mary's County. St. Mary's County hurricane evacuation plan had transitioned in 2018 to a zone-based program to allow local emergency managers to message evacuation requests more easily to residents and visitors. The new evacuation zones are a result of the Maryland Hurricane Evacuation Study. The evacuation study identified three large areas in Maryland subject to tidal flooding. The evacuation zone aims to bring awareness of the evacuation to the forefront of Marylanders' summer plans and make evacuation notices easier to disseminate. The zones affect every jurisdiction on Maryland's Eastern Shore, plus jurisdictions along the western coast of the Chesapeake Bay and tidal areas of the Potomac River south of Washington, DC.

The zones are designated by the letters A, B and C. Zone A areas are the most likely to be impacted by severe flooding in the event of a major storm or hurricane. In future years, the program will focus on refining evacuation routes away from the affected areas. The county has identified four major roadways for people to use in case of evacuation. The major evacuation routes are along MD 5, MD 235, MD 4, and MD 234. Improvements such as signals and signage on all major evacuation routes should be recommended based on the zone-based program. This would improve the effectiveness and public awareness of the evacuation routes in case of emergency.

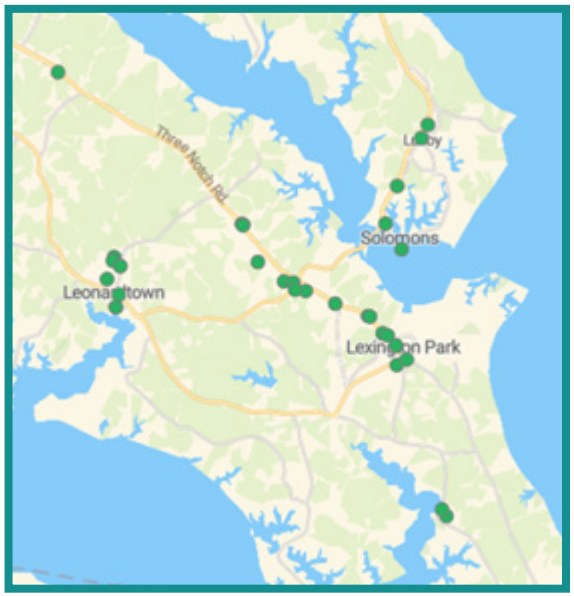
2.7 Electric Vehicle (EV) Infrastructure Plan

Southern Maryland Electric Cooperative (SMECO) has installed its SMECO Electric Vehicle (EV) Recharge public charging stations in St. Mary's County. The stations are located in St. Mary's County public spaces such as the library and senior center with 24-hour access. More than 20 EV Charging Stations built in St. Mary's County are operational. The St. Mary's County Commissioners approved an updated EV charging list in 2022. These stations are being installed and maintained by Southern Maryland Electric Cooperative as shown in **Figure 2.9**.

St. Mary's County should organize an EV Working Group to develop an EV infrastructure plan and oversee the development of the EV infrastructure (charging stations) for the county. The EV Infrastructure Plan will include strategies for supporting current and future EV infrastructure development within the county. The EV infrastructure plan should introduce regulations governing the installation of public and privately owned EV Supply Equipment (EVSE) in parking lots, driveways, garages, and public rights of way and provide a guidance for installing EVSE that details EVSE permitting and inspection. The purpose of the plan is to assess the counties current support for EVs, and summarize preparations and actions taken to facilitate the development of EV infrastructure in the county. The plan also looks to provide recommendations that create a more comprehensive charging station network which supports EV drivers and addresses any implementation barriers. The SMC can begin with the following:

- Launch an initiative to convert county fleet vehicles to all-electric vehicles in the next 10 years.
- Request new electric buses through the U.S. Department of Transportation's Low or No Emission Bus Program.
- Develop a website with an EV dedicated page that provides resources and educational materials on and for EVs.

Figure 2.9: Electric Vehicle Charging Stations in St. Mary's County



3 ANTICIPATED TRAFFIC GROWTH WITH TRAVEL DEMAND FORECASTING

To evaluate the future roadway capacity needs to accommodate increasing traffic demand in St. Mary's County, traffic demand forecasts were developed using the Metropolitan Washington Council of Governments (MWCOG) regional Travel Demand Forecast Model (TDFM). The forecasted year used for the modeling was the year 2045 while the base year for the travel demand modeling is 2020, when the last census occurred. This TDFM used the four-step modeling process to provide a better understanding of population growth, employment rate, roadway characteristics, travel demands, traffic circulation, traffic congestion, and interrelationships among land use. The population of St. Mary's County is approximately 113,800 persons in 2020. The current population (115,500) in the county has increased by 1.5% from 2020 to 2022. The trend of increasing population will continue for the next 20-25 years. Normally, projections are developed for 20-25 years into the future for the purpose of determining needed roadway improvements. For the 2022 Transportation Plan Update, 2045 is being used as the projection year. The population is anticipated to increase to over 153,900 people by 2045. The employment rate for the county is approximately 68%, with the NASPAX being the largest employer by far. Employment is anticipated to grow to over 130,000 jobs. The anticipated growth for the next 25 years would be 35% and the employment rate for the county is approximately 65%.

The TDFM forecasted traffic volumes (year 2045) on major arterials is based on projected population and employment under the "No Build" condition in St. Mary's County. The projected traffic volumes show increases in travel demand on the existing roadway network. The projections were developed on an average daily traffic basis and for the AM and PM peak hours, which experience the highest volume of traffic. The results from the TDFM are used to determine future LOS on major arterials and measure the county's roadway system's ability to accommodate increases in traffic volumes. LOS was calculated LOS by applying a V/C ratio analysis that incorporated daily and peak-hour planning-level capacity thresholds, which were associated with a LOS definition. The AM peak-hour LOS are shown in **Figure 3.1** and the PM peak-hour LOS are shown in **Figure 3.2**.

The TDFM predicts that current travel flow patterns will be maintained for the foreseeable future. Overall travel times for motorists in St. Mary's County will increase modestly by year 2045. Rush hour times will likely increase significantly. Outside of the morning and afternoon rush hours, the trip will take 10% longer by 2045. By 2045, the model forecasts roadway traffic to stress the capacity of nearly the entire MD 235, MD 5, and MD 4 corridors during the morning and afternoon peak periods. Additional congestion is likely at

the state route intersections. The total number of miles traveled by motorized vehicles in the county is forecasted to increase 38% during the morning rush hour and 40% during the afternoon rush hour. By 2045, the model forecasts that the 40% increase in motorized traffic during peak hours will double the number of miles traveled in congestion.

Figure 3.1: 2045 AM Peak-Hour LOS

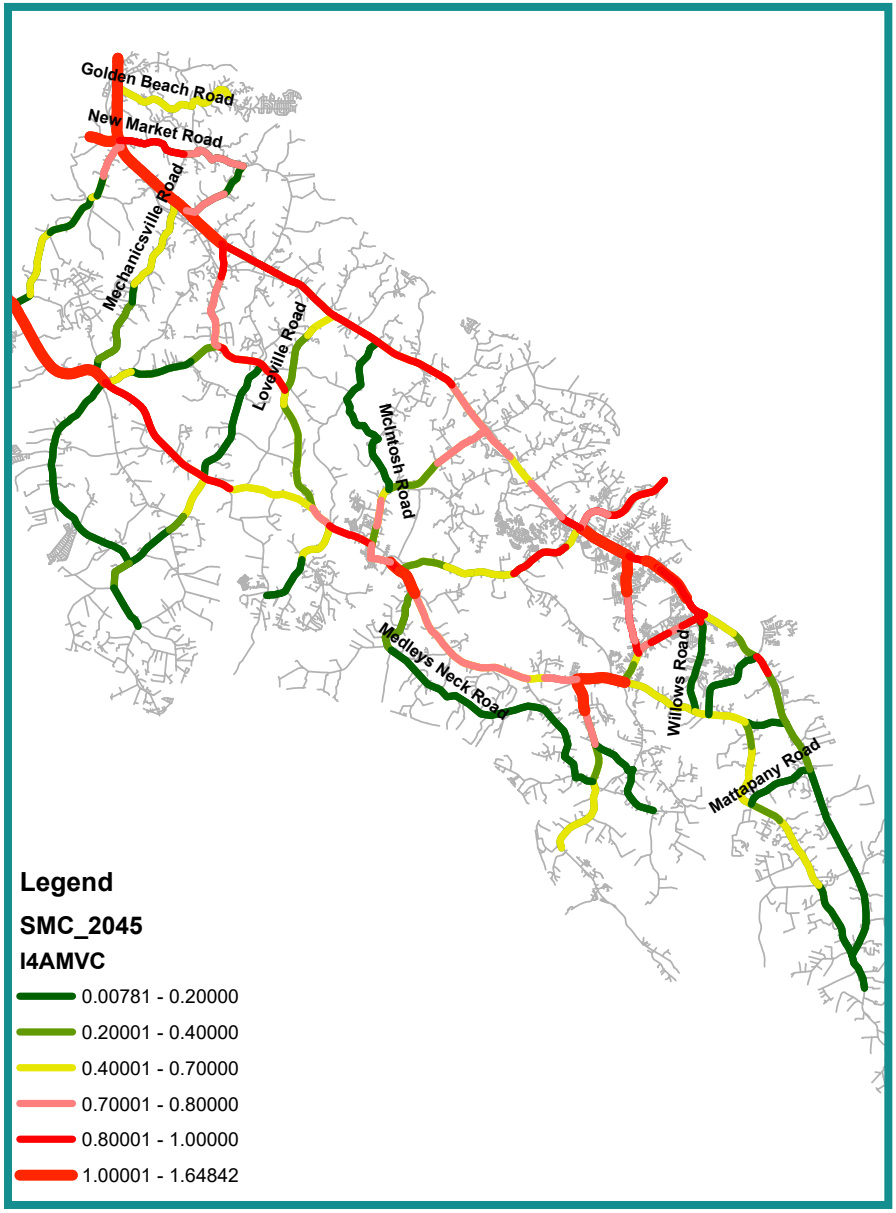
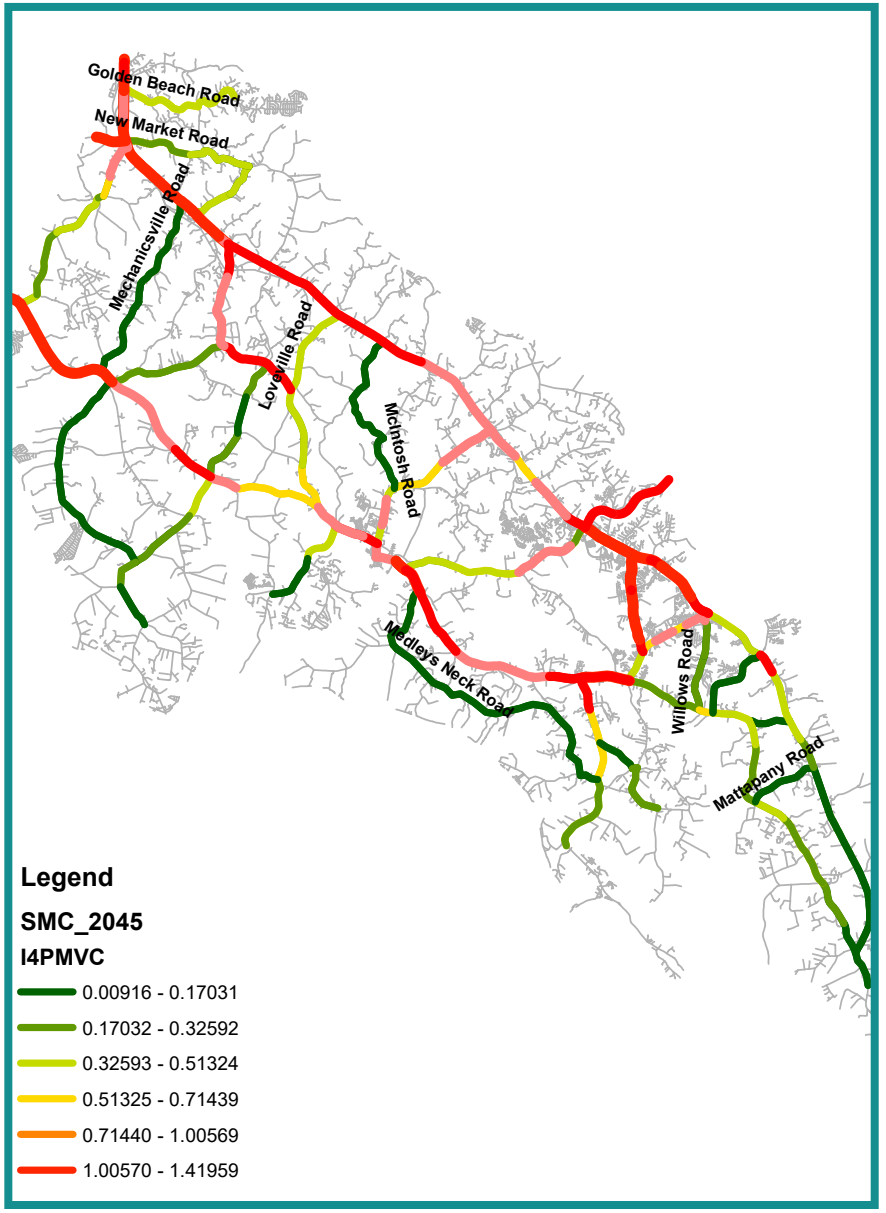


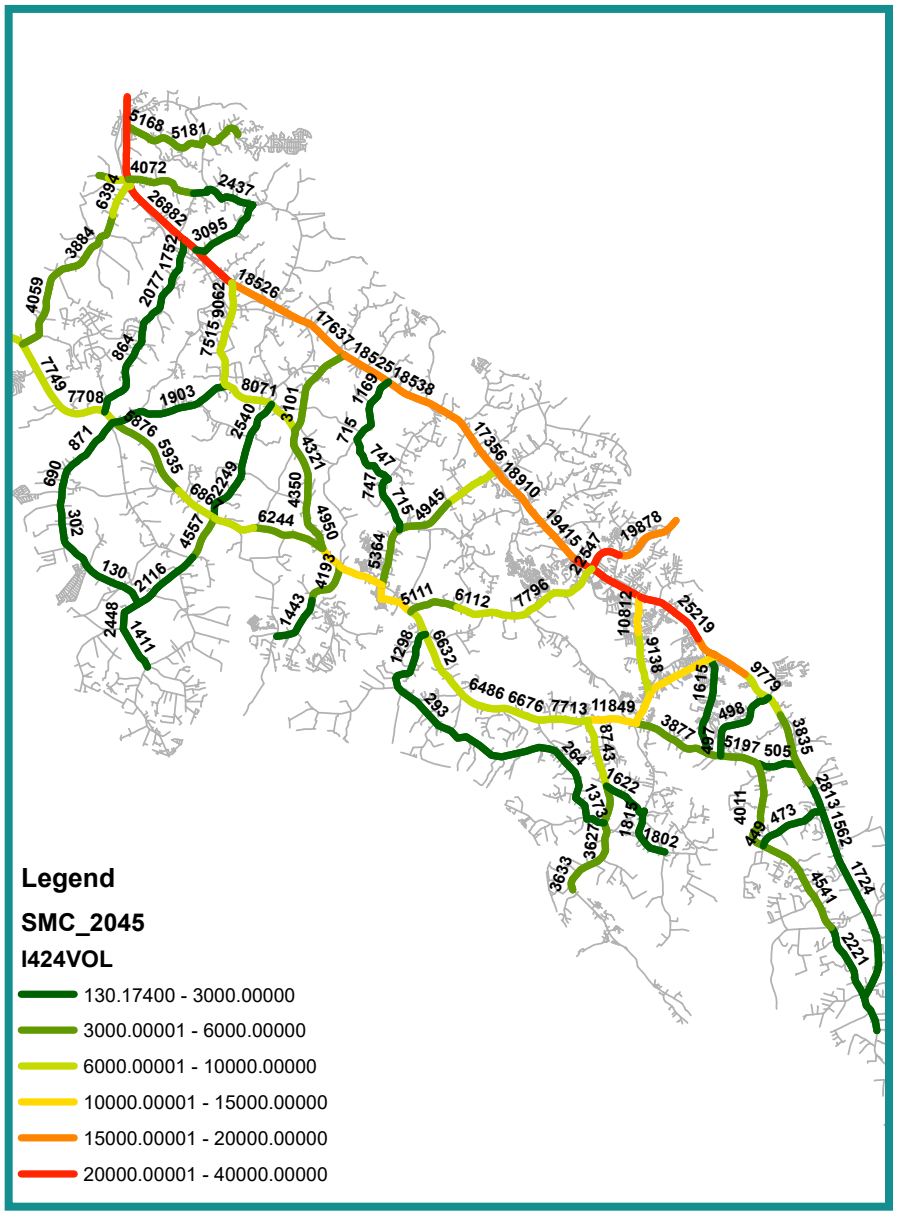
Figure 3.2: 2045 PM Peak-Hour LOS



The travel demand forecasts show that the major arterials, including MD 235, MD 234, MD 246, MD 5, MD 4, and MD 237, will see volume increases and LOS down to E or F. In the California area, MD 235 between MD 4 and MD 245 will see increases between 15,000 to 20,000 vehicles per day. In Leonardtown, MD 5 between MD 243 and MD 245 will increase between 35,000 to 40,000 vehicles per day. The northern portion of St. Mary's County will continue to see growth in traffic volumes. The volume along MD 5 is anticipated to increase to approximately 50,000 vehicles per day. The 2045 projected average daily traffic is shown in **Figure 3.3**.

MD 235 is the highest volume roadway (26,880 vehicles) in the county. Peak hour volumes will increase in an associated manner along the various roadways. The highest volume is projected to occur in the AM peak hours along MD 235 between MD 236 and MD 5 with over 6,100 vehicles per hour in the peak direction. Based on the 2045 forecasts, it appears five state routes, MD 235, MD 246, MD 5, MD 4, and MD 237, within the county will become congested over the next 20 years. **Table 3.1** identifies the specific congested segments of these state routes and **Table 3.2** presents the intersections that would be fail (LOS E or F) if no improvements were implemented over the next 20 years.

Figure 3.3: 2045 Projected Average Daily Traffic



Unlike state highway routes, most of the street networks have not had and are not likely to have substantial increases in capacity or operational capability. This would be done by adding lanes of traffic and/or adding more traffic control measures such as roundabouts and traffic signals. Additional roadway capacity should accommodate peak hour volumes in ways that fully consider the costs of the new controls and restrictions. For example, adding lanes to accommodate peak hour traffic and then prohibiting right-turns on red during the entire day encourages people to disobey the prohibition in light traffic conditions. Additionally, limiting access to a major highway at a few locations helps peak hour flows but unnecessarily increases the time and distance for locals trying to access businesses during off-peak hours. Secondly, encouraging people to walk or bicycle to local destinations is likely to result in real declines in motor vehicle volumes in certain areas of the county. As motorized traffic loads grow on the local street networks, people will increasingly choose walking or bicycling for convenience. The pace of this process by which people drive less will depend on many factors including land use zoning changes that encourage commercial and industrial uses closer to neighborhoods and whether or not public works departments work to accommodate a growing demand for bicycle and pedestrian transportation infrastructure.

Table 3.1: 2045 No Build Failing Roadway Link Locations

Road Segment	From	To	LOS
MD 5 - Three Notch Road	Mohawk Dr	New Market Road	F
MD 5 - Three Notch Road	Thompson Corner Road	MD 5 - Point Lookout Road	F
MD 5 - Point Lookout Road	MD 5 - Point Lookout Road	Birch Manor Dr	F
MD 5 - Point Lookout Road	MD 238 - Chaptico road	Loveville Road	E
MD 5 - Point Lookout Road	Newtowne Neck Road	Hollywood Road	F
MD 5 - Point Lookout Road	Washington St / Fenwick St	Medleys Neck Road	E
MD 5 - Point Lookout Road	Piney Point Road	MD 246 - Great Mills Road	F
MD 235 - Three Notch Road	MD 5 - Point Lookout Road	Jones Wharf Road	F
MD 235 - Three Notch Road	Wildewood Blvd	MD 246 - Great Mills Road	F
MD 235 - Three Notch Road	N. Shangri La Drive	South Shangri La Dr	F
MD 235 - Three Notch Road	Hermansville Road	Jacksons Run Road	F
MD 234 - Budds Creek Road	Woodyard Ct	MD 238 - Chaptico Road	E
MD 234 - Budds Creek Road	Horse Shoe Road	MD 242 - Colton Point Road	E
MD 4 - St. Andrews Church Road	Indian Bridge Road	Wildewood Pkwy	F
MD 4 - Patuxent Beach Road	MD 235 - Three Notch Road	Thompson Johnson Bridge	F
MD 246 - Great Mills Road	Westbury Blvd	Prather Dr	E
MD 246 - Great Mills Road	Sheriff Miedzinski Way	MD 235 - Three Notch Road	E
MD 237 - Chancellors Run Road	MD 235 - Three Notch Road	MD 246 - Great Mills Road	E
New Market Road	Whalen road	MD 5 - Three Notch road	E
Piney Point Road	MD 5 - Point Lookout Road	Austin Lane	E
N. Shangri La Dr	MD 235 - Three Notch Road	Willows road	E

Table 3.2: 2045 No Build Failing Intersections

Road Segment	LOS	
	AM	PM
MD 5 (Three Notch Road) and New Market Road	E	F
MD 5 (Three Notch Road) and MD 236 (Thompson Corner Road)	E	E
MD 5 (Three Notch Road) and Flora Corner Road	E	E
MD 5 (Point Lookout Road) and MD 235 (Three Notch Road)	F	F
MD 5 (Point Lookout Road) and MD 249 (Piney Point Road)	F	F
MD 235 (Three Notch Road) and MD 5 (Point Lookout Road)	E	E
MD 235 (Three Notch Road) and Hollywood Road	E	E
MD 235 (Three Notch Road) and MD 237 (Chancellors Run Road)	F	E
MS 235 (Three Notch Road) and N Shangri La Dr	E	E
MS 235 (Three Notch Road) and MD 4 (Patuxent Beach Road)	F	F
MD 246 (Great Mills Road) and N Shangri La Dr	E	E

4 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO)

Transportation Systems Management and Operations (TSMO) are planning processes and programs that optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve security, safety, and reliability of the transportation system. The Maryland State Highway Administration (SHA) is taking an integrated approach to planning, engineering, operating, and maintaining existing roadway facilities to maximize their full-service potential, and ultimately improve the safety, security, and reliability of multimodal transportation networks. To build support for TSMO from a variety of stakeholder groups, TSMO programs are developed and integrated into standard processes and manuals with all disciplines across the project lifecycle and establish a culture of data-driven operations within agencies.

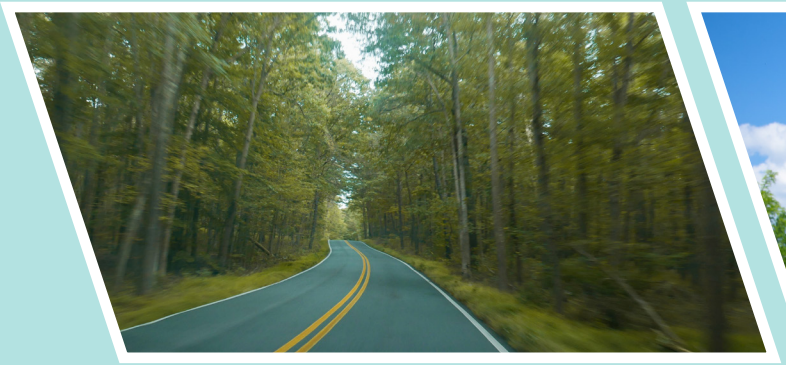
TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. In deploying TSMO strategies to actively manage the county's multimodal transportation network, the DPW&T has been involved in many TSMO strategies such as:

- Traffic incident management
- Work zone management
- Active traffic management
- Integrated corridor management
- Smart traffic signal operation
- Connected vehicle application
- Emergency response
- Intelligent transportation systems
- Traveler information services
- Traffic demand management.

TSMO strategies aim to better leverage capacity limitations due to congestion, incidents, construction, weather, poor signalization, and other factors. TSMO strategies focus on operational, safety, and technology-based improvements that provide a high benefit to the public at lower costs than traditional capacity improvements. These strategies are coordinated with others across multiple jurisdictions, agencies, and modes. Integration views the surface transportation network as a unified whole, making the various transportation modes and facilities work together and ultimately perform better. TSMO includes efforts to operate the multimodal transportation system, manage travel demand and requires agencies to look beyond a project or a corridor and consider the impacts of the entire transportation system. This involves coordination and collaboration among multiple stakeholders, such as federal, state, and local agencies, and the private sector to achieve seamless interoperability.

As discussed above, MD 235, MD 4 and MD 5 are or will become moderate or heavily congested corridors in St. Mary's County without roadway improvements (e.g., widening roadways). TSMO strategies can be applied at various levels (e.g., regional, corridor, and project level) and address multiple modes (e.g., highway, transit, multimodal), safety, and congestion issues. For these corridors, the TSMO strategies would focus on using smart traffic signals, active traffic management, Intelligent Transportation Systems (ITS), traveler information, and traffic incident management to improve safety and reduce the impact of congestion. These strategies require reliable communication infrastructure and adequate detection systems to get accurate real-time data for adjusting signal timing, traffic queue warning, advance warning, and broadcasting traffic conditions to the public. The investment in ITS devices, smart signal systems with detection, and communications infrastructure is critical to prepare the state routes for the future use of connected vehicles. The state and county should provide an outline of operational technologies to assist SHA's TSMO program and align funding and priorities. The next step is to begin concept design and systems engineering processes to better define the TSMO strategies and develop a deployment plan for these corridors based on priorities, benefit cost, and available funding.

5 REVIEW OF EXISTING PLANS AND REPORTS



This section consists of a review of transportation planning and study documents, at the local and regional scale, which were used to develop the SMCTP. The following plans and reports were reviewed and summarized as part of this Transportation Plan Update.

5.1 Transportation Planning and Programs

5.1.1 2006 TRANSPORTATION PLAN

The goal of the 2006 Transportation Plan is to provide "an integrated transportation plan that will assist all aspects of transportation including motor vehicles, mass transportation, horse and buggy, bicycles, pedestrians, waterways, and air transportation while considering the cultural resources throughout the county." This plan addressed the impacts that the rapid growth in population has had on the transportation system. The plan included an evaluation of the multimodal transportation system regarding non-motorized and motorized transportation and addressed opportunities to meet present and future needs at the time and promoted public transit and ways to improve transportation for pedestrians and bicyclists. A wide variety of transportation projects were recommended as shown in **Table 5.1**, including roadway projects, transit projects, and travel demand management projects, based on needs such as LOS and safety concerns. In order to achieve this goal, a series of objectives, policies, and actions were developed. **Table 5.1** lists the recommended roadway improvement projects with current status.

Table 5.1: Recommended Transportation Improvement Projects in 2006 Transportation Plan

Project	Priority	Cost* (millions)	Funding Source	Current Status
Extend Pacific Drive to Pegg Road.	Short	<$1	Developer	Completed
Provide Service Road Connections between the "big box" stores along the west side of MD 235, including a Wal-Mart/K-Mart connection of First Colony to Old Rolling Road.	Short	<$1	Developer	Completed
Construct FDR Blvd from MD 4 to Willows Road. Include a linkage between MD 4 and MD 235 north of the intersection. (Short term).	Medium	$19	County/Developer	Completed
Realign Strickland Road connection to MD 237 to the south and extend to Pegg Road.	Short	$4	County/Developer	Only realignment has been completed
Extend Saint John's Road/Lawrence Hayden Road to MD 4 as a major collector road, intersecting MD 4 at the Indian Bridge Road intersection.	Medium	$10	County/Developer	Alignment study was completed in 2012
Extend Lei Drive to the Shangri-la Drive/Willows Road intersection and Extend Tulagi Place from South Coral Drive to the Lei Drive extension.	Short	$2	County/Developer	N/A
Provide for a divided highway or five lane section along MD 5 in Leonardtown (between MD 245 and MD 243).	Short	$10	State/Developer	N/A
Widen MD 712 (from MD 235 to NASPAX) to four lanes.	Long	$12	State	N/A
Provide intersection improvements at Business MD 5 and Fenwick Street improvements.	Short	$1	State	N/A
Construct an urban diamond interchange at the MD 235/MD 4 intersection.	Medium	$35	State/County/ Developer	N/A
Construct a second span on the Thomas Johnson Bridge.	Medium	$131	State	N/A
Widen MD 4 (from MD 5 to the Thomas Johnson Bridge) to four lanes.	Medium	$41	State	N/A
Perform an access management study for the MD 235/MD 5 corridor, from MD 4 to the Charles County line. Implementation would be medium/long.	Short	N/A	State	N/A
Widen MD 5 (from MD 245 to MD 249) to four lanes.	Medium	$47	State/Developer	N/A
Construct a parallel service road along MD 5 between Mechanicsville and Mohawk Drive.	Long	$13	Developer	N/A
Extend Pacific Drive to proposed Bradley Boulevard/Bay Ridge Road.	Long	$3	County/Developer	N/A
Construct Bradley Blvd from Pacific Drive extended to MD 235 and Hermanville Road.	Long	$25	County/ Developer	N/A
Construct a North Ring Road around Leonardtown.	Long	$12	County/ Developer	An alternative/interim concept – MD 5/MD 245 improvements
Extend Bay Ridge Road to Pacific Drive extended.	Long	$3	County/Developer	N/A
Extend Carver School Boulevard to Bay Ridge Road.	Long	$2	County/Developer	Possible concept

As shown in **Table 5.1**, this project chart captures the county's projects that have been completed and planned since the 2006 Transportation Plan. Some of these plans include state collaboration/funding. Following the 2006 Transportation Plan, transportation improvements have provided increased capacity and enhanced options for travel. Some of the major improvements included:

- Three Notch Road (MD 235) was reconstructed between the intersection of Patuxent Beach Road (MD 4) and Great Mills Road (MD 246) and was fitted with bike lanes and sidewalks.
- FDR Boulevard:
  - Alignment has been confirmed through the Lexington Park Development District Master Plan and the Transportation Plan.
  - Segments have been completed in association with development projects.
- Chancellors Run Road (MD 237) has been widened, and Norris Road has been aligned with Buck-Hewitt Road.
- Pacific Drive has been extended to Pegg Road.
- Service road connections have been installed to serve local shopping centers.
- A State Highway Access Control Plan has been developed for Three Notch Road (MD 5 and MD 235) from Patuxent Beach Road (MD 4) to the Charles County line.
- Lawrence Hayden Road is planned to be realigned to connect with Indian Bridge Road as part of a system of cross-county connector roads. The extended road would also serve the new Evergreen Elementary School.
- A "roundabout" has been completed at the junction of Maddox Road (MD 238) and Budd's Creek Road (MD 234).
- Trails:
  - The Three Notch Trail alignment has been confirmed through the Land Preservation, Parks and Recreation Plan, the Transportation Plan, and the Lexington Park Development District Master Plan. Portions have been completed.
  - A planned network of bicycle paths and trails has been adopted in the approved Transportation Plan.

5.1.2 2045 C-SMMPO LONG RANGE TRANSPORTATION PLAN

The Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) prepared the long-range transportation plan for 2045. The overall vision of the Moving Forward Long-Range Transportation Plan 2045 (LRTP) is to "provide a well-maintained, multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and employment centers of the metropolitan areas of Calvert County, St. Mary's County, and throughout the region". Goals established for the plan include 10 federal metropolitan planning factors: support economic vitality of the area, enhance the integration of connectivity, increase safety of the transportation system, promote an efficient system, increase the security for all users, preserve the existing transportation system, increase accessibility, improve resiliency, protect and enhance the environment, and enhance tourism. The LRTP has prioritized projects based on impact and funding availability. There were five recommended priority projects with funding available as shown in **Table 5.2** and 22 recommended projects that should be built when funding becomes available.

Table 5.2: Recommended Priority Projects from Long Range Transportation Plan

Project Name	Location	Description	Year of Expenditure	Estimated Cost
MD 5 Great Mills Improvement Project	MD 471 (Indian Bridge Road) to MD 246 (Great Mills Road)	Widening, intersection improvements and bridge replacement	2026	$28 million
***MD 4 Mainline – St. Mary's County**	Thomas Johnson Bridge to MD 235	Four-lane widening	2026	$80 million
MD 4/MD 235 Interchange	MD 4/MD 235 intersection in Lexington Park	Interchange construction	2026	$180 million
MD 4 Mainline – Calvert County	Thomas Johnson Bridge to Patuxent Point Parkway	Four-lane widening	2030	$10 million
Patuxent River Crossing	Thomas Johnson Bridge	Construct a new four-lane bridge	2030	$575 million

***This project will include sidewalks in some locations, shoulders on the roadway, and a parallel trail for bicycles and pedestrians.**

5.1.3 ST. MARY'S COUNTY COMPREHENSIVE PLAN

The St. Mary's County Comprehensive Plan is a guide for the county to use for future development and redevelopment. The plan fosters economic growth and creates an atmosphere of excellence by focusing and managing growth to create vibrant and attractive communities. The Departments of Land Use and Growth Management (LUGM) are updating the 2010 Comprehensive Plan to strategize for future land use, transportation, and community facilities. The visions for the plan focus on 1) the creation of achievable and fundable goals while protecting resources and sensitive areas, and 2) ensuring development areas are suitable and will promote economic development. This plan identifies a series of policies, objectives and goals to be developed in each phase of the transportation network, including vehicular, transit, pedestrian, bicycle, and airport users. The Transportation Plan includes one important element of nine that states: "In order to meet present and future transportation needs, a well-maintained, multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers is required. Failure to adequately plan for the future will result in higher future transportation operational and improvement costs, reduced traffic safety, increased air pollution, reduced economic viability, and a lower quality of life for all residents." This transportation element summarizes the community's vision for its transportation network and includes existing transportation facilities by mode, goals, objectives, policies, recommendations, and an implementation plan. Issues to be addressed include non-motorized transportation (pedestrian walkways, footpaths, sidewalks, crosswalks, bicycle and trail facilities, bicycle friendly streets, interconnected greenways, shared use paths, off-road paths, bikeways, and bike lanes).

5.1.4 2040 MARYLAND TRANSPORTATION PLAN

The 2040 Maryland Transportation Plan sets priorities for the state transportation system through 2040. It identifies Southern Maryland (Calvert, Charles, and St. Mary's counties) as the fastest growing region with 31% growth expected by 2040. The plan has seven goals:

- Ensure a safe, secure, and resilient transportation system
- Facilitate economic opportunity and reduce congestion in Maryland through Strategic System Expansion
- Maintain a high standard and modernize Maryland's multimodal transportation system
- Improve the quality and efficiency of the transportation system to enhance the customer experience
- Ensure environmental protection and sensitivity
- Promote fiscal responsibility
- Provide better transportation choices and connections

The proposed projects over the next 20 years included in the transportation plan that are relevant to St. Mary's County are:

- Widening of MD 2-4 north of Prince Frederick
- Continue to progress on updates to MD 4 from MD 2 to MD 235 including the replacement of the Thomas Johnson Bridge
- Upgrade MD 5 from MD 471 to MD 246 including the bridge over the Saint Mary's River

5.1.5 C-SMMPO COMPLETE STREETS PLAN

The C-SMMPO published the Complete Streets Plan for the Calvert-St. Mary's region in 2021. The purpose of the Complete Streets Plan is to provide guidance for the planning and development of the transportation network within the C-SMMPO region to accommodate users of all modes of travel and users of all ages and abilities efficiently and effectively. The Complete Streets Plan provides design guidance to government agencies, consultants, private developers, and community groups on the planning, design, and operation of roadways for all users. The Complete Streets Plan aids in developing a transportation plan to ensure that residents, workers, and visitors can safely walk or bike to nearby schools, restaurants, places of employment and other local amenities. This plan is meant to supplement existing manuals and standards and should be referenced early in the planning and design process for transportation projects. The Complete Streets plan has recommended future projects within St. Mary's County as shown in **Table 5.3**. Future projects were identified based on a dashboard review of available GIS data and a field visit of the C-SMMPO area as well as feedback from the surrounding community during CAC meetings, public workshops, public meetings, and online surveys.

Table 5.3: Recommended Future Projects Within St. Mary's County

Project Name	Notes
Shady Mile Drive Connection to Patuxent Beach Road	Extend Shady Mile Drive to connect to Patuxent Beach Road with bicycle facilities.
McArthur Boulevard and Church Drive Connection	Provide a multi-modal connection between McArthur Boulevard and Church Drive.
Midway Drive Trail Connection	Provide a bicycle facility along Midway Drive to connect future Pegg Road and Great Mills Road bicycle facilities.
Spring Valley Drive Sidewalk Connection	Add a sidewalk to connect Spring Valley Drive to Nicolet Park.
Planters Court and Bryan Road Connection to Willows Road	Provide a roadway connection to Willows Road from Planters Court and Bryan Road.
Wildewood Parkway Roundabout	Reconstruct intersection of Wildewood Parkway and Wildewood Boulevard as a Roundabout.
Bay Ridge Road Multi-Modal Connection	Provide a bicycle and pedestrian connection from Bay Ridge Road to Great Mills Swimming Pool and Great Mills High School.
Hermanville Road Multi-Model Project	Add bicycle and pedestrian facilities to Hermanville Road.
Lexington Park Library Connection	Add a pedestrian connection from Patuxent Crossing apartment complex to Lexington Park Library.
Pegg Road Pedestrian and Bicycle Facilities	Provide bicycle and pedestrian facilities along Pegg Road.
Chancellors Run Road Bike Facilities	Add a shared use path or widen bike lanes to 5' wide along Chancellors Run Road.
Wildewood Parkway Connections	Provide additional roadway connections to Wildewood Parkway from Three Notch Road and St. Andrews Church Road.
FDR Boulevard from S Shangri-La Drive to Willows Road	Provide the FDR Boulevard connection from S Shangri-La Drive to Willows Road.
FDR Boulevard Roadway Connections	Provide the roadway connection to FDR Boulevard from nearby roads such as, Patuxent Center Way, Immaculate Heart Way, Misima Court, Patuxent Road, FDR Lane, and Thomas Drive.
Misima Court Infill	Infill at each end of Misima Court to connect Willows Road and Lei Drive.
S Shangri-La Drive Extension to St. Mary's Square	Extend S Shangri-La Drive to St. Mary's Square shopping center. Connect Morris Drive to extended S Shangri-La Drive.
Scarborough Drive to Quatman Road Connection	Provide roadway connection from Scarborough Drive to Quatman Road.
Chapman Drive Extension	Expand Chapman Drive on both sides to connect to Sanners Lane and Sheriff Miedzinski Way.
Bay Ridge Road Connection to Quatman Road	Extend Bay Ridge Road to Quatman Road. Connect Carver School Boulevard to Bay Ridge Road extension.
Grand Harvest Lane Extension	Extend Grand Harvest Lane to Three Notch Road.
Strickland Road to Pegg Lane Connection	Provide roadway connection from Strickland Road to Pegg Lane.
Horsehead Road Connections	Provide roadway connections from Horsehead Road to Goldfinch Drive, Golden Triangle Boulevard, Pegg Lane and Strickland Road.
Abell House Road Extension	Extend Abell House Lane to serve rear of parcels fronting on Three Notch Road.
Lawrence Hayden Road Extension	Extend Lawrence Hayden Road to Indian Bridge Road.
Pegg Road Extension	Extend Pegg Road from Chancellors Run Road to Indian Bridge Road.

5.1.6 LEXINGTON PARK DEVELOPMENT DISTRICT MASTER PLAN

St. Mary's County created a Lexington Park Development District Master Plan in 2016. The county sees Lexington Park as the main growth area for the county and wants to transform the area into a mixed-use downtown with a balanced transportation system. The Master Plan emphasizes the revitalization of Lexington Park through new and infill development that creates a traditional town pattern of mixed uses, landscaped streets with sidewalks and bikeways, and neighborhood parks. The transit system discussed in this plan proposes inexpensive and convenient connections to destinations within and outside of Lexington Park. When this Master Plan is implemented, the Lexington Park Development District will have become a more inviting place to live and work.

The plan focuses on several areas—downtown where MD 235 and MD 246 meet, Jarboesville, Great Mills Road, and FDR Boulevard—to develop its recommendations. The circulation improvements focus on creating new street connections to form a more gridded network; improving streetscapes through pedestrian amenities and traffic calming; improving transit through upgrades to bus stops, vehicles, and other amenities; and creating a network of open space including a town green and community gardens. The plan both supports and expands on the 2006 Transportation Plan. Recommendations listed within this plan include:

- Provide a mix of governmental, cultural, residential, office, retail, entertainment, and recreational uses throughout the Development District.
- Improve the civic nature of the Development District and reinforce a sense of place and ownership for those who live, work, and play in the community.
- Promote viable new residential development in and near downtown outside of the AICUZ.
- Recruit businesses for a productive retail corridor that meets the needs of the community, and that captures a sizeable share of the increasing regional demand for retail goods and services.
- Redevelop automobile-oriented and strip commercial properties to achieve more pedestrian-oriented shopping and service areas.
- Promote job growth, economic diversification, and increased attention to and management of the health and service needs of the community.
- Participate in programs and provide incentives to attract new businesses and spur redevelopment.
- Update market studies and implement recommendations for recruitment and diversification.
- Promote the designated Health Enterprise Zone to improve commercial opportunities and job growth.
- Improve perceived and actual safety in Lexington Park.
- Increase police presence; establish a sheriff's station on Great Mills Road.
- Promote the elements of Crime Prevention through Environmental Design (CPTED) in the design of the built environment to reduce crime.
- Provide Complete Streets to improve pedestrian, bicycle, driver, and passenger safety.
- Maintain cooperation with the Navy. Continue coordination with the Navy to protect the Air Installation Compatible Use Zone (AICUZ) for both accident potential zones (APZ) and noise zones pursuant to the latest studies and increase public amenity open space within the AICUZ.
- Support Department of Defense efforts to preserve land and habitat buffers around the NASPAX by way of the Readiness and Environmental Protection Initiative (REPI).
- Work with the Navy to establish criteria addressing compatibility with changes in operations at the NASPAX.

5.1.7 INNOVATION DISTRICT MASTER PLAN

The Innovation District Master Plan provides a road map to leverage existing assets to fully realize the potential for innovation, economic development, and increased competitiveness. The new technology and innovation centers of the 21st Century are positioning themselves for the next 50 years to be competitive in attracting the best and brightest of future generations and to create an environment that fosters interactive communities. This plan provides a framework for policies and programs to fill the gaps and the physical design needed to form the place. The visions of the Innovation District are:

- Develop as a series of interconnected, walkable neighborhoods linked by a network of walking and biking paths.
- Protect and enhance the airport, increase available land for hangars and create larger hangars to support existing demand.
- Have a unified and recognizable identity, both internally and externally.
- Increase visibility and improve the interface with MD 235 to make an attractive “front door”.
- Facilitate redevelopment of underperforming retail centers and promote integration into the Innovation District.

To achieve the Innovation District’s transportation vision, a network of multimodal streets and complimentary bicycle and pedestrian facilities will be provided. Together, these will allow people to efficiently reach destinations throughout the district and beyond. The Multimodal Transportation Network will account for a variety of transportation means, including personal cars, autonomous shuttles, electric scooters, walking, and bicycling. Rather than aspiring to move cars through space quickly, which is a conventional transportation planning goal, the Innovation District’s Multimodal Transportation Network’s goal is to let people select the most convenient and direct mobility modes for completing their trips and reaching their desired destinations. The transportation network recommendations that follow are intended to support this multimodal vision by:

- Enhancing the safety and comfort of a variety of road users and modes.
- Facilitating the use of innovative, more sustainable forms of transportation.
- Providing direct connections between destinations.

Implementing the Innovation District Master Plan will require changes to regulations, land use, zoning, and multimodal transportation networks within the Innovation District. The master plan recommended specific transportation related projects are listed below:

1. Transportation and Mobility Network:

- Build trail connections between Three Notch Trail and the Innovation District trail network.
- Provide connectivity to the broader region.
- Plan and engineer a new loop road with multimodal facilities around North Side Taxiway.
- Connect the northern and southern halves of the Innovation District.
- Study the feasibility of building street and trail connections to existing neighborhoods adjacent to the Innovation District.
- Complete shared use path and sidewalk networks along existing roads.
- Provide robust connectivity throughout the Innovation District for all road users.
- Build shared use path and road connections to new development within the Innovation District.
- Study the feasibility of an autonomous shuttle system.

2. West Hangar Expansion:

- Study engineering requirements for aligning the road along the southern property boundary.
- Design streets to coordinate with the transportation plan, e.g. on-street parking, bike path, sidewalks, etc.

3. Three Notch Road Airport Gateway:

- Coordinate the design and construction of Three Notch Trail to integrate with the Innovation District trail network.
- Coordinate with County, SHA, and property owners to build Monument Gateway signage for airport.

4. Three Notch Road Streetscape, Branding and Wayfinding Strategy:

- Develop a Streetscape Improvement Plan for a portion of MD 235 –Three Notch Rd within the Innovation District.
- Develop district-wide standards for signage, branding, and wayfinding with cohesive design language for signs, lamp posts, and street furniture.

5. Manufacturing and Fabrication Zone:

- Coordinate with the Transportation Plan and connections to Three Notch Trail.
- Study the design and engineering of new road connections.

5.1.8 MARYLAND STRATEGIC HIGHWAY SAFETY PLAN

An annual average of 530 deaths and 3,093 serious injuries occurred on Maryland public roadways between 2015 and 2019. To prevent these unnecessary deaths and serious injuries, Maryland Strategic Highway Safety Plan (SHSP) has adopted a comprehensive approach to address highway safety in the state. Under the Zero Deaths Maryland umbrella, Maryland uses a data-driven and interdisciplinary strategy that applies education, enforcement, engineering, and emergency medical services to prevent fatal and severe crashes. The Zero Deaths Maryland strategy incorporates principles from Vision Zero and other proven safety programs to provide a broad systems perspective that considers the interaction of the road user with the road design as a necessary component to achieve zero deaths on our roads.

The Maryland Strategic Highway Safety Plan includes a list of Emphasis Areas (EAs) each with developed strategies to meet the new performance targets. The six EAs include: Distracted Driving, Impaired Driving, Infrastructure, Occupant Protection, Pedestrians and Bicyclists, and Speed and Aggressive Driving. Data is used throughout the plan's life cycle to develop and implement strategies and to evaluate progress toward the performance targets. The four E's of transportation safety – Enforcement, Engineering, Education, and Emergency Medical Services – serve as the cornerstones of the action plan. Multidisciplinary stakeholder communities are represented on the EA teams that implement the SHSP strategies. Coordination, collaboration, and communication power the engine that drives the six EA teams. Within each EA, special focus is given to the key groups identified at the center of the figure. Evaluation of the SHSP implementation measures progress toward performance targets to reduce fatalities and serious injuries in each of the established EAs over the next five years. The ultimate goal is zero deaths in Maryland by 2030.

5.2 Various Transportation Studies and Projects

5.2.1 MD 5 GREAT MILLS IMPROVEMENT PROJECT

Great Mills Road is an approximately 3.25-mile long road that connects Three Notch Road (MD 235) with Point Lookout Road (MD 5). Pedestrian facilities along the roadway are inconsistent and in poor condition in some locations. There are numerous businesses, restaurants, and shops along the corridor, along with multiple schools and several large neighborhoods located just off the main roadway. Gate 2 to the NASPAX is located at the northeast end of Great Mills Road. This project will look to provide safe and consistent pedestrian and bicycle facilities along the roadway, improved pedestrian crossings, and improved links between the surrounding neighborhoods and nearby schools. Great Mills Corridor is located within a suburban commercial context zone. There are two alternatives for the Great Mills Corridor project location. Alternative A focuses on improvements to the roadway's typical section that will provide better connectivity for pedestrian and bicycle users. Alternative B includes the same improvements as Alternative A for a majority of the roadway but proposes a collector-distributor road in one section of the project.

5.2.2 MD 4 (ST. ANDREWS CHURCH ROAD IMPROVEMENTS) C-SMMPO STUDY (2020)

The St. Andrews Church Road Improvement Study was conducted to address transportation needs expressed from the public and other area agencies. The identified needs included:

- Improving sight distance
- Additional turn lanes
- Traffic calming measures
- Speeding
- Missing or incomplete sidewalk networks
- Drainage concerns
- Traffic congestion

The study identified six areas along the corridor for recommended improvements:

1. **Blacksmith Shop Road:** Proposed improvements in the plan include an intersection realignment of Blacksmith Shop Road and St. Andrews Church Road. Stormwater management improvements are also included by removing existing pavement and installing BMPs.
2. **AAA Materials Entrance:** These improvements will address concerns caused by commercial vehicles entering MD 4 from AAA Materials, a local construction materials industrial center. The recommendations include advance warning signs along the roadway, the relocation of existing truck warning signs, and the installation of curbed medians near the entrance.
3. **Indian Bridge Road:** The plan recommends relocating the stop bar on Indian Bridge Road and channelizing the right turns.
4. **St. Andrews Lane:** The plan recommends extending the edge line through the unused curb cut and eliminate the left turn bay into the undeveloped curb cut.
5. **MD 4 between Old St. Andrews Land and Wildewood Parkway:** This portion of the corridor was under redesign by MDOT SHA to widen a section of the road and allow for left turns while the plan was under development. The plan includes recommendations to realign the west leg of Old St. Andrews Church Road and to construct a roundabout to include the new realignment on MD 4. Recommendations for the east leg of Old St. Andrews Church Road include eliminating the left turn into Old St. Andrews Church Road from MD 4 and fully signalizing the intersection. Proposed recommendations for Wildewood Parkway include constructing an extension of the parkway near the landfill area.
6. **MD 4 at FDR Boulevard / MD 4 Side Path:** The plan recommended two improvements for the area. The first improvement includes signal timing adjustments and widening the easternmost lane to accommodate additional traffic. The second improvement includes eliminating the 8-foot shoulder and creating a new side path along the south side of MD 4 to accommodate pedestrians and bicyclists.

5.2.3 C-SMMPO NAVY BASE MULTI-MODAL STUDY (2019)

The Naval Base Multi-Modal Study's overall vision focuses on reducing roadway congestion by recommending ways to promote multi-modal transportation through bus, transit, and pedestrian improvements. The study goals include the development of strategies that decrease the amount of automobile traffic on the major thoroughfares in Calvert and St. Mary's County, thus improving access to NASPAX. A list of study recommendations that relate to the C-SMMPO Complete Streets Plan projects include:

- Increase and improve shower and bicycle facilities
- Improve bicycle infrastructure on-base
- Improve bicycle infrastructure off-base
- General infrastructure improvements to improve pedestrian networks
- Implement a pedestrian crossing of MD 235
- Reimagine Tulagi Place Park and Ride
- Increase ADA compliancy

5.2.4 FDR BOULEVARD / SHANGRI-LA DRIVE

FDR Boulevard and Shangri-La Drive are located within a suburban commercial context zone. Shangri-La Drive is an approximately 3,600-foot long roadway connection between Three Notch Road (MD 235) and S. Essex Drive, including a signalized crossing of Great Mills Road. FDR Boulevard is a proposed county roadway that runs parallel to Three Notch Road from the Wildewood neighborhood to South Shangri-La Drive. The roadway has been partially constructed in segments, and one of the goals of this project will be to complete the missing links of FDR Boulevard. This project will look to improve pedestrian and bicycle facilities along the Shangri-La Drive roadway and provide additional connections to the commercial area. Recommendations to incorporate bicycle facilities within the ongoing design project along Willows Road and S. Shangri-La Drive are included in the alternatives developed for this project. There are two proposed alternatives for this project location. Alternative A proposes standard stop controlled intersections along FDR Boulevard and at the intersection of S. Shangri-La Drive and Willows Road, while Alternative B proposes two roundabouts along FDR Boulevard and at the intersection of S. Shangri-La Drive and Willows Road to help with traffic calming and improved safety along the corridor.

5.2.5 TULAGI PLACE / NAVAL AIR STATION PATUXENT RIVER (NASPAX)

Tulagi Place is an existing public space south of the intersection of Three Notch Road and Great Mills Road that includes a park, shops, a church, and a public theater. There is also an existing transit stop along Tulagi Place that appears to be highly utilized. The primary goal for this project is to improve pedestrian and bicycle access between NASPAX and existing retail and commercial areas along Great Mills Road across Three Notch Road in the area around Tulagi Place. These improvements will include additional landscaping, continental crosswalks, signal upgrades, and geometric changes at the intersection to increase community access and use of the park. Additionally, St. Mary's County has a separate, ongoing project that proposes crosswalks across the east leg of Three Notch Road and across the free-flow right turn lane that directs traffic from westbound Three Notch Road onto Cedar Point Road. Tulagi Place is located within a suburban commercial context zone. There are two proposed alternatives for this project location. Alternative A upgrades pedestrian and bicycle facilities at the existing intersection of Great Mills Road and Three Notch Road and provides connections to Tulagi Place. Alternative B would make the same upgrades as proposed in Alternative A plus removing the free flow right turn lane on the eastbound direction of Three Notch Road toward Great Mills Road.

6 PUBLIC ENGAGEMENT



The goals of public engagement for the Transportation Plan Update are to hear from stakeholders and the public, acknowledge community concerns, share the plan's goals, progress, and timeline. With input from county residents the plan reflects the transportation needs and demands of the County's residents, businesses, and leaders. During the development of the Transportation Plan Update, the public and stakeholders were informed throughout the planning process using a combination of outreach tactics, such as the project website, social media, and fliers. This public engagement effort included multiple opportunities for public input, including:

- **Online survey:** To obtain thoughts and concerns about transportation priorities, how people choose and use transportation modes for travel, where people travel, and what people are concerned about regarding transportation and what would they like to see change about transportation in the county.
- **Stakeholder interviews:** Adapted from a traditional in-person meeting to present project information to the stakeholders via Teams call or phone call for feedback during the meeting.
- **Project webpage:** (www.stmarysmd.com/dpw/transportationplan) The webpage included information about the Transportation Plan, alerted residents to upcoming events, and allowed residents to participate in public engagement activities such as accessing the Survey Monkey survey.

6.1 Online Public Survey

The public survey was created with Survey Monkey and publicized through a variety of communication platforms, such as the project webpage and Facebook. The public online survey provided insight on how residents view transportation in the county. 149 residents answered 10 survey questions. The detailed questions and responses are presented in **Appendix A**. Through the survey, we have identified where the public experiences issues and what scenarios need to be addressed; generate solutions for future projects and maintenance that are sensitive to sustainability concerns. Traffic safety is the top overall transportation concern for participants. Many participants state the reason they do not use transit more often is that services are not available to desired destinations and that they are not convenient. In order to gather location specific feedback, Question #10 asks participants to provide their three to five highest concerns and/or transportation problems that need to be fixed. **Section 6.3** includes responses from the public surveys completed, broken down by different categories.

6.2 Stakeholder Interview

Stakeholders (three St. Mary's County department directors) were interviewed to discuss their interests and concerns regarding the transportation network in St. Mary's County. They provided their input on many transportation issues within the county.

6.3 Responses to Public Survey by Category

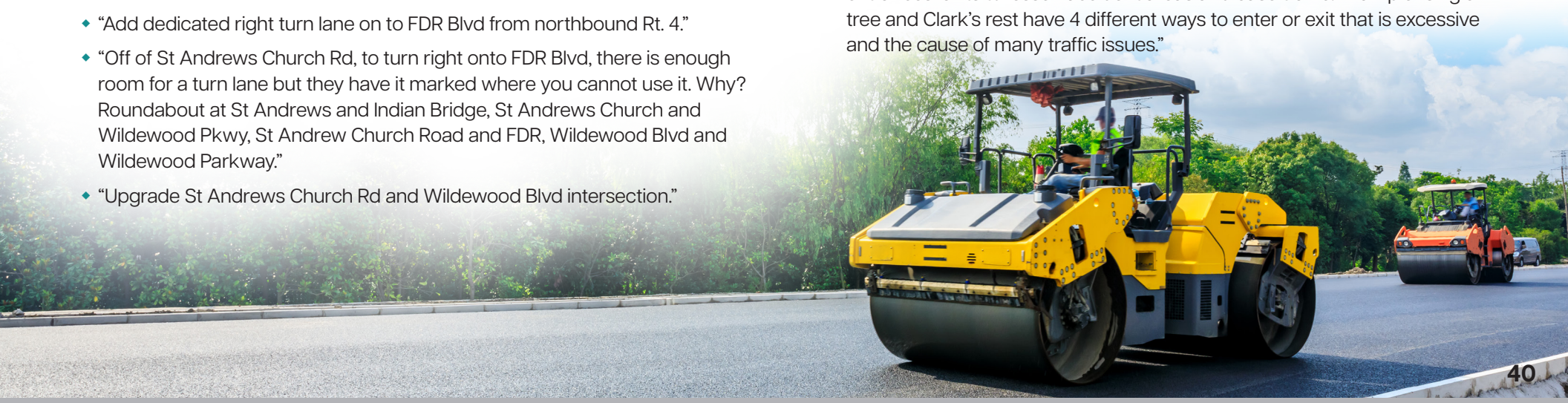
6.3.1 ROADWAY IMPROVEMENT

MD 4 (St. Andrews Church Rd.)

- "Widen Route 5,northbound at FDR Blvd to provide a dedicated turn lane , route 4 from 235 to route 5, including bike/pedestrian option, St. Andrew's Road to 4 lanes from FDR Blvd to Point Lookout Rd, at the transfer station for people going straight when people are turning into the station and the right turn lane from Rt 4 N just past Wildewood onto FDR Blvd. The current lane is blocked off. Make it functional!"
- "Add right turn lane on Route 4 at Harris Teeter light and FDR Blvd."
- "Redesign the intersection of MD 4 and FDR Blvd."
- "Add another lane on eastbound route 4 turning south onto fdr Blvd."
- "The intersection of Indian Bridge Rd and Route 4 needs a traffic circle, as it is difficult to turn left onto either road."
- "Add Turn lane onto fdr (into first colony center) turning right from rt 4."
- "Add a light at Indian Bridge and Rt 4."
- "Add dedicated right turn lane on to FDR Blvd from northbound Rt. 4."
- "Off of St Andrews Church Rd, to turn right onto FDR Blvd, there is enough room for a turn lane but they have it marked where you cannot use it. Why? Roundabout at St Andrews and Indian Bridge, St Andrews Church and Wildewood Pkwy, St Andrew Church Road and FDR, Wildewood Blvd and Wildewood Parkway."
- "Upgrade St Andrews Church Rd and Wildewood Blvd intersection."

MD 5 (Leonardtown)

- "Finish roadwork to widen, between medleys neck rd and hospital."
- "Traffic circle at great mills and 5 by Sheetz."
- "Improve Rt 5/Great Mills intersection."
- "Extend Pegg road to md 5."
- "Make route 5 into 4 lane road."
- "Fix abortion road project on Route 5 in Leonardtown for 1 new hospital turn lane?, traffic flow at GMR and route 5 during rush hour and traffic construction MESS in Leonardtown (to add 1 turn lane for Hospital)."
- "Redo Medleys Neck Rd (Rt. 244 and Route 5 intersection by Leonardtown Middle School."
- "Improve turning conditions between Leonardtown and 243."
- "Extend Pegg Road to Indian Bridge Road. Merely widening lanes isn't going to relieve the traffic pressure at the MD-5/Great Mills intersection, but I believe providing an alternative connecting road between Great Mills and MD 4 would help."
- "Improve intersection of Indian Bridge and Rt 5."
- "More Shoulder space along route 5."
- "Add connecting roads to Rt 5 and Rt 235."
- "Extend widening on point lookout road in Leonardtown to shopping center (really poor planning to leave it out given the accident history)."
- "Direct more traffic on point lookout road in Leonardtown to use designated entrances/exits to lessen accident areas and ease traffic. Example- single tree and Clark's rest have 4 different ways to enter or exit that is excessive and the cause of many traffic issues."



MD 235 (Three Notch Road and Trail)

- "Make intersection of buck hewitt and 235 near khols and wawa A 4 way light."
- "Intersection of St. Andrews and 235 turning left onto 235 off at Andrew's need to make one lane turn left only one lane straight only. Better signage there."
- "Add left turn lane on Buck Hewitt Road onto Rt 235."
- "Add an exit road from Wildewood community to Rt 235 between the existing Smoke Hill and Lawrence Hayden Road exits."
- "Traffic circle at 235 and hermanville/forest Park. Prohibit u turns at Chancellor's and 235 (back into chancellor's)."
- "Urban interchange at Rt. 4/235."
- "Change traffic flow pattern at hermanville and 235. East and west traffic should not have solid green at the same time. Visibility from blimpie side of hermanville is terrible."
- "Center turn lane added on Route 4 between Routes 235 and 5."
- "Off Buck Hewitt Road to 235, you cannot turn left. Everyone goes through the CVS Parking lot, into 235 and does a U-turn at light. Why can't there be a light so a left turn can be made at that intersection. Makes absolutely no sense."
- "Improve navigation between strip malls"
- "On Shady Mile Dr entering 235 the straight lane is not marked and people think they can turn left from the straight lane."
- "Something has to be done at the intersection between three notch and hermanville, it's a death trap."
- "Fix 235 between Rue Purchase Rd and Exploration Park. Rue Purchase needs an intersection that allows traffic to turn onto both NB and SB 235. Once the Rue Purchase intersection is fixed to allow turning both ways into 235, block the u-turns between Rue Purchase and Exploration Park. Hermanville Road needs a protected left turn onto 235."
- "Barrier between opposing traffic, build safe bike lanes, slow down traffic."

FDR Blvd. and First Colony

- "Extend, Finish, complete to great mills rd to help alleviate base traffic."
- "Put in a right turn only lane towards the first colony shopping center (FDR south) traffic backs up."
- "Add roundabout at First Colony and Worth, fdr through first colony, intersections in First Colony (there are too many unrestricted and unsafe movements occurring there) and at the intersection of the First Colony Shopping center - exiting from BK restaurant going towards IHOP."

Wildewood Parkway & Wildewood Blvd

- "Widen."
- "Put a traffic circle at St. Andrew's Church Road. Improve intersection of Wildewood BLvd & Wildewood Parkway with new townhomes adding to traffic."
- "Add dedicated sidewalk/bike lanes and a full width shoulder for it's entirely. idewalks would get pedestrians out of the roadway, and full width shoulders would allow better emergency vehicle access to our community in peak traffic times. Currently a school bus making stops will result in gridlock on the entire parkway, and I've seen ambulances stuck in that mess. Circles, shoulders, and sidewalk should be implemented before any further construction is allowed within wildewood."
- "Close wildwood entrance from Lawrence Hayden to lessen speeding traffic from St. John's and sandy bottom roads."

County wide, smaller roads or non-specific

- "Add more traffic circles, to ease congestions specifically where volumes are high and the roundabout could serve as a traffic calming device."
- "Put a circle on Primavere and Tallwood to slowdown traffic."
- "Consider bypass lanes around high volume left turns on two lane roadways."
- "Add shoulders to mid sized roads."
- "Widen Marrappany Road and Route 244."

6.3.2 PEDESTRIAN FACILITIES (SIDEWALK/CROSSWALK/RAMP)

MD 4 (St. Andrews Church Rd.)

- "Crosswalk light at intersection of St. John's Rd to MD 4,"
- "Sidewalks and bicycle lanes on St Andrews Church Road"
- "New Thomas Johnson bridge must have pedestrian accommodations"

MD 5 (Leonardtown)

- "Sidewalks, bike trails and bike lanes on MD5 in Leonardtown all the way through town,"
- "Sidewalks and bike lanes along Route 5 between Hollywood Road & shopping areas."
- "Sidewalks on Hollywood road from St John's to governmental center."
- "Sidewalks & crosswalks near Charlotte Hall Library and the shopping areas in Charlotte Hall."

MD 235 (Three Notch Road and Trail)

- "MD 5 at Hollywood Road, please fix and create pavement path behind the Sheetz at chancellors and 235. It's all dirt going towards San Souci. I take that path a lot for my walking safety due to heavy 235 traffic."
- "Connect sidewalk on 235 from Wildewood shopping center to St Mary's marketplace shopping center."
- "Make sidewalks actually connect to businesses instead of just going down 235 (most businesses you have to walk through dangerous roadway entry into parking lot, sidewalks so do not connect to 99% of businesses on 235)."
- "Retrofit sidewalk along route 235."
- "Extend sidewalk access from FDR & Route 235 to the Wildewood Shopping Center"
- "Upgrade/add sidewalks to Rt 235 & Rt 5 in California Lexington Park & Great Mills."
- "Add pedestrian bridges on route 235, particularly at bus stop locations. Crosswalk at traffic light on 235 from Wildewood blvd to oak crest drive. Construct pathways to connect Leonardtown to Three Notch Trail via Hollywood Rd, St. John's Rd, St. Andrew's, Loveville Rd, etc. This would resemble a pedestrian "spoke & hub" system with all points leading towards the county seat."

- "Pedestrian crossing on three notch road at wildwood parkway to Aldi and the theater sidewalk needed, we're Medstar urgent care island three notch road is very dangerous to walk."
- "Extend Three Notch Trail into shopping areas along MD 235."
- "Complete Three Notch Trail all the way to Lexington Park with no gaps."
- "Make Great Mills Road safer as it gets closer to 235- pedestrians cross everywhere."
- "Make a crosswalk to Aldi."

FDR Blvd. and First Colony

- "Extend sidewalks on FDR blvd from condo to wildwood shopping center and access from St Mary's Market place to FDR to extend to Wildewood Shopping Center."

Wildewood Parkway & Wildewood Blvd

- "A crosswalk or 4 way stop needs to be put in at Tallwood Rd and Primevere Rd in Wildewood. Too many cars fly through there heading out the back way of the neighborhood and it is very difficult to see cars coming as parked cars line Tallwood. Bollards separating pedestrian/vehicle lanes on Wildewood parkway."
- "Crosswalk across Wildewood pkwy to white oak pkwy."
- "Connect sidewalks on both side of Wildewood Parkwy."

County wide, smaller roads or non-specific

- "Add More sidewalks, crosswalks at all intersection and pedestrian crossing signals."
- "Extend the crosswalk times at busy intersections- for the elderly & children especially."
- "Connect sidewalks for longer, continuous lengths for travelers."
- "Connect all major neighbors to shopping areas via pathways and/ or sidewalks."
- "Sidewalks on all major roads – which i realize in st marys are mostly state highways – but if the county keeps using them as its main streets they need sidewalks."
- "Finish sidewalks so there aren't dead-ends (for example, walking from Shangri-la to John Lancaster Park);"
- "Make safe connections for residents to have a clear route to access public spaces, such as parks, playgrounds, libraries."
- "Sidewalks everywhere - esp. Leonardtown. No sidewalk to the library from downtown."
- "Add Sidewalks and more shoulder along Pegg Road."
- "Complete sidewalks, repair and repave on Buck Hewitt Road."

6.3.3 TRAFFIC CALMING

MD 235 (Three Notch Road and Trail)

- "Raise speed limit."
- "Implement red light cameras and speed cameras throughout the county but especially at high traffic areas/intersections particularly 4&235."
- "More policing of motorists traveling in the far right turn lanes along Route 235 between Route 4 and Great Mills Rd."
- "Install traffic cameras for ticketing due to speeding & agressive driving."
- "Lower speed limit beginning at Wildewood Shopping center to NASPAX Gate 3 to 35 mph."
- "Road racing at 3 am needs to stop!"

FDR Blvd. and First Colony

- "Correct drivers making illegal left turns from FDR onto Route 235 (boundary)"

Wildewood Parkway & Wildewood Blvd

- "Wildewood Parkway - traffic calming devices. Pedestrian and bike lanes should only be on ONE SIDE of Wildewood Parkway with a physical barrier (very high curb but not jersey wall) to separate pedestrian/bicycle traffic from vehicles. Absolutely need traffic calming devices on Wildewood Parkway and permeant speed cameras."
- "Slow Down Traffic, Traffic Enforcement, Engineering measures to reduce speed on Wildewood Parkway. Speed Cameras along Wildewood Pkwy and slower speed limits through Wildewood Neighborhood."

County wide, smaller roads or non-specific

- "Traffic slowed down, less accidents."

6.3.4 SIGNAGE AND SIGNALS

MD 5 (Leonardtown)

- "Add a light at new development, Willows Raod (Dangerous Turn Intersection), either 5 or the side distance on Hollywood Leonardtown Road. "
- "The intersection at Rt 5 and Indian Bridge - the light is entirely too long, allowing Rt 5 traffic through for what feels like an eternight when you are at Indian Bridge waiting for the light to turn green. Traffic gets extremely backed up during peak drive times for this reason. To make matters worse, the green light for Indian Bridge/Flat Iron Rd is so shirt that typically only 5-6 cars can get through before it turns red again. This only serves to compound an already crowded intersection issue. I've waited 20 minutes at that intersection during rush hour too many times to count. It could be easily solved if the lights were more equally timed."
- "Reconfigure light at Great Mills Rd and 5 so it's not so long to turn south on 5 or go straight on 5 north."
- "Add a stoplight at Hollywood Road, Doctors Crossing Way and the new Library Hayden Farm Lane."
- "Extra light between Hollywood RD and St. John's road to slow down traffic! Like a speedway out there!!"

MD 235 (Three Notch Road and Trail)

- "Stop sign for right turn from Chancellor's onto 235 to limit people blocking access to Sheetz and AutoZone."
- "Synchronize lights or create traffic circles on 235 to enhance traffic flow."
- "Improve the signage at the light at the intersection of Shady Mile Dr and Rt 235. Priority should be the light at 235 and Rue Purchase/Buck Hewitt! It is completely pointless since it does not allow you to make a left hand turn. Instead, you have to either cut across 5 lanes of fast-moving traffic to turn left or go through several parking lots to get to a place where you can go the direction you need to go. It's immensely frustrating - why have a light at all!? And bot only van you not turn left there, you can't even go straight! Again I ask...why have a light there at all? It serves absolutely no purpose unless it permits left turns and straights."
- "Fix the coordination of the traffic lights so it is actually possible to get from Hollywood to Lexington Park without having to stop more than once or twice."
- "Eliminate the traffic lights and implement traditional freeway on/off lanes."
- "Time signals better so cars don't have to stop at every light."
- "Intersection of hermanville rd and 235 and forest park rd. There needs a turn signal light for hermanville and forest park rd sides. Bad accidents there."
- "Alternate left turn and straight lights going from Hollywood Rd to Sotterly Rd (crossing 235) and vice versa. Too many close calls."
- "Protected Turn signal from St Johns and Beck Rd onto 235."
- "More clearly define where three notch trail is."
- "Light at Mattapany Rd and 3 Notch Rd."
- "4 way turn lanes @ Hermanville Light."

FDR Blvd. and First Colony

- "The intersection of FDR and great mills (at family dollar) REALLY needs a traffic light. Finish FDR and remove lights from 235. FDR should be for "local traffic/shoppers". 235 should be for travel, there are far too many lights."

Wildewood Parkway & Wildewood Blvd

- "Wildewood parkway and boulevard really needs a light.the traffic back out to 235. Takes folks getting home a ton of time and folks who live in laurel hill forever go get home/leave."
- "Traffic light and stop signs at Wildewood Parkway x Wildewood Blvd."

County wide, smaller roads or non-specific

- "Add more signs to help drivers safely navigate through various traffic controls, and the roads of the specific area."
- "Get rid of the medians at traffic lights. Too many panhandlers are around now."
- "Add lights to areas with high traffic."
- "Timing of traffics signals."
- "Increase signage regarding traffic crossovers."
- "Instead of putting lights up at "crossovers" (ie airport view, St John's rd, etc) only allow traffic out in one direction. There are already enough non signaled turn areas that are plenty safe."
- "Put flashing yellow lights on Mattapany Rd near College Drive. Speed cameras there as well."

6.3.5 BIKE LANES

MD 4 (St. Andrews Church Rd.)

- "Add Sidewalks, bicycle lanes and Bike path"

MD 5 (Leonardtown)

- "Create bike lanes on great mills road,"
- "Create a sidepath and user-activated crossing signal to allow safe biking through the MD-4/MD 5 intersection south of Leonardtown"

MD 235 (Three Notch Road and Trail)

- "Link Three Notch Trail (3NT) with Indian Head Rail Trail in Charles Co."
- "Widen St. Andrews Church Rd & include bike lanes."
- "Bicycle and pedestrian option from route 235, great mills road, and pegg road with either below /under 235 or over 235 roadway to encourage walking and biking to NASPAX."
- "Physical separation of bike lanes from road travel lanes. You ever see anyone actually biking on 235? Rarely, because it's dangerous even when you're in a car, never mind on a bicycle having to be constantly vigilant of people pulling into the right turn lane."
- "Add Bike lanes"

FDR Blvd. and First Colony

- "Additional access from FDR to shopping centers, with improved pedestrian and bicycle options for access without using Route 235"

Wildewood Parkway & Wildewood Blvd

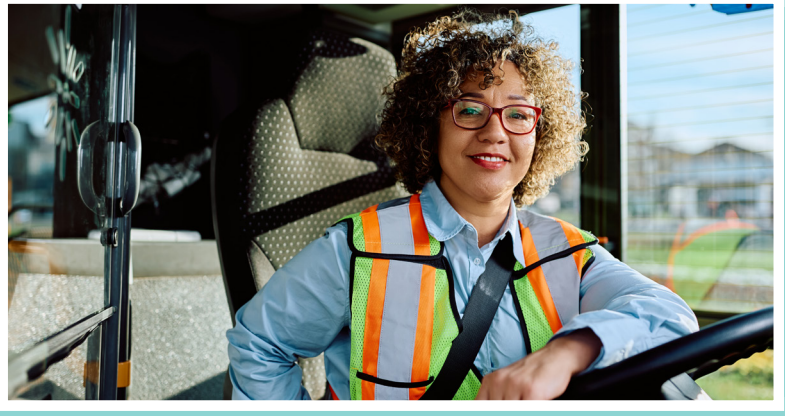
- "Construct pedestrian/bicycle path along Wildewood Pkwy that is separated from the roadway."
- "Have a bike lane to Harris teeter from wildewood blvd."
- "Posts added to separate bike lane/ pedestrian path from roadway in residential neighborhoods (Town Creek, Wildewood) to deter motorists from driving onto the shoulder."
- "Construct a separate bike/pedestrian path along Wildewood Parkway."

County wide, smaller roads or non-specific

- "Accommodate rural bike and ped use of road shoulders by implementing rural traffic calming measures. Whenever rural roads are resurfaced and restriped make the road shoulders wider by narrowing rural road vehicle lanes to the minimum allowed width. Narrowed lanes tend to reduce speeds naturally, but should also consider lowering speed limits to 35 or less and adding bike signage on rural routes."
- "Stop thinking narrow lanes/bike lanes saves lives. Stop. It doesnt. Bikes will lose to cars every time."
- "Greenways/pathways for bike, skateboard, one wheel, scooter, pedestrian, etc... commuting in every direction across the county."
- "Connect south county via bike lanes or trails to usable/shopping areas."
- "base to allow more people to bike to work rather than drive."

6.3.6 PUBLIC TRANSPORTATION

- "Add more bus routes and longer hours."
- "More transportation options for elderly, disabled, and others. Especially those needing transport to dialysis and other medical type appointments. Needs to be available to all, and not just income based."
- "Add designated bus stops or bus shelters to the STS. It is dangerous for people to be standing on the side of the road and try to wave down the oncoming bus."
- "Better trained public transportation drivers."
- "Also the sts bus needs to run north and south later and go down a few of the side roads in to some of the neighborhoods."
- "Revise transit routes to create short loops to connect the highest density neighborhoods with nearby commercial areas/destinations with short connecting routes between the loops. Loops should include service to the Barns at NewMarket, California market, and to Homegrown Markets on market days."
- "Add more buses so one bus being disabled doesn't hobble an entire route. How are people who rely on the buses to go to work or medical appointments supposed to get around when the bus runs once every two hours?"
- "Bring rail down here. Nearest is over an hour away - end of green line."
- "A robust easy access train system or at-least alternatives to bus public transport."
- "Get an airline shuttle service to WAS airports."
- "Better rates & options for senior center participants."
- "Seniors need their own route."
- "Better public transportation. It's currently impossible to get around without a vehicle"



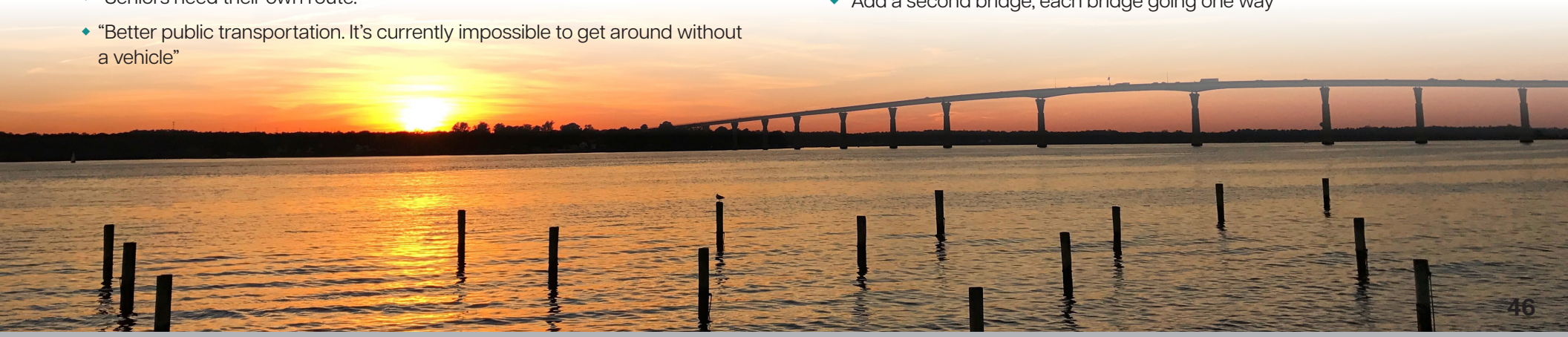
6.3.7 BRIDGES

MD 4 (St. Andrews Church Rd.)

- "Saint Marys County is concerned with building new homes and adding more shopping centers, without improving or creating new roads to support the heavier traffic. We need new roads and we definitely could use a new Thomas Johnson bridge, it's terrible. I've been hearing for years there's a plan to rebuild it but nothing has happened yet? The people who already live in Saint Marys I'm sure don't want the congestion like Waldorf."
- "Replace Governor Thomas Johnson Memorial Bridge (Patuxent River)."
- "Construct New Thomas Johnson bridge and has bike path/lanes and ped lanes."

County wide, smaller roads or non-specific

- "Add a second bridge, each bridge going one way"



6.3.8 MISCELLANEOUS

MD 4 (St. Andrews Church Rd.)

- "Traffic management and Safety improvements."
- "Implement the recommendations in the MPO study for St. Andrews Church Road Corridor Improvement Plan."

MD 5 (Leonardtown)

- "Improve route 5 in Great mills."
- "Work on safe alternative route or make repairs/changes to better direct water flow in Leonardtown due to the flooding issues that have restricted access to/from Breton Bay and other neighborhoods from reaching Rt 5 or their homes in heavy rain."
- "Improve traffic congestion on Rt 5 in Mechanicsville/Charlotte Hall area."
- "Finish construction on Rt 5 in Leonardtown faster to repave it."
- "Charlotte Hall Rd needs Property upkeep of vacant lot at CH & Golden Beach/visual hazards at stop sign, potholes from CH rd to bank/Verizon and pave with durable product for Amish buggies."

MD 235 (Three Notch Road and Trail)

- "Street lights (maybe solar would be less expensive) - especially along rt 5, 235 and Great mills road."
- "Traffic reduction in 235 Lexington Park/California Corridor."
- "Complete and repave Three Notch Trail."

FDR Blvd. and First Colony

- "Finish FDR."
- "Improve traffic flow in First Colony"
- "Implement the Complete Streets Plan starting with FDR/Shangri La Alt A followed by Great Mills Road Alt B."

Wildewood Parkway & Wildewood Blvd

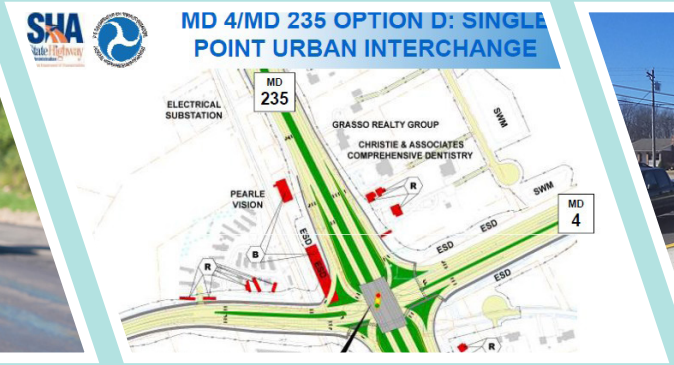
- "Wildewood Blvd. management."
- "Wildewood parkway and wildewood Blvd is dangerous."
- "Better brighter lines/reflectors, lane visibility at night in rain is horrible, esp WW Parkway, and route 5."
- "Blind spot when turning right on red at WW Parkway and St Andrews Church."
- "Never connect Forrest Farm to Wildewood please."

County wide, smaller roads or non-specific

- "Develop a card system that is similar to WMATA's Smartrip card."
- "Be more prompt in informing the public as to when various projects are supposed to begin/end."
- "Cut back landscaping in parking lots."
- "Determine safe places for pickup and drop off"
- "Improve lane lines to make easier to see at night and in rain."
- "Have something raised on the lines that dived the walking/bicycle lanes to the car lanes to protect walkers from people using their phone and often going over the lines."
- "Add camera network to all transportation erections to both aid rapid response to errant conditions as well as increase public safety. Provide open access (web streaming) and record all feeds for later viewing. You can survey and analyze for specific safety scenarios (e.g. how many red light violations occur between 4-6pm at the intersection between rt 4 and 235) to vastly improve upon emergent conditions"

- “More trails for recreational use.”
- “Fix more of the existing potholes.”
- “Remove blind spots caused by overgrown landscaping at intersections.”
- “Clean up the lines on the various.”
- “Implement sobriety check points to mitigate drunk drivers.”
- “Pave local roads rather than using tar and chip method.”
- “Trim trees to prevent blocking of traffic signs.”
- “People are idiots.”
- “Speed bumps and traffic cams are useless”
- “Increase speed limits.”
- “Plant trees native to Maryland in public parks and landscaping.”
- “Remove licenses from people who abuse their driving PRIVILEGE. Driving is NOT a right. The roads would be much safer if these idiots were not on them.”
- “#1 re-evaluate speed limits within neighborhoods!!!!! 25mph is too FAST in crowded neighborhoods with cars parked on the road ways, hidden driveways, kids playing, and no crosswalks!!!!! We need lower speed limits inside neighborhood streets and speed bumps! Specially Wildewood sections, each neighborhood needs lower speed limit and speed bumps. The main pkwy needs speed bumps and poles to separate the bike lane from the road way. The bike lane needs protection from the roadway.”
- “Require Pax to reduce vehicular traffic through carpooling.”
- “Controlling/patrolling speeds and reckless driving to prevent so many accidents”
- “Stop creating new intersections on major roads and funnel traffic to established intersections.”
- “Clear litter and debris from area roadways.”
- “Actually, focus on repairing our existing roads which are falling apart. Your improvement suggestions seem to be focused on everything but getting the roads repaired in a timely manner.”
- “More stringent adequate public facilities requirements which make developers pay for road improvements - particularly for commercial development.”
- “Fix flooding areas.”
- “Fix FDR and 4”
- “Removing trees/plants around corners because it impedes views.”
- “Have an HOV lane especially during school & communizing hours. Give a Tax break to those who choose to use an electric vehicle. Enforce(maybe with cameras) speed zones around schools & public transportation stops, Amish Buggies.”
- “Require access roads to reduce traffic congestion on main arteries.”
- “Fix traffic issues at LHS and LMS.”
- “Three notch trail to leonardtown.”
- “Extend Lawrence Hayden to Rt 4 via Benswood.Extend Lawrence Hayden Rd. near airport so that it meets St. John’s Rd.”
- “Fix St Johns/Sandy Bottom Rd Intersection.”
- “Improve Sandy Bottom Rd with shoulders”
- “Add a bike lane/ and or sidewalk to Old Rolling road.”
- “Put a light at morganza turner and coltons point road.”
- “Have crosswalk across to Aldi.”
- “All traffic in wildewood is reckless (speeding/distracted/driving IN bike lane) lacks buffer between bike lane/road, only minimal cross walks thru neighborhood... 3 notch is full of speeding/aggressive drivers, red light running is an every light occurrence. Technology can enforce speeding/red light laws, move into this century and maybe implement this technology, surrounding cities have long ago.”
- “Reconsider traffic patterns at GMHS/Pool especially morning commute and school day start.”
- “Overpasses at md4/md235 and md237/md235.”
- “Widen Lawrence Hayden Road”

7 PROPOSED PROJECTS AND RECOMMENDATIONS



This chapter documents the recommended improvements to the St. Mary's County multimodal transportation system. It includes the transportation system improvements that have been identified as being needed to satisfy anticipated travel demand and improve safety. The transportation plan includes multimodal projects needed to address the identified safety, congestion, connectivity, and travel mode balance issues. The project development process for the St. Mary's County Transportation Plan was completed over the life of the study. In chapter 2, the roadways in fair condition or poor condition were identified and need to be improved.

7. 1 Committed and Constrained Projects

The initial proposed transportation project list was developed by reviewing previous and existing plans and studies including the 2006 St. Mary's County Transportation Plan. The project list was further refined and modified based upon extensive input received from the DPW&T. The proposed transportation project list would address current traffic and safety deficient/issues that have been identified by the DPW&T. It is composed of projects that require major capital expenditures, are important for county mobility and connectivity, and support congestion relief, safety, or preservation. All proposed projects have been identified as Committed, Constrained, or Needs Based, and have been disaggregated into three categories including roadway, interchange/ intersection, and bicycle and pedestrian. The project list was compiled through the use of several sources including annual budgets, capital improvement programs (CIPs), the C-SMMPO Transportation Improvement Program FY 2021-2024, C-SMMPO 2045 Long Range Transportation Plan, and transportation studies and programs. **Table 7.1** and **Table 7.2** present the proposed roadway improvement projects for state routes and county roads respectively.

In addition to roadway capacity and safety improvements, intersection improvements, such as the addition of turn lanes, constructing roundabouts, or signalizing intersections are required to accommodate the roadway improvements. The roundabout appears to be one of the preferred alternatives since a roundabout is the safest option and provides the most improved operations as well as traffic calming at the intersection. **Table 7.3** and **Table 7.4** present the proposed intersection improvement projects for state routes and county roads respectively.

Table 7.1: Roadway Improvement on State Routes Table

Project Name and Limit	Proposed Improvement
Thomas Johnson Bridge/MD 4	Replacement of Thomas Johnson Bridge/Construct a second span on the Thomas Johnson Bridge
MD 4 Merge Lane Extension to North End of South Patuxent Beach Road	Extending the merge on MD-4 north beyond Patuxent Boulevard to the north end of South Patuxent Beach Road
MD 4 from MD 235 to Wildewood Parkway	Sidewalk Retrofit Program
MD 4 from MD 5 to MD 235	Widen MD 4 from MD 5 to the Thomas Johnson Bridge to four lanes
MD 4 from MD 4/MD 235 to Thomas Johnson Bridge	Widening MD 4 to four lanes
MD 5 between MD 245 and MD 243	Provide for a divided highway along MD 5 in Leonardtown (between MD 245 and MD 243) or widen MD 5 from MD 243 to MD 245 to undivided five lane section
MD 5 (Point Lookout Rd) from MD 471 (Indian Bridge Rd) to MD 246 (Great Mills Rd)	Widen to four lanes; Add outside travel lanes with five-foot bicycle lanes; Add a five-foot wide sidewalk with ADA compliant ramps, Replace an existing bridge over the St. Mary's River, intersection improvements
MD 5 (Point Lookout Road) Bridge over Hilton Run	Replace the MD 5 (Point Lookout Road) bridge at the crossing of Hilton Run
MD 5 from MD 245 to MD 249	Widen MD 5 (from MD 245 to MD 249) to four lanes
MD 5 between Mechanicsville and Mohawk Drive	Construct a parallel service road along MD 5 between Mechanicsville and Mohawk Drive
MD 5 (Point Lookout Road) bridge between Mattingly Road and Willons Road)	Replace the MD 5 (Point Lookout Road) bridge at Hilton Run Crossing and provide wider shoulders.
MD 5 from MD 4 (St. Andrews Church Road) to Moll Dyer Road	Widen MD 5 and improve intersections along the corridor
MD 5 from Charles County Line to MD 235	Concept Improvements
MD 5 (Point Lookout Road) Intersection Improvements at Abell Street and Moakley Street	Constructing bicycle compatible shoulders, sidewalks and pedestrian ramps, Constructing left-turn lanes, drainage systems and stormwater management facilities
MD 5 Service Road	Widen MD 5 to six lanes between MD 6 and Charles County Line
MD 235 from MD 5 to MD 712 (NASPAX Gate 3)	Widen MD 235 from MD 5 to MD 712 to mitigate current and future congestion and air quality problems
MD 235 from Humansville Road to MD 235	Bus Stop Signs (Public Transport Project)
MD 235/MD 5 corridor, from MD 4 to the Charles County line	Perform an access management study for the MD 235/MD 5 corridor, from MD 4 to the Charles County line. Implementation would be medium/long
MD 236 corridor	Widen shoulder and Sight Distance Corrections
MD 236 from MD 235 to MD 5	Bus Stop Signs/STS Transfer Points (Public Transport Project)
MD 243 – Newtown Neck Road	Flooding Correction
MD 245 from MD 5 to Leonard's Grant Parkway	Sidewalk Retrofit Program
MD 249 – St. George Island Shore	Erosion Shoreline Resiliency Project
MD 712 from MD 235 to NASPAX	Widen MD 712 (from MD 235 to NASPAX) to four lanes

Table 7.2: Roadway Improvement Projects on County Roads

Project Name and Limit	Proposed Improvement
North County Connector (1.5 miles) from Golden Beach Road/Killpeck Creek Ct to MD 6 (New Market Turner Road/ Community Park Entrance)	Construct connection road
Pegg Road Connector (2 miles) from MD 5 (Point Lookout Road)/MD 249 (Piney Point Road) to MD 237 (Chancellors Run Road)/Pegg Road	Construct connection road
Connector (California Road 0.7 mile) between MD 4 (St Andrews Church Road)/Wildewood Pkwy and FDR Blvd/ Clark Street	Construct connection road (California Road Option 1)
Connector (California Road 0.6 mile) between MD 4 (St Andrews Church Road)/Wildewood Pkwy and FDR Blvd/ First Colony Blvd with a roundabout at FDR Blvd/First Colony Blvd	Construct connection road (California Road Option 2)
Connector (California Road 0.6 mile) between MD 4 (St Andrews Church Road)/Wildewood Pkwy and FDR Blvd/ South of First Colony Blvd with a roundabout at FDR Blvd/South of First Colony Blvd	Construct connection road (California Road Option 3)
Connector (California Bypass Road 1.5 mile) between Wildewood Parkway and MD 4 (St Andraws Church Road)	Construct connection road (California Bypass Road)
Connector (1.5 mile) from Benswood Road/Dearhaven Lane to Wildewood Pkwy/Evergreen Way and continue to Lawrence Hayden Road/Primevere Road	Construct connection road
Connector (Regional Agriculture Center Drive) between MD 6 (New Market Turner Road) and Regional Agriculture Center	Construct connection road
Connector (Realign Strickland Road) between MD 237 to the south and extend to Pegg Road	Construct connection road
Connector from Tulagi to Bay Ridge	Connector from Tulagi to Bay Ridge
Road Alignment (Lawrence Hayden Road) and extend Lawrence Hayden Road to MD 4 (St Andrews Church Rd)/Indian Bridge Rd	Extension Lawrence Hayden Road to MD 4 (St Andrews Church Rd)/Indian Bridge Rd
FDR Boulevard extension from MD 4 to Pegg Road	Extension from MD 4 to Pegg Road, including a linkage between MD 4 and MD 235 north of the intersection.
FDR Blvd from Pegg Road to Willows Road	Extension FDR Blvd from Pegg Road to Willows Road
Bay Ridge Road to Pacific Drive	Extension from Bay Ridge Road to Pacific Drive

Table 7.2: Roadway Improvement Projects on County Roads (Continued)

Project Name and Limit	Proposed Improvement
Carver School Boulevard to Bay Ridge Road	Extension from Carver School Boulevard to Bay Ridge Road
Saint's John's Road/Lawrence Hayden Road to MD 4	Extension Saint John's Road/Lawrence Hayden Road to MD 4, intersecting MD 4 at the Indian Bridge Road intersection
Lei Drive to the Shangri-la Drive/Willows Road, Tulagi Place from South Coral Drive to the Lei Drive	Extension Lei Drive to the Shangri-la Drive/Willows Road intersection and Extend Tulagi Place from South Coral Drive to the Lei Drive extension
Pacific Drive to proposed Bradley Boulevard/Bay Ridge Road	Extension Pacific Drive to proposed Bradley Boulevard/Bay Ridge Road
Bradley Blvd from Pacific Drive, MD 235 and Hermanville Road	Construct Bradley Blvd from Pacific Drive extended to MD 235 and Hermanville Road
North Ring Road around Leonardtown	Construct a North Ring Road around Leonardtown
St. John's Lane at Sandy Bottom Intersection	St. John's Lane at Sandy Bottom Intersection Improvements
Mattapany Road	Roadway Improvements
Wildewood Parkway Connections	Provide additional roadway connections to Wildewood Parkway from Three Notch Road and St. Andrews Church Road
FDR Boulevard from S Shangri-La Drive to Willows Road	Provide the FDR Boulevard connection from S Shangri-La Drive to Willows Road
FDR Boulevard Roadway Connections	Provide the roadway connection to FDR Boulevard from nearby roads such as, Patuxent Center Way, Immaculate Heart Way, Patuxent Road, FDR Lane, and Thomas Drive
Planters Court and Bryan Road Connection to Willows Road	Provide a roadway connection to Willows Road from Planters Court and Bryan Road
S Shangri-La Drive Extension to St. Mary's Square	Extend S Shangri-La Drive to St. Mary's Square shopping center, Connect Morris Drive to extended S Shangri- La Drive
Scarborough Drive to Quatman Road Connection	Provide roadway connection from Scarborough Drive to Quatman Road
Misima Court Infill	Infill at each end of Misima Court to connect Willows Road and Lei Drive
Chapman Drive Extension	Expand Chapman Drive on both sides to connect to Sanners Lane and Sheriff Miedzinski Way
Bay Ridge Road Connection to Quatman Road	Extend Bay Ridge Road to Quatman Road. Connect Carver School Boulevard to Bay Ridge Road extension
Grand Harvest Lane Extension	Extend Grand Harvest Lane to Three Notch Road
Strickland Road to Pegg Lane Connection	Provide roadway connection from Strickland Road to Pegg Lane
Horsehead Road Connections	Provide roadway connections from Horsehead Road to Goldfinch Drive, Golden Triangle Boulevard, Pegg Lane and Strickland Road
Abell House Road Extension	Extend Abell House Lane to serve rear of parcels fronting on Three Notch Road
Pegg Road Extension	Extend Pegg Road from Chancellors Run Road to Indian Bridge Road

Table 7.3: Intersection Improvement Projects on State Routes

Intersection	Proposed Improvement
MD 4 (St. Andrews Church Road) at MD 235 (Three Notch Road) intersection in Lexington Park	Construct an urban diamond interchange
MD 4 (St Andrews Church Road) at Indian Bridge Road	Intersection Safety Improvement
MD 5 (Point Lookout Road) at Morganza Turner Road	Channelization
MD 5 (Point Lookout Road) at MD 245 (Hollywood Road)	Intersection Safety Improvement
MD 5 (Point Lookout Road) at Fenwick Street	Provide intersection improvements at Business MD 5 and Fenwick Street improvements
MD 5 (Point Lookout Road) at Willows Road	Intersection Lighting
MD 234 (Budds Creek Road) at Mechanicsville Road	Intersection Safety Improvement
MD 235 (Three Notch Road) at Thompsons Corner Road	Intersection Safety and operation Improvement
MD 235 (Three Notch Road) at First Colony Blvd/ California Blvd	Intersection Safety Improvement
MD 235 (Three Notch Road) at Old Rolling Road	Intersection Safety Improvement
MD 237 (Chancellors Run Road) at Pegg Road	Intersection Safety Improvement
MD 242 (Colton Point Road) at Hurry Road	Intersection Safety Improvement
MD 245 and Old Three Notch Road	Intersection Safety Improvement
MD 247 (Loveville Road) at Bishop Road	Intersection Safety Improvement
MD 5 (Point Lookout Road) at Abell Street and Moakley Street	Construct left-turn lanes, Constructing bicycle-compatible shoulders, Reconstructing sidewalks and pedestrian ramps

Table 7.4: Intersection Improvement Projects on County Roads

Project Name and Limit	Proposed Improvement
FD Blvd at First Colony Blvd	Convert to roundabout
FDR Blvd/South of First Colony Blvd	Convert to roundabout
Golden Beach Road at All Faith Church Road	Convert to roundabout
Wildewood Parkway and Wildewood Boulevard	Convert to roundabout
Pegg Road at Westbury Blvd	Convert to roundabout
St Johns Road at Hickory Hill Road/Sandy Bottom Road	Intersection operation and safety improvements
Mervell Dean Road at Clarkes Landing Road	Intersection safety and operation improvements
Newtowne Neck RD at Merchants LN	Intersection safety and operation improvements
Wildewood Blvd at White Oak Pkwy	Intersection safety and operation improvements
Golden Beach Road at Triangle Drive	Intersection safety and operation improvements

The Transportation Plan Update includes an assessment of existing bicycle and pedestrian facilities, as well as existing challenges and needs. The public survey also included questions about the non-motorized transportation system across the County. This may include sidewalks, bikeways or bike lanes, shared use paths, and trails. **Table 7.5** generalized recommendations based upon planning efforts, input received from the DPW&T, and the public input though the public survey as well as current state and federal standards.

Table 7.5: Bicycle and Pedestrian Facilities Improvement Projects

Project Name and Limit	Proposed Improvement
MD 6 from MD 5 to All Faith Church Road	Improve sidewalk, bikeways, shoulder
MD 245 east from MD 5 to Leonard's Grant Parkway	Improve sidewalk and bikeways
MD 5 from MD 243 to MD 245	Improve sidewalk and bikeways
MD 245 east from MD 5 to Leonard's Grant Parkway	Improve shoulder
MD 5 from MD 243 to MD 245	Improve shoulder
MD 236, 243, 272, and 244	Improve shoulder
Shady Mile Drive Connection to Patuxent Beach Road	Extend Shady Mile Drive to connect to Patuxent Beach Road with bicycle facilities
McArthur Boulevard and Church Drive Connection	Provide a multi-modal connection between McArthur Boulevard and Church Drive
Midway Drive Trail Connection	Provide a bicycle facility along Midway Drive to connect future Pegg Road and Great Mills Road bicycle facilities
Spring Valley Drive Sidewalk Connection	Add a sidewalk to connect Spring Valley Drive to Nicolet Park
Bay Ridge Road Multi-Modal Connection	Provide a bicycle and pedestrian connection from Bay Ridge Road to Great Mills Swimming Pool and Great Mills High School
Hermanville Road Multi-Model Project	Add bicycle and pedestrian facilities to Hermanville Road
Lexington Park Library Connection	Add a pedestrian connection from Patuxent Crossing apartment complex to Lexington Park Library
Pegg Road Pedestrian and Bicycle Facilities	Provide bicycle and pedestrian facilities and Sidewalk Improvement along Pegg Road
Chancellors Run Road Bike Facilities	Add a shared use path or widen bike lanes to 5' wide along Chancellors Run Road
Airport View Road between Three Notch Road and Lawrence Hayden Road	Shared Roadway, On- Road Bike Lanes
Lawrence Hayden Road between Airport View Road and Primevere Drive	Shared Used Path
Primevere Drive between Lawrence Hayden Road and Wildewood Parkway	Shared Roadway, Off-Road Trail
Old Rolling Road between FDR Boulevard and Utility Corridor	Shared Roadway, On-Road Bike Lanes

Table 7.5: Bicycle and Pedestrian Facilities Improvement Projects (Continued)

Project Name and Limit	Proposed Improvement
Indian Bridge Road between Knotts Dr and Corvette Wy	Shared Use Path
St. Mary's Park Lake Loop Trail between Indian Bridge Road and Bean Family Lane	Off-Road Trail
Camp Cosoma Road between Allen Owens Way and MD 5 (Point Lookout Road)	Shared Roadway, On-Road Bike Lanes
MD 5 (Point Lookout Road) between Camp Cosoma Road and Utility Corridor	Shared Used Path
Utility Corridor between Old Rolling Road and Thornbury Dr	Off-Road Trail
Utility Corridor between MD 5 (Point Lookout Road and Heritage Dr)	Off-Road Trail
Utility Corridor between Heritage Dr and St. Andrews Church Road	Off-Road Trail
Utility Corridor between Indian Bridge Road and Old Rolling Road	Off-Road Trail
Thornbury Dr between Sheffield Ct and Kassie Lane	On-Road Bike Lanes
Louisdale road between utility corridor and St. Andrews Church Road	On-Road Bike Lanes
St. Andrews Church Road between St. Andrews Lane and Johnson Pond Lane	Shared used path
Johnson Pond Lane between St. Andrews church Road and Grammas Lane	On-Road Bike Lanes
Utility Corridor between Heritage Dr and Johnson Pond Lane	Off-Road Trail
Johnson Pond Lane between St. Andrews Church Road and Old Rolling Road	Off-Road Trail
Utility Corridor between Thornbury Dr and Louisdale Road	Off-Road Trail
MD 5 (Three Notch Road) between FDR Boulevard and St. Andrew's Church Road	Shared Use Path
MD 5 (Three Notch Road) between St. Andrew's Church Road and First Colony Boulevard	Shared Use Path
MD 5 (Three Notch Road) between First Colony Boulevard and First Colony Wy	Shared Use Path
Three Notch Road between Old Rolling Road and Aton Lane	Shared Use Path
Cedar Point Road between Three Notch Road and NASPAX Gate 2	Shared Use Path, Improvements
Three Notch Road between Great Mills Road and Lei Drive	Shared Use Path Improvements
FDR Boulevard between Pegg Road and Great Milld Road	Shared Use Path Improvements, sidewalk
S Shangri-La Drive between Great Mills Road and S Essex Drive	Shared Use Path Improvements
Willows Road between S Shangri-La Drive and Rennell Ave W	Shared Use Path, Improvements
S Shangri-La Drive between Willows Road and S Essex Drive	Sidewalk improvements
Great Mills Road between St. Mary's square to Pacific Dr	Sidewalk Improvements
Great Mills Road between Saratoga Dr to Pacific Dr	Shared Use Path Improvements, sidewalk
Pegg Road	Sidewalk Improvement

7.2 Transportation Future Need Projects

While the county has kept up with maintenance of its roadways network, roadway improvement needs will continue into the future. The needs of roadway improvements included in the MWCOG 2045 travel demand model address the mobility demands forecasted for corridors throughout the county. The Needs and demands covers a variety of project types, including arterial roads that have been identified for capacity additions and intersection improvements. In addition to these facilities currently under fair or poor conditions, additional facilities that are currently LOS in good conditions, LOS D or above will likely need to be improved over the next twenty years based on the projected traffic condition from the travel demand model. To accommodate future growth and better prepare for tomorrow, the following table lists street segments and intersections that need to be improved to address future traffic congestion and safety issues projected by the travel demand model. **Table 7.6** and **Table 7.7** present the recommended roadway and intersection improvement projects for future (2045) respectively.

Table 7.6: Future Roadway Improvement Projects (2045)

Project Name and Limit	Proposed Improvement
MD 5 (Three Notch Road) between Mohawk Dr and New Market Road	Improve Roadway operation and safety
MD 5 (Three Notch Road) between MD 236 (Thompson Corner Road) and MD 5 (Point Lookout Road)	Improve Roadway operation and safety
MD 5(Point Lookout Road) between MD 5 (Point Lookout Road) and Birch Manor Dr	Improve Roadway operation and safety
MD 5(Point Lookout Road) between MD 238 (Chaptico Road) and Loveville Road	Improve Roadway operation and safety
MD 5(Point Lookout Road) between MD 243 (Newtowne Neck Road) and MD 245 (Hollywood Road)	Improve Roadway operation and safety
MD 5(Point Lookout Road) between Washington St/Fenwick St and MD 244 (Medleys Neck Road)	Improve Roadway operation and safety
MD 5(Point Lookout Road) between MD 249 (Piney Point Road) and MD 246 (Great Mills Road)	Improve Roadway operation and safety
MD 235 (Three Notch Road) between MD 5 (Point Lookout Road) and Jones Wharf Road	Improve Roadway operation and safety
MD 235 (Three Notch Road) between Wildewood Blvd and MD 246 (Great Mills Road)	Improve Roadway operation and safety
MD 235 (Three Notch Road) between N Shangri La Drive and South Shangri La Dr	Improve Roadway operation and safety
MD 235 (Three Notch Road) between Hermans Ville Road and Jacksons Run Road	Improve Roadway operation and safety
MD 234(Budds Creek Road) between Woodyard Ct and MD 238 (Chaptico Road)	Improve Roadway operation and safety
MD 234(Budds Creek Road) between Horse Shoe Road and MD 242 (Colton Point Road)	Improve Roadway operation and safety
MD 4 (St Andrews Church Road) between Indian Bridge Road and Wildewood Pkwy	Improve Roadway operation and safety
MD 4 (Patuxent Beach Road) between MD 235 (Three Notch Road) and Thompson Johnson Bridge	Improve Roadway operation and safety
MD 246 (Great Mills Road) between Westbury Blvd and Prather Dr	Improve Roadway operation and safety
MD 246 (Great Mills Road) between Sheriff Miedzinski Way and MD 235 (Three Notch Road)	Improve Roadway operation and safety
MD 237 (Chancellors Run Road) between MD 235 (Three Notch Road) and MD 246 (Great Mills Road)	Improve Roadway operation and safety
New Market Road between Whalen Road and MD 5 (Three Notch Road)	Improve Roadway operation and safety
Piney Point Road between MD 5 (Point Lookout Road) and Austin Lane	Improve Roadway operation and safety
N Shangri La Dr between MD 235(Three Notch Road) and Willows Road	Improve Roadway operation and safety

Table 7.7: Future Intersection Improvement Projects (2045)

Project Name and Limit	Proposed Improvement
MD 5 (Three Notch Road) and New Market Road	Improve Intersection traffic operation and safety
MD 5 (Three Notch Road) and MD 236 (Thompson Corner Road)	Improve Intersection traffic operation and safety
MD 5 (Three Notch Road) and Flora Corner Road	Improve Intersection traffic operation and safety
MD 5 (Point Lookout Road) and MD 235 (Three Notch Road)	Improve Intersection traffic operation and safety
MD 5 (Point Lookout Road) and MD 249 (Piney Point Road)	Improve Intersection traffic operation and safety
MD 235 (Three Notch Road) and MD 5 (Point Lookout Road)	Improve Intersection traffic operation and safety
MD 235 (Three Notch Road) and Hollywood Road	Improve Intersection traffic operation and safety
MD 235 (Three Notch Road) and MD 237 (Chancellors Run Road)	Improve Intersection traffic operation and safety
MS 235 (Three Notch Road) and N Shangri La Dr	Improve Intersection traffic operation and safety
MS 235 (Three Notch Road) and MD 4 (Patuxent Beach Road)	Improve Intersection traffic operation and safety
MD 246 (Great Mills Road) and N Shangri La Dr	Improve Intersection traffic operation and safety

7.3 Transportation Advisory Committee (TAC) Proposed Transportation Projects

Planning for countywide transportation systems has been conducted under the auspices of a Transportation Advisory Committee (TAC), with input from the County DPW&T and the public. The TAC met many times during the planning process to share their expertise, insight, and provide strategic direction for the transportation plan. The TAC formed a subcommittee, formally named the Transportation Plan Subcommittee, to look at the questionnaire responses related to county multimodal transportation system from a public survey. The public responses helped determine the preliminary project list for meeting current and future needs and assisted in budgeting the limited financial resources available. The Transportation Plan Subcommittee looked through the questionnaire responses for suggested transportation improvements and grouped each of the similar improvements together on an Excel sheet.

Great effort was taken to gather TAC and DPW&T input to develop the potential projects based on the public responses, including widened roadways, safety programs, operational projects, pedestrian and bicycle facilities, and expanded transit service. The TAC and DPW&T worked together to offer input and vetted of the grouped project list. Development and periodization of the project list was an iterative process that incorporated multiple rounds of revisions, refinements, and updates based upon extensive input received from the TAC and DPW&T.

During the project evaluation process, the TAC met several times with various planning partners, including the staff from DPW&T and representatives from State Highway Administration (SHA). At each meeting, the current and future transportation needs were discussed. In cases where deficiencies or additional needs were identified, appropriate projects were also identified for inclusion in the plan. The first TAC meeting, held in March 2023, was used to update TAC about the plan progress and to present the draft plan with public responses

from public survey by DPW&T and the consultants. Following the first TAC meeting, several TAC meetings were held with various planning partners, including the staff from DPW&T and representatives from SHA during July and October in 2023. The purposes of these meetings were to refine, update, and prioritize the project list based upon extensive input received from the TAC and DPW&T and further prioritize the projects for determining which improvements to consider for the transportation plan. For reference purposes, the prioritized multimodal improvement project groups and composite list of grouped projects are presented in **Appendix A**. The prioritized improvement project tables have identified the highest ranked projects by priority for each group.

TAC Project Prioritization Subcommittee Project Rankings / Selections

Road Improvements Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
Fix FDR and 4 , put in a right turn only lane towards the first colony shopping center (FDR south)	Various	1	Director Gostch has already discussed this as a priority	Medium term
Fix Great Mills Rd/ Route 5 instruction	78	2	Traffic in the area can back up for hours	Medium term
Repair and Repave Buck Hewitt Rd.	15	3	Important road that access major 'arteries' of Chancellor's and 3 Notch	Short term

Bike Lane Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
Complete three notch trail, with established bike paths	N/A	1	We did not determine 3 suitable bike projects to prioritze, as those listed somewhat vague or unfeasible. However, we would consider the completion of the Three Notch Trail a suitable alternative to adding bike lanes along the county's busiest corridors	Long term
add a bike lane/ and or sidewalk to Old Rolling road	26	2	Good way to connect residents to shopping options without needing a car	Medium term
Construct pedestrian/bicycle path along Wildewood Pkwy that is separated from the roadway.	11	3	Also a good way to connect residents to shopping options without needing a car, makes biking there safer	Long term

Signals Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
Change traffic flow pattern at hermanville and 235. East and west traffic should not have solid green at the same time. Visibility from blimpie side of hermanville is terrible, designated light at the three notch/Hermanville road intersection.	25, 36	1	We feel the situation at Hermanville/235 presents the most danger based on real accidents that have occurred and the real potential for more; would suggest dedicated turn lanes	Short term
Fix the coordination of the traffic lights on 235 so it is actually possible to get from Hollywood to Lexington Park without having to stop more than once or twice.	10	2	Director Gotsch agreed traffic light coordination should be revisited based on Subcommittee member comments	Short term
Reconfigure light at Great Mills Rd and 5 so it's not so long to turn south on 5 or go straight on 5 north.	12, 40	3	Nightmarish backups occur frequently at this intersection	Medium term
Traffic light going out of the hospital, either on 5 or the side entrance on Hollywood Leonardtown rd.	18	4	Would suggest the Hollywood Rd side, as opposed to the Rt 5 side, this could be a beneficial project	Long term

Traffic Circle / Roundabouts Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
Add a Roundabout at Wildewood PKway and Wildewood Blvd.	various	1	We only determined one feasible Traffic circle project to add to the prioritizations	Short term

Sign/Marking Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
Better brighter lines/reflectors, lane visibility at night in rain is horrible, esp WW Parkway, and route 5	14	1	This would be a great safety improvement, particularly for Route 5 at night	Short term
On Shady Mile Dr entering 235 the straight lane is not marked and people think they can turn left from the straight lane.	2	2	Reduce potential for accidents	Short term
Posts added to separate bike lane from roadway in residential neighborhoods (Town Creek, Wildewood) to deter motorists from driving onto the shoulder.	8	3	Safety of pedestrians and bikers	Long term

Trail Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
Complete Three Notch Trail all the way to Lexington Park with no gaps.	12	1	This would provide a suitable alternative avenue to putting bike lanes on busy corridors of Rt 235	Long term
Add more bike trails in Leonardtown to accommodate growing population.	7	2	A good addition to development in and around Leonardtown	Long term

SideWalk/Crosswalk Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
upgrade/add sidewalks to Rt 235 & Rt 5 in California Lexington Park & Great MIlls	2	1	Though a bit vague, this project request is in line with Jim's guidelines for where DPW&T is focusing sidewalk projects	Medium term
extend sidewalk access from FDR & Route 235 to the Wildewood Shopping Center; extend sidewalk access from St Mary's Market place to FDR to extend to Wildewood Shopping Center	3, 4, 12	2	Combined requests because each one references the same three locations Locations are within walking, or at least biking distance from each other. Adding a sidewalk to the locations in question would connect two shopping centers and neighborhoods. This seems like a no-brainer	Medium term
complete sidewalks on Buck Hewitt Road	37	3	The only short term project in the column but seems reasonable to prioritize; but is in progress	Short term

'Other' Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
Off of St Andrews Church Rd, to turn right onto FDR Blvd, there is enough room for a turn lane but they have it marked where you cannot use it. Why?	25	1	Can be done rapidly	Short term
Street lights (maybe solar would be less expensive) - especially along rt 5, 235 and great mills road	66	2	This is related to safety on several different levels	Short term
Construct pathways to connect Leonardtown to Three Notch Trail via Hollywood Rd, St. John's Rd, St. Andrew's, Loveville Rd, etc. This would resemble a pedestrian "spoke & hub" system with all points leading towards the county seat	24	3	Lowest priority	Long term

Public Transportation Projects

Project	Line Number	Ranking	Reasoning/Remarks	Time Frame
put in many more covered bus stops; sidewalks and bicycle lanes on St Andrews Church Rd Add designated bus stops to the STS. It is dangerous for people to be standing on the side of the road and try to wave down the oncoming bus	11, 21, 14	1	Designate bus stop with covered bus shelters	Short term
add more bus routes and longer hours Also the sts bus needs to run north and south later and go down a few of the side roads in to some of the neighborhoods.	5, 15, 23	2	Buses that run further and longer reach more people, connecting to jobs, education, events, etc	Medium term
More transportation options for elderly, disabled, and others. Especially those needing transport to dialysis and other medical type appointments. Needs to be available to all, and not just income based.	13	3	This targets a smaller percentage of the County population but, they are the needs of our most vulnerable populations, which are felt more acutely	Medium term
Bring rail down here. Nearest is over an hour away - end of green line.	9, 18	4	A very long term idea, but should not be overlooked	Long term
require Pax to reduce vehicular traffic through carpooling	8	5	Director suggested jumping on this while a base commander friendly to the vanpools is in charge of Pax (so now)	Short term