



**CALVERT COUNTY
BOARD OF COUNTY COMMISSIONERS**

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Board of Commissioners
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March 21, 2023

The Honorable Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Re: FY 2024 Consolidated Transportation Program Priorities Consideration

Dear Secretary Wiedefeld,

Calvert County is pleased to have the opportunity to present our transportation priorities for the FY 2024-2029 Consolidated Transportation Program (CTP). The county's transportation priorities focus on system preservation and enhancement of the existing road networks, safety, equity and supporting economic development.

Consistent with the Chapter 725 Priority Letter Guidance, Calvert would like to take this opportunity to limit the overall number of priorities and focus our attention on the most critical projects while acknowledging the realistic funding amount available.

Major Transportation Priorities (over \$5 Million):

1. MD 2/4 (Solomons Island Rd) Widening Phase 3A and 3B – Preliminary engineering and right-of-way acquisitions.
2. Thomas Johnson Bridge – Planning and design.
 - a. **Note:** Functional efficiency and operational safety of the bridge will continue to be of great importance to Calvert County and will continue to advocate for the bridge replacement project. As a temporary reprieve, we would like to show support for St. Mary's priority to improve existing traffic conditions; the extension of the northbound merge lane from the intersection of MD 4 and MD 235 to the north end of South Patuxent Beach Road. This project would be performed **concurrently** with the bridge replacement project to alleviate current and future congestion at the MD4/MD 235 intersection.
3. Transit Transfer Station – Site development.

Minor Transportation Priorities (less than \$5 Million):

1. Level of Service Intersection Studies – MD 2/4

- a. MD 4 at Ward Road
 - b. MD 2/4 Split
 - c. MD 2/4 at Cox Road
 - d. MD 2/4 at Stoakley Road
 - e. MD 2/4 at Dares Beach Road
 - f. MD 2/4 at Sixes Road
 - g. MD 2/4 at Calvert Beach Road
2. MD 258 and MD 4 intersection – Shoulder upgrades.
 3. MD 765 Sidewalk Extension – Between Old Field Road and Calvert Towne Road.
 4. Cross Walk Installation at MD 2/4 and Sherry Lane.
 5. Lusby Town Center Streetscape – MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760.

The Calvert County Board of County Commissioners thank you and the Maryland Department of Transportation (MDOT) business units for an especially productive and collaborative year working together. We are grateful for the funding received in last year's capital budget program for the vital corridor improvements on MD 231 and funding for the Safe Routes to School Program.

The county appreciates the previous widening progress performed on MD 2/4 in Prince Frederick. We are seeking MDOT's continued partnership and diligence to advance into the next phase of the project by performing the preliminary engineering and acquiring needed rights-of-way in anticipation of continuing phases 3A and 3B, north of Fox Run Boulevard.

Calvert County has made considerable progress in our transportation planning over the past few years. In 2020, the Calvert County Transportation Plan was adopted. Through this process, the county identified potential transportation investments to help shape growth within our Town Centers by utilizing a balanced transportation network in both inappropriate corridors and within smaller planning areas. The transportation plan promotes a local road network that is safe and facilitates the circulation of trips without needing to access MD 2/4. Additionally, the plan advocates for the creation of a pedestrian-friendly environment within each Town Center to reduce the need for vehicular trips. Many of the high-priority project requests contained within this letter are products of a recent effort to achieve consistency with the Calvert County Comprehensive Plan and the Transportation Plan.

This past year, Calvert County adopted and updated our Adequate Public Facilities Requirements which included major changes for roadway requirements. Building upon that effort, Calvert County is working to finalize the Calvert County Strategic Roadway Safety Plan which will align with many of the MDOT emphasis areas and the use of effective strategies. Calvert County is in the final stages of publishing the Dunkirk and Prince Frederick Bikeways Feasibility Study. The purpose of this study is to identify areas of needed improvement for the bicycle/pedestrian communities within those respective Town Centers.

Thank you for the opportunity to collaborate in the development of this year's upcoming CTP. Calvert County looks forward to continuing to partner with the Maryland Department of Transportation to move transportation projects forward efficiently to best serve the needs of our community. Attached is supporting project information for Calvert County's top transportation priorities.

Our contact is Jessica Gaetano, acting planner III in the Department of Planning & Zoning. Jessica can be reached via phone at 410-535-1600, ext. 2338, or via email at Jessica.Gaetano@calvertcountymd.gov.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
CALVERT COUNTY, MARYLAND



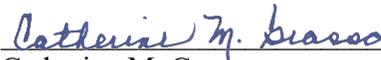
Earl F. Hance



Mike Hart, Vice President



Mark C. Cox Sr.



Catherine M. Grasso



Todd Ireland

Calvert County Transportation Project Priorities

Major Transportation Priorities (over \$5 million):

1. MD Route 2/4, Solomons Island Road – Upgrade and Widen MD 2/4 to a Six-Lane Divided Highway (Prince Frederick)

Calvert County’s top local transportation priority is the continuation of the major project to upgrade and widen MD 2/4 through Phases 3A and 3B. **Specifically, in this year's capital budget, Calvert County is requesting funding for the preliminary engineering and right-of-way acquisitions for the corridor just north of Fox Run to Auto Dr.**

The purpose of this project is to widen the footprint of MD 2/4 along the entrance to and throughout the northern and southern portion of the Prince Frederick Town Center. Improvements were previously conducted in Phases 1 and 2 from Sherry Lane to Fox Run Boulevard within the center portion of the Town Center. The proposed widening will provide a total of six lanes including access control, turning movement restrictions and will include dedicated bicycle lanes and pedestrian sidewalks. Current traffic volumes generated by the existing commercial and residential development within the Town Center presently result in substantial delays. Anticipated future development in and around the Prince Frederick area is expected to result in increased congestion along the existing roadway unless additional capacity is provided. MD 2/4 is the principal transportation link through, into and out of the county. Congestion on this corridor directly impacts our ability to evacuate or respond to the nearest hospital and emergency health facilities in the event of an emergency.

GOAL: Ensure a Safe, Secure and Resilient Transportation System:

The current existing lane geometrical alignment, at the completion of Phase 2, provides a tenuous right turn lane drop at an un-signalized intersection. This intersection has been the site of numerous vehicular accidents as the northbound roadway also condenses from 3 lanes to 2 at this location. Moving Phases 3A and 3B forward will remove the lane drop element and create a much safer vehicular corridor. By adding additional travel lanes, the project will: increase highway capacity, reduce congestion and provide a more safe and secure movement of people, goods and services through the center of Calvert’s largest Town Center. MD 2/4 is the only north south arterial and the primary transportation route within the county. In the event of an emergency, congestion on this corridor would severely limit access to and from the only Hospital and Emergency Health Facilities. MD 2/4 is the primary state highway serving the Constellation Energy Calvert Cliffs Nuclear Power Plant. This route is the principal transportation link through, into, and out of the county. Our citizens ability to evacuate or respond in the event of an emergency is directly dependent on the functionality of this travel way. Adding a dedicated bicycle lane and sidewalk will significantly advance the safety of Calvert County’s pedestrian and alternative transportation community throughout this corridor.

GOAL: Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic Systematic Expansion:

Enhancement of the current road geometry combined with installation of the proposed bike lane and pedestrian sidewalk will drastically improve safe and equitable access to the many commercial entities within the project area. Prince Frederick is the largest Town Center in the county, both in land area and commercial square footage; the Town Center contains a central business area oriented along a commercial corridor, which generates a relatively high concentration of employment and civic use. Historically, Calvert County’s local economy was based upon agriculture, tourism, construction, energy production, and local-serving retail and service businesses. Today, the

largest employers in Calvert County are the Calvert County Public Schools, Calvert County Government, CalvertHealth (formerly Calvert Memorial Hospital), Exelon/Calvert Cliffs Nuclear Power Plant, and the Arc of Southern Maryland. The county is experiencing an influx of workers from neighboring jurisdictions commuting to jobs inside Calvert County. Four of the Five largest employers in Calvert County are directly affected by the reliability of the Prince Frederick corridor.

GOAL: Maintain a High Standard and Modernize Maryland Multimodal Transportation System:

This project serves to preserve, maintain and augment the condition of MD 2/4 roadway and transportation corridor. Inclusion of additional pedestrian sidewalks and new bicycle accommodating lanes increase the means of access for alternative methods of transit. Additional travel lanes provide an upgrade to the existing highway capacity and serve to ameliorate freight bottlenecks. All construction is predicated on the most current and updated MDOT standards. Calvert County is committed to the inclusion of any applicable intelligent transportation system strategies throughout this area. Physical improvement of the existing primary north/south road network within Calvert County is the epitome of ensuring sustainability and viability of the State owned and maintained road system within the county.

GOAL: Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience:

This project supports efficiencies through geometric enhancements which increase highway capacity and provide a heightened level of service delivery capabilities. Customer satisfaction with transportation services shall be dramatically increased by the inclusion of additional travel lanes, resulting in a more reliable transportation system, increased vehicular safety, additional pedestrian network connectivity and dedicated bicycle lanes. The additional lane miles and transportation options will contribute to the minimization of travel delays and improve predictability of travel times along this Town Center road network. Inclusion of permanent variable message signage along the MD 2/4 corridor may be used to improve the dissemination of real time traffic information to allow users to stay informed and possibly use alternate routes in the instances of accidents or heavy traffic volume.

GOAL: Ensure Environmental Protection and Sensitivity:

The proposed project protects and enhances the natural, historic, and cultural environment primarily through avoidance and mitigation of adverse impacts. This project location removes the need to affect environmentally sensitive areas as the proposal includes widening the existing lane geometry and addition of a 5' wide pedestrian sidewalk and dedicated bicycle lane within the Prince Frederick Town Center. The proposed expansion is the minimum necessary to provide maximum benefit to traveling business components and county citizens. Calvert County's unique geography limits accessibility to and through the county and has historically presented challenges to the creation of a more robust internal transportation network. The proposed highway capacity added to Calvert's existing principal roadway will result in the least adverse environmental impacts with the greatest benefit to Calvert's economy. Resource protection is inherent in the location selection for this project. Conservation practices such as native tree and/or shrub plantings may be incorporated outside of the proposed pedestrian sidewalk area (within the right of way) to foster a pleasing view while also providing benefits such as combating the creation of heat islands within the Town Center.

GOAL: Promote Fiscal Responsibility:

Prince Frederick Town Center is the county seat, a county-designated growth area (Town Center), a state-designated Priority Funding Area, and a state-designated Sustainable Community. The proposed widening in Phases 3A and 3B will allow future growth and development in and around the Town Center, which will facilitate expanded transportation options such as bikeways, pedestrian accommodations and a greater capacity for transit. Augmentation of this portion of MD 2/4 in the same manner as previous phases provides continuity throughout the

corridor. Completion of the roadway expansion, dedicated bicycle access and pedestrian network fulfillment throughout the entire Town Center of Prince Frederick provides maximum value for the funding used. Vehicular passage through the previously improved section (Phases 1 and 2) offers a temporary respite from congestion, but the preceding and following segments create significant delay due to the existing geometric differences.

GOAL: Provide Better Transportation Choices and Connections:

The proposed widening will allow future growth in and around the Town Center to facilitate expanded transportation options such as bikeways, pedestrian accommodations and a greater capacity for transit. Calvert County’s Public Transportation Division recently upgraded our dispatch software and continue to expand the service area in and around the Prince Frederick Town Center. Trip coordination and traffic reliability play an important factor in determining how many local transit services are needed to support our citizens, given the fact that there are no dedicated bicycle lanes and deficiencies in the sidewalk connections currently on MD 2/4. MD 2/4 serves as the primary trunk line supporting the bussing system within the Town, and the proposed improvements will have a positive impact on the network function. The proposed widening will unequivocally improve alternative transportation options in Prince Frederick. The county is agreeable to assist MDOT in any way necessary to publicize the anticipated upgrades in order to inform and educate the public regarding the proposed infrastructure benefits.

2. Thomas Johnson Bridge/MD Route 4

Calvert County, St. Mary’s County and the Tri-County Council have made this project a top priority for decades. The updates and benefits to this infrastructure is critical to our region. Widening the Thomas Johnson Bridge (T.J. Bridge) would relieve commuter congestion, enable emergency evacuation, improve safety and provide greater economic opportunity within the Calvert-Saint Mary’s Metropolitan Planning Organization Area. The T.J. Bridge serves a large nuclear power generating facility, a regional natural gas transport facility and a major U.S. Naval Base; efficiency and security of this corridor is vital to the success of the projected increase of user needs.

Note: Functional efficiency and operational safety of the bridge will continue to be of great importance to Calvert County and will continue to advocate for the bridge replacement project. As a temporary reprieve, we would like to show support for St. Mary’s priority to improve existing traffic conditions; the extension of the northbound merge lane from the intersection of MD 4 and MD 235 to the north end of South Patuxent Beach Road. This project would be performed **concurrently** with the bridge replacement project to alleviate current and future congestion at the MD4/MD 235 intersection.

3. Transit Transfer Station

Calvert County’s Public Transportation (CCPT) has seen an increase in service demand. Currently, the county provides eight fixed routes and four demand-response/para-transit routes to link residents with major shopping, medical and employment areas, as well as with public services available in Prince Frederick.

Last year, Calvert received funding in the MDOT’s capital budget for a feasibility and needs assessment for a proposed stand-alone Transit Transfer Station. CCPT in collaboration with the Maryland Transit Authority are presently in the early stages of this study. In this year’s budget, Calvert County is requesting funding for the next phase of the project: site development.

A stand-alone Transfer Station would allow greater efficiency by providing improved driver and pedestrian safety, increased rider accessibility and convenience, increased passenger amenities, improved public image and allow for future growth.

Minor Transportation Priorities (under \$5 million):

1. Level of Service Intersection Studies – Multiple Intersections.

On November 29, 2022, the Calvert County Board of Commissioners amended the Calvert County Zoning Ordinance and adopted Adequate Public Facilities Requirements for development, redevelopment and issuance of building permits not part of a subdivision or site plan review. The acceptable Levels of Service for public roadways have been updated to require applicable proposed projects to demonstrate a projected Level of Service of at least “C” or above in the post-construction condition.

To be deemed adequate, each lane and lane approach for roadways in the impact area must operate at or above the minimum level or service of “C” using the Highway Capacity Method.

Calvert County is requesting assistance with a Level of Service analysis for intersections that are subject to State influence, which typically provide longer delays, as listed below:

- MD 4 at Ward Road
- MD 2/4 Split
- MD 2/4 at Cox Road
- MD 2/4 at Stoakley Road
- MD 2/4 at Dares Beach Road
- MD 2/4 at Sixes Road
- MD 2/4 at Calvert Beach Road

2. MD 258 and MD 4 Intersection – Shoulder Upgrades.

The Calvert County Board of County Commissioners is requesting safety enhancements along the corridor just north of the Calvert County line, where MD 258 and Talbot Road intersect with MD 4. This portion of the roadway has limited sight distance for stopped traffic and vehicles entering the highway. Along with the significant sight distance issues, MD 4 does not provide shoulders for last minute vehicular corrections when needed.

3. MD 765 Sidewalk Extension – Between Old Field Road and Calvert Towne Road.

In the historic core of Prince Frederick, traffic operates at lower speeds. There is often significant pedestrian traffic volume along and across MD 765 (Main Street) accessing the Courthouses, and the nearby state and county office buildings. This proposed sidewalk extension would provide additional pedestrian access from communities within the adjacent Old Town Residential subarea of the Prince Frederick Town Center

4. Crosswalk Installation – MD 2/4 and Sherry Lane.

At the request of Calvert County, MDOT performed a preliminary investigation on the necessity of a crosswalk at the intersection of MD 2/4 and Sherry Lane. The study has not been supplied to Calvert County, but discussions with the State Highway Administration indicated all parties are in favor of installing a crosswalk at this location. Both legs of MD 2/4 have existing sidewalks and a considerable amount of pedestrian traffic but a limited amount of locations to cross the roadway.

5. Lusby Town Center Streetscape – MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760.

The Lusby Town Center Master Plan promotes a destination, not a through-way, where buildings embrace the streets with generous sidewalks and landscaping. A portion of this streetscape network has been completed and Calvert County is requesting that the State assist in filling in the gaps. Native tree and shrub plantings incorporated in this Town Center will foster a pleasant view while providing both physical and psychological buffers for pedestrians and visitors alike.

Regional Transportation Priorities

Approved by the Calvert County Board of County Commissioners

In Coordination with the Tri-County Counsel for Southern Maryland's Regional Infrastructure Advisory Committee (RIAC)

Southern Maryland's Top Regional Priorities:

1(a). Highway Priority: Governor Thomas Johnson Bridge and MD 4:

Calvert County, St. Mary's County and the Tri-County Council have made this project a top priority for decades. The updates and benefits to this infrastructure is critical to our region. Widening the Thomas Johnson Bridge (T.J. Bridge) would relieve commuter congestion, enable emergency evacuation, improve safety and provide greater economic opportunity within the Calvert-Saint Mary's Metropolitan Planning Organization Area. The T.J. Bridge serves a large nuclear power generating facility, a regional natural gas transport facility and a major U.S. Naval Base; efficiency and security of this corridor is vital to the success of the projected increase of user needs.

Note: As a temporary reprieve to the existing deficient infrastructure, we request MDOT assist in developing strategies to improve traffic incident management response and quick clearing along the T.J. Bridge, specifically during peak hours.

1(b). Extension of northbound merge lane from intersection of MD 4 and MD 235 to north end of South Patuxent Beach Road:

This project would be performed concurrently with the bridge replacement project and would alleviate congestion at the MD 4/MD 235 intersection. The northern end of South Patuxent Beach Road is proposed to be converted into a cul-de-sac to prevent traffic from entering MD 4 at that location. The objective of this project is to reduce access points in this area to facilitate continuous flow of traffic from the MD 235/MD 4 intersection to the Thomas Johnson bridge.

2. Transit Priority: Southern Maryland Transit Corridor (SMRT):

The proposed fixed route, high capacity transit service within a dedicated transitway in the MD 5/U.S. 301 corridor will be the first of its kind in Southern Maryland. While in the project planning phase, we are requesting MDOT to assist in preserving the essential rights-of-ways to maintain feasibility of this project. Additional funding for planning and design is necessary to secure a position for this project for future consideration in the federal "New Starts" program. Once constructed, this transit corridor will improve the mobility and accessibility of people, facilitate the movement of goods within the region, and complete the link for transit-oriented development.