

## Comments on the Calvert County Transportation Plan, September 2019 Draft

### Comments received through December 9, 2019

	NAME	GROUP / AGENCY	TOWN	DATE RECEIVED	# OF PAGES
1	Charlene Tobey Kriemelmeyer		Dunkirk	10/24/19	2
2	Jane Hagen, Councilwoman	Town of North Beach	North Beach	10/24/19	1
3	Maureen Blakley			10/26/19	1
4	Anthony DeStefano, Vice-Chair	Calvert County Economic Development Advisory Commission		11/7/19	1
5	Dunkirk Architectural Review Committee		Dunkirk	12/4/19	2
6	Huntingtown Architectural Review Committee		Huntingtown	12/4/19	1
7	Lusby Architectural Review Committee		Lusby	12/4/19	1
8	Owings Architectural Review Committee		Owings	12/4/19	1
9	Prince Frederick Architectural Review Committee		Prince Frederick	12/4/19	4
10	Solomons Architectural Review Committee		Solomons	12/4/19	1
11	Calvert County Environmental Commission			12/4/19	4
12	Alex Waltz, Planner II	Charles County Government Department of Planning and Growth Management	La Plata	12/6/19	1
13	Yolanda Hipski, Regional Transit Coordinator	Tri-County Council for Southern Maryland	Hughesville	12/9/19	3
14	Harry Wedewer, Committee Chairperson	Calvert County Heritage Committee		12/9/19	2

from the 10/24/19 Bay Weekly page 4

For your consideration,

This idea would better serve the citizens, be more efficient and cost effective than the current bus loops in both Northern and Southern Calvert County. Dedicate some vans/busses to be on call in North County and some in South County and eliminate the loops there as they do not work. Keep Prince Frederick as is, as the population is more condensed.

Charlene Tobey Kriemelmeyer  
Dunkirk



## My Car Broke Down

*South County Call 'n' Ride came to my rescue*

**M**y dashboard lit. My engine choked. I coasted into the Good Old Days parking lot in Deale feeling fortunate to have my car break down so close to my mechanic. But how to get home?

Public Transportation is a big-city concept — at least to me. I used to ride Metro all the time back when I lived in Takoma Park. Since moving to southern Anne Arundel County 12 years ago, I've become accustomed to being behind the wheel. I had almost but not quite forgotten about the South County Call N' Ride program that launched back in August. I decided to give it a try.

After walking to the Deale Community Library, where I could comfortably wait with my 11-year-old daughter, I called 410-222-0025 and scheduled a ride.

The dispatcher asked my name, phone number and the addresses where I would be picked up and dropped off. She warned me it would be a two-hour wait. Riders are always encouraged to call at least two hours before they need a ride. Fortunately, time passes quickly at a library. In just under two hours, an Anne Arundel County Office of Transportation van pulled into the parking lot and we were on our way home.

One of three vans serving southern Anne Arundel County, ours was clean and comfortable. Equipped to transport riders in wheelchairs and with other physical challenges, the state-of-the-art vans provide a pleasant riding experience.

Gerry Robertson, van driver and resident of Friendship, reminded me you do not have to be stranded to use the affordable transit service.

"We give rides to some South County residents on a regular basis. They schedule their trips well in advance, and we take them to appointments or to shopping centers or wherever they need to go within our service area," he said. Current service hours are weekdays 7am to 7pm.

Many of Robertson's regular passengers are older, but he has driven high school students home from after-school activities.

Robertson noted a significant increase in riders since the transit system abandoned the traditional bus routes running a continuous loop and picking up passengers only at designated stops.

"The on-demand, door-to-door service was what people needed," he said. "We live in such a rural area that it's hard for some people to get from their homes to a bus stop two miles away."

Regular one-way fare is \$2 with discounts for students and seniors. Requests for pickup 7-9am should be scheduled the previous day. Students must be at least 16 to ride without an adult.

Info: [www.tinyurl.com/call-n-ride](http://www.tinyurl.com/call-n-ride)  
-Susan Nolan

*from the 10/24/19 Bay Weekly page 4*

*For your consideration  
This idea would better serve the citizens. be more efficient and cost effective than the current bus loops in both Northern and Southern Calvert County. Dedicate some vans/busses to be on call in North County and some in South County and eliminate the loops there as they do not work. Keep Prince Frederick as is, as the population is more condensed.  
Charlene Tobey Kriemelmeyer  
Dunkirk*



**Blake-Wallace, Tamara L.**

---

**To:** Planning and Zoning  
**Subject:** RE: Transportation Plan

**From:** Jane Hagen <janehagen@verizon.net>  
**Sent:** Thursday, October 24, 2019 5:26 PM  
**To:** Planning and Zoning <pz@calvertcountymd.gov>  
**Subject:** Fwd: Transportation Plan

To Greg Kernan, Chair, Calvert County Planning Commission.

After reading the Draft of the Calvert County Transportation Plan I noticed there were no aerial views of North Beach or Chesapeake Beach's side walk network plan. Since according to Table 7- Commuter Bus Service to Washington, D.C., we have the greatest Average Riders/Day I thought that would have been part of the report. North Beach is in the process of looking at our parking and sidewalks so this information and aerial views and suggestions would be most helpful not only to us but to the County Transportation Plan.

Jane Hagen, Councilwoman  
Town of North Beach

**Blake-Wallace, Tamara L.**

---

**To:** Planning and Zoning  
**Subject:** RE: much needed cross walk

**From:** Maureen Blakley <[mablakley1@gmail.com](mailto:mablakley1@gmail.com)>  
**Sent:** Saturday, October 26, 2019 10:16 PM  
**To:** Planning and Zoning <[pz@calvertcountymd.gov](mailto:pz@calvertcountymd.gov)>  
**Subject:** much needed cross walk

I am a citizen and a concerned resident of Calvert county.  
We are in great need of a crosswalk at the intersection of Sherry Lane and Old Field Lane at Rt.2/4  
There is now no way for the residents of Westlake development or visitors to cross RTt 2/4 without a car.  
If there was a crosswalk residents and visitors would be able to shop on both sides of RT 2/4  
It is now impossible to cross RT 2/4 in either direction on foot

Please consider this area in you future plans..

Thank you,

Maureen Blakley

A concerned citizen of Calvert County



**CALVERT COUNTY  
ECONOMIC DEVELOPMENT  
ADVISORY COMMISSION**

Courthouse, 175 Main Street  
Prince Frederick, Maryland 20678  
410-535-4583  
www.eocalvert.com

*Board of Commissioners*  
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Mike Hart  
Thomas E. Hutchins  
Kelly D. McConkey  
Steven R. Weems

November 7, 2019

Planning & Zoning

Mr. Greg Kernan, Chairman  
Calvert County Planning Commission  
i/c Planning Commission Administrator  
Department of Planning and Zoning  
County Services Plaza  
150 Main Street  
Prince Frederick, MD 20678

NOV 08 2019

RECEIVED

Re: Request for Comments: *Calvert County Transportation Plan (September 2019 Draft)*

Dear Mr. Kernan:

The Economic Development Advisory Commission understands and appreciates that traffic has an important and often deleterious effect on economic development, business activity, citizen mobility and quality of life. For these reasons, we are in support of the September 2019 draft of the Calvert County Transportation Plan with the following recommendations:

1. Efforts should be made to lobby for additional funding for improvements, specifically in regards to Route 2/4 going north toward Prince George's and Anne Arundel Counties, the Thomas Johnson Bridge and the potentially failing intersections identified in the plan.
2. The Transportation Plan should also proactively address the impacts of climate change, walkability of our Town Centers for pedestrian travel and encourage an increase in use of commuter alternatives.

Thank you for the opportunity to comment on this draft of the Transportation Plan.

Sincerely,

A handwritten signature in black ink that reads "Anthony V. DeStefano".

Anthony DeStefano  
Vice-Chair



## CALVERT COUNTY ARCHITECTURAL REVIEW COMMITTEE

150 Main Street  
Prince Frederick, Maryland 20678  
410-535-2348 • 301-855-1243  
Fax: 410-414-3092  
www.calvertcountymd.gov

*Board of Commissioners*  
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December 2, 2019

Greg Kernan, Chair  
Planning Commission  
175 Main Street  
Prince Frederick, MD 20678

Received  
DEC 04 2019  
Planning Commission

RE: Request for Comments: Calvert County 2019 Transportation Plan Draft (Revision 1 – September 19, 2019)

Dear Mr. Kernan:

The Dunkirk Architectural Review Committee met on Thursday, November 14, 2019, to review and discuss the Calvert County 2019 Transportation Plan Draft, these comments are in response to the Request for Comments, dated October 1, 2019.

Pg. 9

- The mapping of the sidewalks in the Dunkirk Town Center is a bit misleading. Currently, all the existing sidewalks are shown the same when in fact many of them are simply access to businesses and parking lots and they don't really constitute a pedestrian network. It would be better to separate the sidewalks associated with ROW's from the private business access sidewalks.
- It would be nice to see the map expanded to include the intersection of Ward Road and Ferry Landing Road as well as the entirety of the new retail development south of Ward Road/East of MD 2/4 and Apple Way. The extent of Ferry Landing road from Ward Road to Route 4 should be noted as Missing Sidewalk as well as from Ward Road to Apple Way.
- It would be good to also note a second pedestrian access to the Dunkirk District Park as it has no sidewalk.

Pg. 11 Geography & Environmental Constraints

- The issues related to one access (MD 4) at the north end of the county as a safety issue should be more directly stated. When an accident occurs between Dunkirk Town Center and MD 495 it causes a safety issue as there are little to no alternatives for getting out of the county.

Pg. 11. Transportation Technologies

- It would be nice to see a cost benefit analysis between investment in Connected and Automated Vehicle (CAV) technology infrastructure and road widening projects. Given

Request for Comments: Calvert County 2019 Transportation Plan Draft (Revision 1 –  
September 19, 2019)  
December 2, 2019

the horizon for CAV is getting closer it may be advantageous for the county to invest in infrastructure to support CAV's instead of road widening.

Pg. 21. Goal 3: Improve Mobility within Town Centers

- It should probably mention that future land use patterns should be considered to support the need for local traffic to use MD 2/4.

An implementation section is missing and should be added to ensure actionable steps are shared and responsibility can be assigned.

Additional recommendations include:

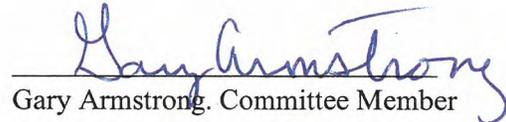
1. Intersections on MD 2/4 should run at a level of service of C or better. A plan that has traffic patterns that do not allow service to fall below a LOS C.
2. Traffic solution for Skinners Turn road. (Light on MD 2/4 and traffic circle on 2).
3. Address secondary artery improvements (widening) any catastrophe arteries are not sufficient to support accident overflow.
4. Recommend road construction/bridge east/west. Connecting neighboring counties- Dunkirk to Brandywine.
5. Improve Pedestrian and bike paths to town center and neighborhoods.
6. Explore bypass off Yellowbank road to relieve traffic through Dunkirk
7. Widen Ward Road from MD 260 to Town Center.
8. Improve MD 2/4 in Dunkirk to 4 lanes going to Waysons Corner.

Thank you for the opportunity to comment on the Calvert County 2019 Transportation Plan Draft (Revision 1 – September 19, 2019).

Sincerely,

Dunkirk Architectural Review Committee

  
Jess Alexander, Committee Member

  
Gary Armstrong, Committee Member

  
Ed Baddour, Committee Member

  
Jay Norris, Committee Member

cc: Dunkirk ARC file/jch



**CALVERT COUNTY  
ARCHITECTURAL REVIEW COMMITTEE**

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Prince Frederick, Maryland 20678  
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Steven R. Weems

December 2, 2019

Greg Kernan, Chair  
Planning Commission  
175 Main Street  
Prince Frederick, MD 20678

**Received**  
**DEC 04 2019**  
**Planning Commission**

RE: Request for Comments: Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019)

Dear Mr. Kernan:

The Huntingtown Architectural Review Committee met on Thursday, November 14, 2019, to review and discuss the Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019). The following comments are in response to a request for agency comments dated October 1, 2019.

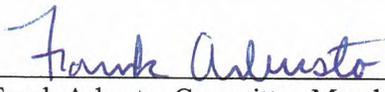
The intersection at Cox Road and MD 2/4 is currently showing a level of service at F. All future predictions show that LOS will remain at this level over the future analysis up to 2040. The county should take measures to see that this trend does not remain.

Developers should not be involved in the process of the Draft Transportation Plan.

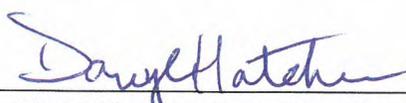
Thank you for the opportunity to comment on the Calvert County 2019 Transportation Plan Draft (Revision 1 – September 19, 2019).

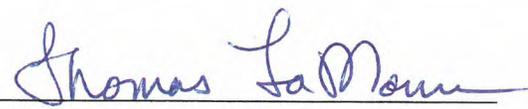
Sincerely,

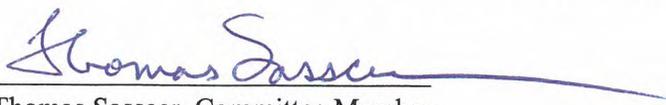
Huntingtown Architectural Review Committee

  
Frank Arbusto, Committee Member

  
Mary Ballard Jenkins, Committee Member

  
Daryl Hatcher, Committee Member

  
Thomas LaMoure, Committee Member

  
Thomas Sasscer, Committee Member

cc: Huntingtown ARC File/jch



**CALVERT COUNTY  
ARCHITECTURAL REVIEW COMMITTEE**

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Steven R. Weems

December 2, 2019

Greg Kernan, Chair  
Planning Commission  
175 Main Street  
Prince Frederick, MD 20678

Received  
DEC 04 2019  
Planning Commission

RE: Request for Comments: Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019)

Dear Mr. Kernan:

The Lusby Architectural Review Committee met on Monday, November 18, 2019, to review and discuss the Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019). The following comments are in response to a request for agency comments dated October 1, 2019.

It would be nice to see sidewalks included in the Plan for the Lusby Town Center. It would be nice to see a sidewalk on Cove Point Road for walkers (primarily children) – particularly going to the Cove Point Park. Additionally, sidewalks that lead from the intersection of MD 497 and 475 towards the Lusby Town Center (Giant Food) should be considered as well.

Thank you for the opportunity to comments on the Calvert County 2019 Transportation Plan Draft (Revision 1 – September 19, 2019).

Sincerely,

Lusby Architectural Review Committee

Handwritten signature of Valerie Miller in blue ink.

Valerie Miller, Committee Member

Handwritten signature of Christine McNelis in blue ink.

Christine McNelis, Committee Member

cc: Lusby ARC file/jch



**CALVERT COUNTY  
ARCHITECTURAL REVIEW COMMITTEE**

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Steven R. Weems

December 2, 2019

Greg Kernan, Chair  
Planning Commission  
175 Main Street  
Prince Frederick, MD 20678

Received  
DEC 04 2019  
Planning Commission

RE: Request for Comments: Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019)

Dear Mr. Kernan:

The Owings Architectural Review Committee met on Wednesday, November 20, 2019, to review and discuss the Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019). The following comments are in response to a request for agency comments dated October 1, 2019.

The proposed plan to install sidewalks along Old Solomons Island Road should be removed from the plan. There is no room to install sidewalks along this roadway.

In order to accommodate the elderly and those without cars the public transportation system needs to run more frequently. Also, increase transit service on holidays and weekends.

Citizens using the road shoulders as bypass lanes has become dangerous. Accidents continue to increase because of this very issue.

Thanks you for the opportunity to comment on the Calvert County 2019 Transportation Plan Draft (Revision 1 – September 19, 2019).

Sincerely,

Owings Architectural Review Committee

Handwritten signature of Maureen Royle Donn in blue ink.

Maureen Royle Donn, Committee Member

Handwritten signature of Brian Lazarchick in blue ink.

Brian Lazarchick, Committee Member

Handwritten signature of Tara Pereira in blue ink.

Tara Pereira, Committee Member

Handwritten signature of Karen Towne in blue ink.

Karen Towne, Committee Member

cc: Owings ARC file/jch



**CALVERT COUNTY  
ARCHITECTURAL REVIEW COMMITTEE**

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Steven R. Weems

December 2, 2019

Greg Kernan, Chair  
Planning Commission  
175 Main Street  
Prince Frederick, MD 20678

Received  
DEC 04 2019  
Planning Commission

RE: Request for Comments: Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019)

Dear Mr. Kernan:

The Prince Frederick Architectural Review Committee met on Monday, November 18, 2019, to review and discuss the Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019). The following comments are in response to a request for agency comments dated October 1, 2019.

At our recent Prince Frederick Architectural Review Committee meeting Ms. Tamara Blake-Wallace gave a presentation on the Calvert County Draft Transportation Plan 2019. The Committee offers several questions which you may find helpful to ask while the plan is under review.

The baseline data Calvert County used is from 2017. My colleagues ran a model for me using 2019 SHA intersection trip data for MD 2/4 and Ward; MD 2 & 4 Split; and showing LOS of E and F for both intersections. Their 2017 data show LOS of C and D. Why didn't the consultant use SHA data for all those intersections of MD 4 (attached).

The new Calvert County Comprehensive Plan expands most of the town centers. The Prince Frederick Town Center expansion is significant (3 - 4 times of the land mass), the draft Transportation Plan does not link the possible new development amount with the trip generation in the plan.

Given the location of the Prince Frederick Town Center, additional trips generated by the expansion of the Town Center boundary should be remodeled.

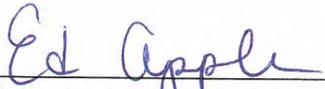
The draft Calvert County Transportation Plan does not specify any improvements at each failed intersection.

Thank you for the opportunity to comment on the Calvert County 2019 Transportation Plan Draft (Revision 1 – September 19, 2019).

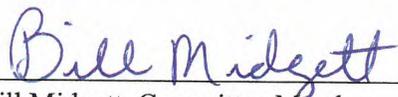
Re: Request for Comments: Calvert County 2019 Transportation Plan Draft (Revision 1 – September 19, 2019)  
December 2, 2019  
Page Two

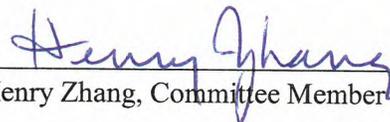
Sincerely,

Prince Frederick Architectural Review Committee

  
\_\_\_\_\_  
Ed Apple, Committee Member

  
\_\_\_\_\_  
Elizabeth Ashley, Committee Member

  
\_\_\_\_\_  
Bill Midgett, Committee Member

  
\_\_\_\_\_  
Henry Zhang, Committee Member

Attachment

cc: Prince Frederick ARC File/jch

North of Huntzinger

Maryland Department of Transportation  
State Highway Administration Data Services Engineering Division  
Turning Movement Count Study - Field Sheet

Henry Zhang

Am - D-13B  
Pm - F-1612

Station ID: S1994040002

County: Calvert

Comments:

Date: Thursday 07/19/2018

Town: none

Location: MD 2 at MD 4 (Sunderland)

Weather: Clear

Interval: 60 min

(dd):

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		08:00	Calve	3169	D	0.83		17:00	Calve	4106	F	1.04

Hour Ending	MD 4					MD 4					MD 2					Ent to First Lutheran Church					Grand Total
	From North					From South					From East					From West					
	U.Tur	Left	Through	Right	TOTAL	U.Turn	Left	Throug	Right	TOTAL	U.Turn	Left	Throug	RIGHT	TOTAL	U.Turn	Left	Through	Right	TOTAL	
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2:00	0	5	59	1	65	0	0	30	13	43	0	27	0	2	29	0	0	0	1	1	138
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4:00	0	5	56	0	61	0	0	228	17	245	0	15	0	5	20	0	0	0	0	0	326
5:00	0	10	84	0	94	0	0	843	84	927	0	47	0	24	71	0	0	0	0	0	1092
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7:00	2	38	422	0	462	0	0	1679	407	2086	0	259	0	40	299	0	0	0	0	0	2847
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20:00	1	89	933	0	1023	0	0	451	320	771	0	394	0	54	448	0	0	3	1	4	2246

Maryland Department of Transportation  
 State Highway Administration Data Services Engineering Division  
 Turning Movement Count Study - Field Sheet

Am - D - 13B  
 Pm - F - 1612

Station ID: S1994040002

County: Calvert

Comments:

Date: Thursday 07/19/2018

Town: none

Location: MD 2 at MD 4 (Sunderland)

Weather: Clear

Interval: 60 min  
 (dd):

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		08:00	Calve	3169	D	0.83		17:00	Calve	4106	F	1.04

Hour Ending	MD 4					MD 4					MD 2					Ent to First Lutheran Church					Grand Total
	From North					From South					From East					From West					
	U.Tur	Left	Through	Right	TOTAL	U.Turn	Left	Thru	Right	TOTAL	U.Turn	Left	Thru	RIGHT	TOTAL	U.Turn	Left	Through	Right	TOTAL	
1:00	0	4	105	0	109	0	0	41	26	67	0	27	0	5	32	0	0	0	0	0	208
2:00	0	5	59	1	65	0	0	30	13	43	0	27	0	2	29	0	0	0	1	1	138
3:00	0	5	49	0	54	0	0	90	11	101	0	13	0	0	13	0	0	0	0	0	168
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5:00	0	10	84	0	94	0	0	843	84	927	0	47	0	24	71	0	0	0	0	0	1092
6:00	1	22	238	0	261	0	0	1609	241	1850	0	125	0	33	158	0	0	0	0	0	2269
7:00	2	38	422	0	462	0	0	1679	407	2086	0	259	0	40	299	0	0	0	0	0	2847
8:00	2	79	615	1	697	0	0	1502	500	2002	0	418	0	54	472	0	0	0	0	0	3171
9:00	0	79	628	6	713	0	0	1058	421	1479	0	508	0	73	581	0	0	0	3	3	2776
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11:00	0	75	697	2	774	0	0	722	425	1147	0	392	0	66	458	0	0	3	4	7	2386
12:00	0	90	702	6	798	0	0	666	399	1065	0	368	0	60	428	0	0	0	5	5	2296
13:00	1	91	760	2	854	0	0	691	439	1130	0	331	0	68	399	0	0	2	1	3	2386
14:00	3	88	889	1	981	0	0	742	400	1142	0	453	0	60	513	0	0	0	0	0	2636
15:00	1	104	1162	0	1267	0	0	744	471	1215	0	491	0	67	558	0	0	0	2	2	3042
16:00	2	105	1586	3	1696	0	0	760	483	1243	0	548	0	81	629	0	0	0	4	4	3572
17:00	3	131	1780	1	1915	0	0	814	662	1476	0	633	0	81	714	0	0	0	4	4	4109
18:00	1	159	1732	0	1892	0	0	765	602	1367	0	702	0	93	795	0	0	0	0	0	4054
19:00	1	131	1251	0	1383	0	0	639	431	1070	0	535	0	65	600	0	0	0	0	0	3053
20:00	1	89	933	0	1023	0	0	451	320	771	0	394	0	54	448	0	0	3	1	4	2246



**CALVERT COUNTY  
ARCHITECTURAL REVIEW COMMITTEE**

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*Board of Commissioners*  
Earl F. Hance  
Mike Hart  
Thomas E. Hutchins  
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Steven R. Weems

December 2, 2019

Greg Kernan, Chair  
Planning Commission  
175 Main Street  
Prince Frederick, MD 20678

Received  
DEC 04 2019  
Planning Commission

RE: Request for Comments: Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019)

Dear Mr. Kernan:

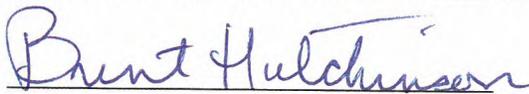
The Solomons Architectural Review Committee met on Monday, November 18, 2019, to review and discuss the Calvert County Draft Transportation Plan 2019 (Revision 1 – September 19, 2019). The following comments are in response to a request for agency comments dated October 1, 2019.

- Flooding on county roads remains an issue. Widening or repaving roads, when possible, should be planned. Citizens need to be alerted for flooding on all secondary roads, not just roads more frequently travelled.
- Charles Street, located in Solomons Town Center, is one of the roads which frequently floods. The only way to exit the flooded area is on Patuxent Avenue, which is a one way street. The Chesapeake Biological Lab is located in this area and houses 150 employees. Patuxent Avenue should be opened for two-way travel during the times of flooding and a deputy should be available on-site to assist with the traffic flow. In addition, widening or repaving should be considered on this road.
- Additional lights on Route 2/4 slow traffic and have an economic impact on businesses in Solomons Town Center
- Continue to pursue funding to begin improvements of the Thomas Johnson Bridge.

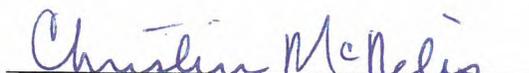
Thank you for the opportunity to comment on the Calvert County 2019 Transportation Plan Draft (Revision 1 – September 19, 2019).

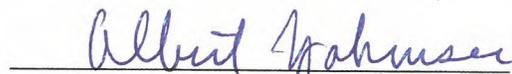
Sincerely,

Solomons Architectural Review Committee

  
Brent Hutchinson, Committee Member

  
Stacy Hutchinson, Committee Member

  
Christine McNelis, Committee Member

  
Albert Zahniser, Committee Member

cc: Solomons ARC File/jch

**Comments from the Calvert County Environmental Commission  
on the draft Calvert County Transportation Plan  
(September 19, 2019 Revision)**

General Comments:

--We commend the authors for the well-done graphs and photos.

--We don't understand why tables and figures included in the report are not consistently called out (referenced) in the text. We've never seen a report that did not reference included tables and figures to help the reader understand the basis for statements made in the text. We recommend that the authors make sure all tables and figures included in this document are called out in the text in the next version.

--We recommend inclusion of a new section in the Transportation Plan report that focuses on environmental considerations for future transportation decisions and new technologies. Some topics that the Environmental Commission brainstormed that we think are important to include in such a section include the following:

--Should Calvert County switch to a more environmentally-friendly alternative to road salts to deal with snow and ice on roadways, sidewalks, and parking lots?

--What should the County be doing or promoting to reduce/limit vehicular emissions that have detrimental environmental and human health impacts?

--How is the County preparing for the transition to more electric vehicles on our roadways?

--Does the County have plans to install more public-charging stations at county buildings and in county parks?

--What is the County doing to incentivize private businesses to install charging stations?

--Should there be a County ordinance requiring a specific ratio of charging stations to parking spots in commercial parking lots?

--Should the County institute and enforce "no idling zones" for school buses and other vehicles?

--Does the County have a plan to transition its fleet to electric vehicles?

--Is the County prepared to handle an increase in the disposal/recycling of large batteries as electric vehicles become more common and age?

Specific Comments:

Page 1

--We've never seen an Introduction and Executive Summary combined in a report before. We think this report needs a separate Introduction of at least an entire page that clearly states the goals of the transportation plan, without any tables or figures. They should come later in the report.

--We also think this report needs a separate Executive Summary of at least an entire page that does a more complete job of summarizing what the analyses presented in this transportation plan concluded and what actions the authors recommend the County take.

Page 2

--Are the increases in median commute times in 2017 related to longer travel distances of Calvert County residents to their work places or slower traffic speeds or both?

Planning & Zoning

DEC 04 2019

RECEIVED

### Page 13

--The report talks about reducing the growth rate in the county without acknowledging that the current and projected growth rates are not zero or negative. So, the population of Calvert County has been increasing since the 1970s and is projected to increase through 2040. A slower growth rate does not equal fewer people, a point that should not be overlooked.

### Page 14

--In line 3, the word "intensities" appears and here again it's not clear what that word means. In the text/diagram that appears in the middle of this page, does this model remove wetlands and prime ag. Lands as environmentally-sensitive areas, in addition to forested lands and steep slopes? In line 2 of Scenario 2, what does "market condition" mean?

--The phrase "prohibition of new septic systems in subdivisions under the State's Agricultural Preservation and Sustainable Growth Act of 2010," should actually read "prohibition of new septic systems in subdivisions under the State's Sustainable Growth and Agricultural Preservation Act of 2012," The title was backwards and the year was wrong. See <https://planning.maryland.gov/pages/OurWork/plan-legislation.aspx>

### Page 15

--in line 3, we suggest inserting "follows the historical growth rate scenario" after "County". In the last sentence of the "Systemwide Traffic....." Section, we suggest replacing "aren't" with "won't be", inserting "is projected to" after "system", and changing "operates" to "operate". In Figure K, why are two different captions (Existing Conditions and Baseline) used under the first histogram of each pair of histograms? we suggest one or the other, but not both.

### Page 16

--In Table 11, why not include "Carpooling" as another "Improvement Type"?

### Page 18

-- Goal 1, Strategy Bullet 2 discusses "Develop a reasonable ten-year lifecycle maintenance plan for county collector and arterial roads." What is the ten-year lifecycle based on? Do some roads need a shorter lifecycle? Can some go beyond 10 years? It seems that a one size fits all approach may not be smart.

-- Drainage objective strategy, Bullet 2 discusses "10 year frequency flood flow." Is the ten-year flood a static-size flooding event? Will the ten-year flood flow be updated as precipitation patterns change with changes in climate? Why not a 20-year frequency, since this is a 20-year plan? Additionally, if the maintenance lifecycle is ten years, it would seem prudent to be able to withstand a larger flood than one expected every ten years, otherwise it is likely the maintenance lifecycle will be inadequate to maintain the transportation system as it is unlikely to be aimed at repairing flooding events beyond the design flood.

## **Blake-Wallace, Tamara L.**

---

**To:** Harrod, Felicia R.  
**Subject:** RE: Charles County Review of 2019 Calvert County Transportation Plan

**From:** Alex Waltz <WaltzA@charlescountymd.gov>  
**Sent:** Wednesday, November 06, 2019 10:14 AM  
**To:** Harrod, Felicia R. <Felicia.Harrod@calvertcountymd.gov>  
**Cc:** Jason R. Groth <GrothJ@charlescountymd.gov>; Deborah Hall <HallD@charlescountymd.gov>; Sarah L. Sandy <SandySar@charlescountymd.gov>  
**Subject:** Charles County Review of 2019 Calvert County Transportation Plan

Hi Felicia,

Charles County Planning and Growth Management has completed our review of the 2019 Calvert County Transportation Plan. Overall, the plan read well and clearly outlines Calvert County's transportation priorities and the actions the County must take to achieve its goals. In particular, your decision to establish a goal to eliminate traffic and pedestrian deaths deserves commendation. Because our counties have similar challenges in that our most heavily used roads/crash hotspot locations are on State-controlled routes, I think there may be an opportunity to collaborate with each other, St. Mary's County, and the Tri-County Council for Southern Maryland to present a united front and pressure MDOT to continue to make investments in pedestrian/bicycle and vehicle safety in southern Maryland. On an unrelated note, it was intriguing to learn that only a small share of commute trips out of/into Calvert County have destinations/origins in Charles County.

Because the plan did not identify projects that directly affect Charles County, we only have two comments, both related to typos/unclear statements.

- P. 11, "Transportation Technologies" section, first paragraph, last sentence
  - "MD 301" should be "US 301"
- P. 14, "Enhancing the Travel Demand Model for Calvert County" blue box, first sentence
  - This sentence is confusing, we suggest revising for clarity

Thank you for giving us the opportunity to review this plan and congratulations on developing such a solid draft!

-Alex

**Alex Waltz**

*Planner II*

Charles County Government  
Department of Planning and Growth Management  
200 Baltimore Street  
La Plata, MD 20646  
Phone: (301) 645-0584  
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TRI-COUNTY COUNCIL FOR SOUTHERN MARYLAND  
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(301) 870-2520  
FAX (301) 274-1924

TO: Susan Justice, Division Chief, Calvert Office of Aging  
Tamara Blake-Wallace, Principal Planner

FROM: Yolanda Hipski, Regional Transit Coordinator

DATE: December 9, 2019

RE: Comments on the 2019 Calvert County Transportation (dated September 19, 2019)

Thank you for the opportunity to review and comment on the proposed 2019 Calvert County Transportation Plan (Plan). I have reviewed the Plan and offer the following comments:

1. On page 11 of the proposed Plan, the chapter discusses "Aging Population". This "challenge" appears connected to GOAL 5: Meet unmet Transportation needs for Calvert County's carless and limited mobility households. Recommend expanding this "challenge" from aging population only to include Specialized Population transportation. This would tie the challenge better with the Goals and Objectives. The following are a few examples of "specialized transportation populations":
  - a. Disabled Population: For example, there could be a discussion of the challenges of the disabled population. As required under Americans with Disabilities Act (ADA), the local public transit services must provide alternative transportation for the disabled who are located within ¼ mile of a fixed route. Given the limited area served by public transportation, this area is relatively small. As a result, there are large portions of the County that do not serve the disabled.
  - b. Youth Population: Another specialized transportation group include youth population. This group is often limited in its transportation options due to a lack of driver's license; lack of a vehicle and funding to support a vehicle; and, lack of options. These challenges cause youth difficulties in obtaining a job or higher education.
  - c. Aging Population: The aging population has a unique set of issues which should be identified. There are more health issues, less drivers in the population and more isolation, to name a few items. Destinations may vary from other populations to include Senior Centers, medical as well as general daily activities.
2. On page 25, under "Objective: Establish small-scale programs to provide transportation services to the elderly, disabled and low-income individuals seeking work", there were three strategies that were proposed and which involve the Tri-County Council for Southern Maryland (TCCSMD). The Tri-County Council offer the following comments on these strategies:
  - a. The first strategy indicates that TCCSMD should "re-establish or develop a network of volunteer drivers to meet the discretionary and/or off-peak trips for seniors and individuals with disabilities". The TCCSMD offers a regional board, called the Regional Transportation

5. On page 8, the Plan discusses "Transportation Choices". It should be noted that many residents request weekend commuter services or a WMATA stop at the Branch Avenue or Suitland metro stops.
6. On page 14, the State's Agricultural Preservation and Sustainable Growth Act is dated 2012 (not 2010). Also on page 14, under the three scenarios, the three examples identify the number of new residents, but does not identify the total number of residents. As written now, the text does not distinguish a total for "new" residents plus "existing" residents.
7. On page 24, there is an objective to "Jointly develop and implement an access management plan for MD 2/4 with MDOT". I understand that the County and SHA agreed on an Access Management Plan that was completed in 1984. There was an updated version that never adopted about 10 years.
8. There are several comments that the park and ride are operating at capacity. The Transportation Specialist for the TCCSMD and who is funded by MDOT/MTA inspects the privately owned as well as the SHA owned facilities once a month. As of this writing, he has not observed any overcrowding at any of the Calvert facilities. In addition, the MTA buses are also not observed with overcrowding in Calvert County.
9. Regarding the proposed bicycle and pedestrian network (page 22), recommend discussion and support of developing a "Complete Streets" policy manual and recommend participating in a regional effort to develop a regional bike trail (as proposed by the BIAC).
10. Regarding the objective to strengthen policy and financial tools to guide targeted investments (page 22), recommend adding language in support of a Special Taxing District.



**CALVERT COUNTY**  
**HERITAGE COMMITTEE**  
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Alicia Abresch Pat Meliville  
Leila Boyer Kirsti Uunila  
Andrew Clark Harry E. Wedewer  
Bryce Della Jeremy Weir  
Liza Gijanto J

December 4, 2019

Greg Kernan  
Chair, Calvert County Planning Commission  
175 Main Street  
Prince Frederick, Maryland 20678

Dear Mr. Kernan:

On behalf of the Calvert County Heritage Committee, I wish to provide you with the committee's comments regarding the draft Calvert County Transportation Plan. The committee has two comments:

First, the committee believes that the draft plan should acknowledge that the recently approved comprehensive plan identified as an objective that the county "Adopt a historic/scenic road ordinance."<sup>1</sup> In this regard, it is the committee's understanding that there are 19 roads in Calvert County that have been preliminarily designated as historic/scenic. These include:

Barstow Road	Flag Ponds Parkway
Briscoe Turn Road	Flint Hill Road
Camp Canoy Road	Old Adelina Road
Chaney Road	Sollers Wharf Road
Chaneyville Road	Stinnett Road
Christianna Parran Road	Stoakley Road
Cornwall Road	Turner Road
Dalrymple Road	Wohlgemuth Road
Double Oak Road (south of Dares Beach Road)	Yellow Bank Road <sup>2</sup>
Ferry Landing Road	

The committee believes that acknowledging these roads and the need to formally protect their character is consistent with the draft transportation plan's statement that "Protecting rural lands and heritage is an imperative of the Calvert County Comprehensive Plan." In this regard, the Committee believes that a history scenic road ordinance would provide for: (1) preservation of a vital attribute of Calvert County's scenic and cultural heritage for the enjoyment of its citizens; and (2) an orderly, structured process for recognizing and designating historic/scenic roads.

Second, the committee believes that the draft transportation plan should contain an explicit statement that meeting transportation needs should to the extent possible balance preserving the county's heritage with addressing ongoing transportation issues, and underscore that the two are not mutually exclusive.

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<sup>1</sup> Calvert County Comprehensive Plan, August 2019, pp. 5-4-5-5.

<sup>2</sup> Our understanding is that this is a preliminary list agreed to by participants in a meeting of county staff and members of the Historic District Commission on April 17, 2012. This list could be added to as appropriate.

Thank you very much for the opportunity to comment as you continue this important work.

On behalf of the Heritage Committee,

[signed]  
Harry E. Wedewer  
Committee Chairperson