



Appendix A

Existing Conditions Report



C-SMMPO COMPLETE STREETS PLAN EXISTING CONDITIONS REPORT

Submitted to:

CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION





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INTRODUCTION

The Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) is developing a Complete Streets Plan for the Calvert-St. Mary's region. C-SMMPO became an urbanized area after the 2010 Census, when the population in the Lexington Park – California – Chesapeake Ranch Estates region surpassed 50,000. Federal requirements are that a metropolitan planning organization (MPO) must be formed for urbanized areas to coordinate transportation planning for projects that receive federal funding. The C-SMMPO incorporates these regions along with the Patuxent River Naval Air Station (NAS PAX).

Complete Streets is a term used to designate the need for a street to function not only as a transportation route for vehicles. Rather, streets should serve as a vibrant mechanism to connect people to places while accommodating all individuals and modes instead of being simply a transportation route for vehicles. According to the National Complete Streets Coalition: *“A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This help to ensure streets are safe for all people of all ages and abilities, balance the needs of different moves, and support local land use economies, cultures, and natural environments.”*

The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

The C-SMMPO requested for JMT to focus this study on eleven specific project locations within the Calvert-St. Mary's region. This Existing Conditions report will review and summarize existing transportation-based documents, identify existing characteristics of the project locations and surrounding area, and summarize the field investigations for the project areas. **Figure 1** shows the existing conditions for pedestrian, bicycle, and transit facilities within the MPO.



C-SMMPO Complete Streets Plan

Existing Conditions

Legend

- | | |
|--|---|
|  C-SMMPO Area |  Existing County-Owned Sidewalks |
|  County Boundary |  Existing Bus Routes |
|  Wetland |  Existing Bikeways |
|  Water |  Existing Trails |
|  Ag Land Preservation |  Streams/Rivers |
|  Forest Conservation Area |  Streets |
|  Parks | |



1 inch = 2 miles



RELATED PROJECTS AND STUDIES

MDOT SHA and C-SMMPO have many planning documents to guide development and transportation in the region. Many of the plans have common themes such as preserving rural areas, protecting the environment, safety, access, and including transportation options for all users. The following sections summarize the existing literature and best practices that have been reviewed to provide guidance for the development of the Complete Streets Plan.

MDOT SHA CONTEXT DRIVEN ACCESS AND MOBILITY FOR ALL USERS GUIDELINES (2020)

The Context Guidelines were developed to offer tools and processes to implement balance between access and mobility and develop a safe and effective multi-modal transportation system. Various context types were assigned to areas across the state that represent the population density and type of activity within the areas. Context assignments included: urban core, urban center, traditional town center, suburban activity center, suburban, and rural. The C-SMMPO is assigned the suburban context. This context includes moderate to low density uses and mostly single-family residential lots. The guide offers suggestions of facilities that could be incorporated in roadways including suggested speed limits, ways to reduce conflicts at intersections, mid-block crossing treatments, bike lanes, and multi-use paths. The guide also offers recommendations such as reducing travel lane width and additional crosswalk treatments to incorporate safety, access, and mobility to roads within the area. MDOT SHA's Vision Zero efforts include six projects that are located within the C-SMMPO area. Five of the proposed safety improvements include bicycle and pedestrian improvements along Point Lookout Road from Chingville Road to Indentured Lane and bicycle and pedestrian improvements along Three Notch Road from By The Mill Road to St. Johns Road. An additional recommendation for continental crosswalks additions are also included at an intersection along Indian Bridge Road near Point Lookout Road.

MDOT SHA COMPLETE STREETS POLICY (2012)

The MDOT SHA Complete Streets Policy was created to achieve interconnected multi-modal transportation networks that support access and travel for all users.

The policy requires all MDOT SHA staff and partners to consider criteria for all modes of transportation when completing changes to the transportation system. The policy indicates that that staff should utilize guidelines such as the *Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways*, the *Bicycle Policy & Design Guidelines*, the *SHA Transit Guidelines*, the *SHA TOD Guidelines and Plans*, the *SHA Freight Guidelines*, the *MUTCD Guidelines*, and the *HCM Guidelines* when planning for the Maryland transportation network.



C-SMMPO MOVING FORWARD LONG-RANGE TRANSPORTATION PLAN 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 the 10 federal metropolitan planning factors including: 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 and 22 recommended projects that should be built when funding becomes available. The five recommended projects with funding available are summarized in the following table:

Table 1: Moving Forward Long-Range Transportation Plan 2045 Recommended Projects

Project Name	Location	Description	Year of Expenditure	Estimated Project 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
Total Project Cost in YOE				\$873 Million

C-SMMPO BUS STOP ASSESSMENT AND PLAN (2018)

A countywide bus stop assessment was completed to inventory existing bus stops and complete an ADA assessment to develop guidelines on future needs for transit in the County. The plan recommended the establishment of 47 priority bus stops. The priority bus stops will be based on local guidelines and were organized into a 10+ year implementation plan.



The plan also recommended the construction of 29 additional landing pads, 10 locations to install new sidewalks and curb ramp connections, 16 locations to install benches, 29 information cases, and nine new locations for bus shelters.

C-SMMPO ST. ANDREWS CHURCH ROAD IMPROVEMENT 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:

- **Area 1 – Blacksmith Shop Road.** Accident data gathered during the study indicated a high crash rate at this intersection. 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.
- **Area 2 – AAA Materials Entrance.** The improvements will address concerns caused by commercial vehicles entering MD 4 from AAA Materials, a local construction materials industrial center. The recommendations included advance warning signs along the roadway, the relocation of existing truck warning signs, and the installation of curbed medians near the entrance.
- **Area 3 – Indian Bridge Road.** Comments received for this area indicated potential sight distance issues and concerns caused by speeding. Accident data indicated a significantly high rate of head on, angle, and rear end crashes near the Indian Bridge Road intersection. The plan recommends relocating the stop bar on Indian Bridge Road and channelizing the right turns.
- **Area 4 – St. Andrews Lane.** An undeveloped curb cut located opposite of St. Andrews Lane is causing confusion to motorists. The plan recommends extending the edge line through the unused curb cut and eliminate the left turn bay into the undeveloped curb cut.
- **Area 5 – MD 4 Between Old St. Andrews Lane and Wildewood Parkway.** This portion of the corridor was under redesign by MDOT-SHA to widen the section of road and allow for left turns while this plan was under development. The design did not include measures to address the safety and access management issues expressed during the development of the plan. 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 signaling the intersection. Proposed recommendations for Wildewood Parkway include constructing an extension of the parkway near the landfill area.



- **Area 6 – MD 4 at FDR Boulevard / MD 4 Sidepath.** The plan recommended two improvement 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 sidepath along the south side of MD 4 to accommodate pedestrians and bicyclists.

In addition, a new roadway is proposed from MD 4 to Lawrence Hayden Road. This new roadway, known as the Mid-County Connector, will be completed in two phases. The road will include two 12-foot travel lanes and an 8-foot shoulder, with turning lanes included as needed.

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 NAS PAX. A list of study recommendations that relate to the C-SMMPO Complete Streets Plan projects includes:

- Increased and Improved Shower & Bicycle Facilities
- Improve Bicycle Infrastructure On-Base
- Improve Bicycle Infrastructure Off-Base
- General Infrastructure Improvements to Improve Pedestrian Network
- Implement a Pedestrian Crossing of MD 235
- Reimagine Tulagi Place Park and Ride
- Increase ADA Compliancy

C-SMMPO LEXINGTON MANOR PASSIVE PARK (2019)

Lexington Manor Park is located southwest of the Patuxent River Naval Station. A master plan for the park was developed to guide future infrastructure improvements and to bolster the park as a prominent asset to the community. The components of the plan include increased access, circulation, and parking, while modifying existing streets to support walking and biking, and improving existing surfaces. The plan recommends supporting community-based events, increasing lawn space, incorporating public art into park details, adding amenities such as restrooms and drinking fountains, and integrating sustainable practices into stormwater management.

A steering committee created a project vision for the plan that included:

- Clear sight lines throughout the property
- Lighted bicycle / pedestrian trail from Willows Road / Shangri-La Drive to Coral Place along an extended Misima Court
- Improved conditions for roads and walking paths
- Improved conditions for open grass areas
- Minimizing vehicular traffic south of Lei Drive



- Utilizing Lancaster Park as the entrance to the USCT Civil War Interpretive Center
- Establish and designate parking areas for large events
- Engage regional artists in the design process for items such as new lighting, murals, benches, etc.

CALVERT COUNTY TRANSPORTATION PLAN 2040 (2020)

This plan serves as guidance for transportation improvements to provide a safe and well-maintained transportation network. Some of the goals and objectives included in the plan are to:

- Eliminate traffic and pedestrian deaths and serious injuries.
 - Improve data collection and dissemination to target enforcement activities to the highest causes and locations of traffic crashes.
 - Maintain a continuous pipeline of traffic safety and pedestrian improvements.
- Improve mobility within town centers including sidewalk construction.
 - Reduce the need for local traffic to use MD 2/4 within and approaching the Prince Frederick, Huntingtown and Dunkirk Town Centers.
 - Upgrade the bicycle and pedestrian network.
 - Strengthen policy and financial tools to guide targeted investments.
- Expand practical choices and achieve reliable travel times for commutes using MD 2/4
 - Jointly develop and implement an access management plan for MD 2/4 with MDOT SHA.
 - Expand commuter bus service to reflect the actual travel patterns of County residents.
- Meet unmet transportation needs for the County's carless and limited mobility households.
- Calvert County recognizes that building new roads is a cost and lengthy process.
 - Establish small-scale programs to provide transportation services to the elderly, disabled and low-income individuals seeking work.
 - Improve connections between areas with concentrations of low income, auto-less households & commercial employment centers.

CALVERT COUNTY COMPREHENSIVE PLAN (2019)

This plan is a tool for town leaders to use to properly plan for future growth and development in Calvert County. According to the plan, Calver County “*has long held the values of preserving the rural landscape and creating vibrant Town Centers.*” These values were used to direct the vision and goals of the plan.

The goal of the Comprehensive Plan is to maintain and/or improve the overall quality of life for all citizens of Calvert County by:

- Promoting sustainable development,
- Encouraging a stable and enduring economic base,
- Providing for safety, health, and education, and
- Preserving the natural, cultural, and historic assets of Calvert County.

The goal is expressed in a series of 10 visions.

1. Our landscape is dominated by forests and fields.
2. Our Town Centers are attractive, convenient, and interesting places to live, work, and shop.



3. Our wetlands, streams, and forests and the Chesapeake Bay and Patuxent River support thriving plant and animal communities.
4. Our highways are safe with only moderate congestion and transit is readily available. Walking and bicycling are practical alternatives within and in close proximity of Town Centers.
5. We waste less, consume fewer natural resources, and properly dispose of waste.
6. Our communities are safe. We care for the well-being of each other.
7. Our children are well prepared for the future. We offer robust and diverse educational opportunities.
8. We are stewards of our cultural heritage.
9. We are building a strong local economy based on renewable resources, agriculture, seafood, high technology, retirement, recreation, and tourism.
10. Our government is efficient, open, and responsive to citizen needs and concerns.

The Plan includes future land use to increase economic develop in suitable areas while preserving the environment. The future land use plan establishes nine land use categories including:

- Rural Areas
 - Farm and Forest
 - Rural Residential
 - Rural Commercial
 - Waterfront Communities
 - Wetlands
- Growth Areas
 - Town Centers
 - Residential
- Commercial and Industrial Areas
 - Industrial
 - Marine Commercial

Each area includes goals that should be considered when planning for development. Most of the land mass has been assigned rural residential or farm and forest, which emphasizes the rural areas and the desire to protect the natural environment. The growth areas are focused in Dunkirk, Owings, North Beach, Chesapeake Beach, Huntingtown, Price Frederick, St. Leonard, Lusby and Solomons.

The plan recommends that future road improvements should coordinate with the goals established in the plan for each of the land development goals. Accessible and efficient transit systems should be coordinated with the land use goals and future roadway needs. Express bus service between town centers and paratransit service should be considered for Calvert County to enhance access to medical facilities in the area.

The plan highlights the importance of complete streets measures that should be incorporated into planning to include access for all transportation users including vehicles, pedestrians, bicyclists, and transit.



Measures such as streetscapes, roadway diets, raised and colored intersections, street chokers, and roundabouts are noted as methods to improve conditions for pedestrians.

Recommendations are including for residential and town center areas to establish road and sidewalk / sidepath connectivity requirements to help reduce congestion and improve walkability. A review of gaps in the network for pedestrians and cyclists was completed, and the plan recommended the gaps be improved to complete an enhanced transportation network.

CALVERT COUNTY LAND PRESERVATION, PARKS, AND RECREATION PLAN (2018)

This plan provides recommendations to enhance the system of public parks, open spaces, and preserved lands. The plan offers goals and correlating recommendations to help the County meet these goals. The following chart shows the overall plan recommendations along with specific recommendations for preserving natural resources, agricultural land, and cultural / historic resources.

Table 2: Calvert County Land Preservation, Parks, and Recreation Plan (2018) Specific Recommendations

Overall Plan Recommendations	Natural Resource Recommendations	Agricultural Land Recommendations	Cultural / Historic Resource Recommendations
Maintain and develop park facilities to meet the community needs.	Support the County's Land Use Plan.	Preserve at least 40,000 acres of farm / forest lands.	Adopt a historic and / or scenic roads ordinance.
Develop an interconnected path system throughout the County.	Adopt a greenways map.	Fund the purchase of development rights.	Add inventory to the number of historic properties.
-	Increase the awareness of habitat protections	Support zoning changes that reinforce agricultural uses.	Record archaeological sites.
-	Educate property owners on land preservation.	Develop marketing strategies to support economic development.	Adopt an archaeological site protection ordinance.
-	Promote eco-tourism.	-	-
-	Adopt a Watershed Implementation Plan.	-	-

CALVERT COUNTY NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP) (2016)

This program was created to enhance user safety on residential streets. The goal of the NTMP is to establish procedures and techniques that will promote neighborhood livability by mitigating the negative impacts of automobile traffic in residential neighborhoods. The NTMP established that neighborhood livability encompasses the following characteristics:



- The opportunity to walk or bike within the roadway area with a feeling of safety.
- The opportunity to interact socially with neighbors without traffic related distractions or threats.
- A sense of community and neighborhood identity.
- A balanced relationship between the multiple transportation and modal uses.

The report outlines the process staff should utilize to determine the type and severity of traffic problems within a neighborhood. Once staff has determined the problem, traffic calming recommendations will be developed. If the speed control measures achieve a certain level of concurrence, the project will be moved forward for ranking, at which point the project will consider the scope of work, drainage needs, landscaping needs, and to develop a consensus with the neighborhood residents. This will ensure that the recommendations meet the human and environmental needs of the project before it is moved forward for installation.

COVE POINT PARK AND DOMINION ENERGY REGIONAL PARK MASTER PLAN (2020)

This master plan proposes improvements to the existing Cove Point Park and a conceptual plan for the future Dominion Energy Park, which will be located within three-quarters of a mile from Cove Point Park. The master plan provides a site analysis for Cove Point Park that discusses the existing location, circulation patterns, recreational facilities, entrances, utilities, and environmental features. Concepts developed for improvements to Cove Point Park and the proposed Dominion Energy Park were presented to the public during public meetings. The selected alternative for Cove Point Park provides an additional entrance on Cove Point Road east of the existing entrance, and additional parking areas within the park. A network of concrete and asphalt trails are proposed around the park to complete the connection and provide access to new amenities including a dog park, an indoor recreation center and new playing fields. There is also a proposed network of unpaved and natural trails with pavilions in the northwest corner of the park, where property was acquired from Dominion Energy, LLC. The proposed improvements for Cove Point Park enhance the vehicular and pedestrian circulation throughout the park to provide a better recreational facility for the community.

SOLOMONS TOWN CENTER MASTER PLAN (2009)

The Solomons Town Center Master Plan was developed to provided policies for planning future growth in the Town Center, including ways to protect and enhance residential areas. The overall goal of the plan is to “develop the Solomons Town Center as an attractive, convenient, and interesting place to live, work, and shop while protecting the natural assets of the area and preserving the historic character for future generations.” Transportation policies for the Town Center include:

- A balanced, complete transportation system will be promoted to enhance mobility of all users: pedestrians, bicyclists, motorists, and bus riders.
- A bikeway has been designated for the entire Town Center area to provide an alternative means of transportation. The path would connect the residential, recreational, and parking areas with the commercial areas.



- Sidewalks are deemed necessary, and all pedestrian circulation and automobile traffic should be separated and clearly defined.
- Water transportation is a key component of the Solomons transportation system for businesses, residents, tourists, and governmental agencies. Protection of the Solomons Harbor is important. The connections between land transportation and water transportation shall be carefully considered to promote mobility.

Numerous road improvements were recommended for the area including road widenings along I-26, Dowell Road, and sidewalks along Solomons Island Road. Streetscape improvements including shade trees, benches, grass, trash receptables, lights, and public signs were also recommended.

The plan also included recommendations to conduct parking studies and improve parking conditions with landscape buffers and to develop restrictive parking ordinances. The plan noted the lack of wayfinding in the Town Center and recommended adding directional signs for visitors. A focus on transit recommendations included a desire to continue fixed route services and demand response transit services. The transit section also recommended a study to be completed on a potential shuttle bus service to Solomon's during the summer season. Other recommendations included a proposed bikeway along Solomons Island Road north to Dowell Road to provide access to the island, and to develop bicycle rental facilities near the Visitors Center to increase access to bikes.

ST. MARY'S COUNTY COMPREHENSIVE PLAN (2010)

The St. Mary's County Comprehensive Plan is a guide for County leaders to use for future development and redevelopment. The plan set a vision to analyze and identify needs to be addressed for the area. 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. Planning areas in St. Mary's County include rural areas, growth areas, and protected areas. This plan identifies a series of policies and objectives and goals to be developed in each phase of the transportation network, including vehicular, transit, pedestrian, bicycle, and airport users.

ST. MARY'S COUNTY TRANSPORTATION PLAN (2006)

This plan addresses the impacts the rapid growth in population has had on the transportation system. The plan includes an evaluation of the system regarding non-motorized and motorized transportation and addresses opportunities to meet present and future needs. The plan promotes public transit and ways to improve transportation for pedestrians and bicyclists. A wide variety of projects were recommended, including roadway projects, streetscape projects, and travel demand management projects. Highlights included streetscape projects on MD 5 Business through Leonardtown and MD 246 between Saratoga Drive and MD 235, and travel demand management projects including the development of local and public transit, park and rides, rideshare programs, and a commuter bus service.



ST. MARY’S COUNTY LAND PRESERVATION, PARKS, AND RECREATION PLAN (2017)

This plan was developed to assist St. Mary’s County in meeting existing and future demand on the County’s system of parks, facilities, preserved lands, and open spaces. The following chart shows the overall plan recommendations along with specific recommendations for preserving natural resources, and agricultural land.

Overall Plan Recommendations	Natural Resource Recommendations	Agricultural Land Recommendations
Expand the inventory of athletic fields and enhance playability on current fields.	Integrate watershed restoration strategies into planning.	Enact programs to allow the County to pursue preservation opportunities.
Create water access and waterfront recreation.	Implement the Breton Bay WRAS and the St. Mary’s River Watershed WRAS.	Increase funding for easements.
Create a connected network for pedestrians and bicycles.	-	Explore opportunities to conserve Amish and Mennonite lands.
Improve existing facilities in a cost-effective manner.	-	Consider zoning ordinance revisions to protect agricultural land.
-	-	Preserve new rural legacy areas and other conservation techniques.

ST. MARY’S COUNTY LEXINGTON PARK DEVELOPMENT DISTRICT MASTER PLAN (2016)

The Lexington Park Development District 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. 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 NAS PAX 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 NAS PAX.



EXISTING CONDITIONS

The Project team completed a desktop review of available GIS data to analyze the existing characteristics of roadways, pedestrian and bicycle facilities, existing land use, traffic conditions, and socio-economic data within the C-SMMPO area. A field investigation was also completed on March 25, 2021. The purpose of these investigations was to identify gaps and deficiencies within the existing network for multi-modal travel.

The C-SMMPO has identified 11 projects that will help to address the multi-modal network gaps in the area. The identified projects range from proposed roadways to multi-modal projects and improvements along existing roadways. The findings of the general conditions of both Counties are summarized below. The 11 identified project locations and roadways are discussed in the following section.

ROADWAY CHARACTERISTICS

Calvert County

The southern portion of Calvert County, which is part of the MPO, is a mostly residential area with two-lane roadways that connect to Solomons Island Road and H G Trueman Road. Most roadways in this county are two-lane roads with pavement and pavement markings in decent condition.



Figure 2: Solomons Island Road along the Boardwalk

Solomons Island Road is a main roadway through southern Calvert County that begins as an urban major collector through the Solomons Island Boardwalk area and surrounding neighborhoods. This main roadway then transitions into an urban principal arterial as it navigates north past Governor Thomas Johnson Bridge and through the Lusby area.

H G Trueman Road runs parallel to Solomons Island Road to provide access to the commercial and retail areas between Solomons Island Road and the residential areas to the east. There are no commercial or retail centers along the west side of Solomon's Island Road. Southern Connector Boulevard and Rousby Hall Road serve as main connector roads between the Chesapeake Ranch Estates-Drum Point neighborhoods and Solomons Island Road. Cove Point Road functions as a connection

between Solomons Island Road and the neighborhoods near Cove Point Park and along Cove Point Beach. Cove Point Road also provides a connection to Little Cove Point Road, which provides access into the north portion of the Chesapeake Ranch Estates-Drum Point.



St. Mary's County

The portion of St. Mary's County that falls within the MPO area has a robust network of urban minor arterials connecting smaller residential streets. The major roadways in the region are in relatively good condition, but the more minor, residential roadways typically have pavement and pavement markings that are in below average condition. Most smaller roadways in the area are two-lane with wide shoulders. Three Notch Road is an urban principal arterial that provides access to the Naval Air Station Patuxent River and a connection to Patuxent Beach Road to reach Governor Thomas Johnson Bridge. Three Notch Road is a primarily six-lane roadway that has a high volume of commercial and retail businesses on both sides. Point Lookout Road and Three Notch Road run generally parallel to each other, with Great Mills Road, Chancellors Run Road, and St. Andrews Church Road serving as connections between them as urban minor arterials. Three Notch Road and Great Mills Road function as NAS PAX hubs for recreational, commercial, and dining activity. Great Mills Road and Three Notch Road also provide connections to residential neighborhoods along their corridors.

PEDESTRIAN AND BICYCLE

Calvert County

The pedestrian and bicycle network in the portion of Calvert County within the MPO is focused on the southern portions of Solomons Island Road and H G Trueman Road, with a few sidewalks or bike lanes along residential streets. There are sidewalks along the east side of Solomons Island Road along the Solomons Island Boardwalk area that continue north to connect to the east side of H G Trueman Road. This sidewalk continues until about 800-feet north of the Patuxent Point Parkway intersection. This sidewalk is in good condition and provides a pedestrian connection between the commercial and retail centers along H G Trueman Road.



Figure 3: Sidewalk along H G Trueman Road

There is an existing 800-foot trail running north along H G Trueman Road from Dowell Road which is overgrown and in need of maintenance. There are existing sidewalks along portions of Rousby Hall Road near the intersection with H G Trueman Road that connect and run up to Town Square Drive along H G Trueman Road. A noticeable goat path can be seen leading from the sidewalk along Town Square Drive heading north along H G Trueman Road to the gas station. There are significant gaps in the County sidewalk network, which has the potential to connect to the surrounding neighborhoods more efficiently.

There are no pedestrian or bicycle connections across Solomons Island Road north of the Governor Thomas Johnson Bridge, which creates a disconnect with the neighborhoods located on the west side of the roadway. Bicycle facilities are scarce in this portion of Calvert County, with the exception of the bike



lanes along Dowell Road. During the field investigation, people were observed riding bicycles on the sidewalks along H G Trueman Road.

St. Mary's County

The sidewalk network in the St. Mary's County part of the MPO is primarily focused along Three Notch Road and Great Mills Corridor to provide access to the commercial and retail areas along these roadways. Great Mills Road has existing sidewalks on both sides of the roadway that are in below average condition and are narrow in many areas. Three Notch Road has existing sidewalks on the south side of the roadway from Lei Drive to Pegg Road, and along both sides of the roadway from Pegg Road to St. Andrews Church Road. The sidewalks along Three Notch Road are narrow in many places and provide limited connections to the naval base. There is a need for the pedestrian and bicycle network to be expanded to better connect NAS PAX with the intersection of Great Mills Road and Three Notch Road. There are limited segments of sidewalk near the developments along Pegg Road, that do not connect well to each other. Chancellors Run Road navigates through a residential area with schools, activity centers, and churches along the roadway. Chancellors Run Road has sidewalks along both sides of the roadway that connects to the sidewalks along Three Notch Road and Great Mills Road. The sidewalk along the more major roads in this portion of St. Mary's County tend to connect well to the nearby neighborhoods and existing sidewalks within those neighborhoods.

There are existing bike lanes along both directions of Chancellors Run Road from the Three Notch Trail to Combs Aud Way that are three feet wide in most locations. There are also bike lanes along Wildewood Parkway which connect the neighborhood to a shared use path leading to Evergreen Elementary School. On-road and off-road bicycle facilities have been included along the newly built portions of FDR Boulevard from Three Notch Road to Chancellors Run Road and from Great Mills Road to Shangri-La Drive. There is a gap in the bicycle network along FDR Boulevard



Figure 4: Wildewood Parkway

between Chancellors Run Road and Great Mills Road. Three Notch Road has bike lanes along both sides of the roadway from St. Andrews Church Road to Great Mills Road that are three feet wide in most locations. South of Great Mills Road, there are wide shoulders on both sides of Three Notch Road. Three Notch Trail runs along Three Notch Road, however there are gaps in the trail resulting in an incomplete bicycle network. Some of the major roadways, such as Point Lookout Road, St. Andrews Church Road, and Indian Bridge Road have wide shoulders in both directions along most of the roadway length. However, the last half-mile of Indian Bridge Road as it approaches Point Lookout Road has no existing shoulders. Great Mills Road and Pegg Road have limited or no shoulder widths and are therefore not conducive for bicycling.



LAND USE

Calvert County

The Calvert County portion of the C-SMMPO covers 10,034 acres. The Land Use within the Calvert County section of the C-SMMPO area is predominantly Residential District. There are also two Town Centers, Lusby and Solomon's Island, and an Employment Center in the middle of the region. There are a few small areas that are designated as Rural Commercial, Marine Commercial Districts, and Light Industrial Districts

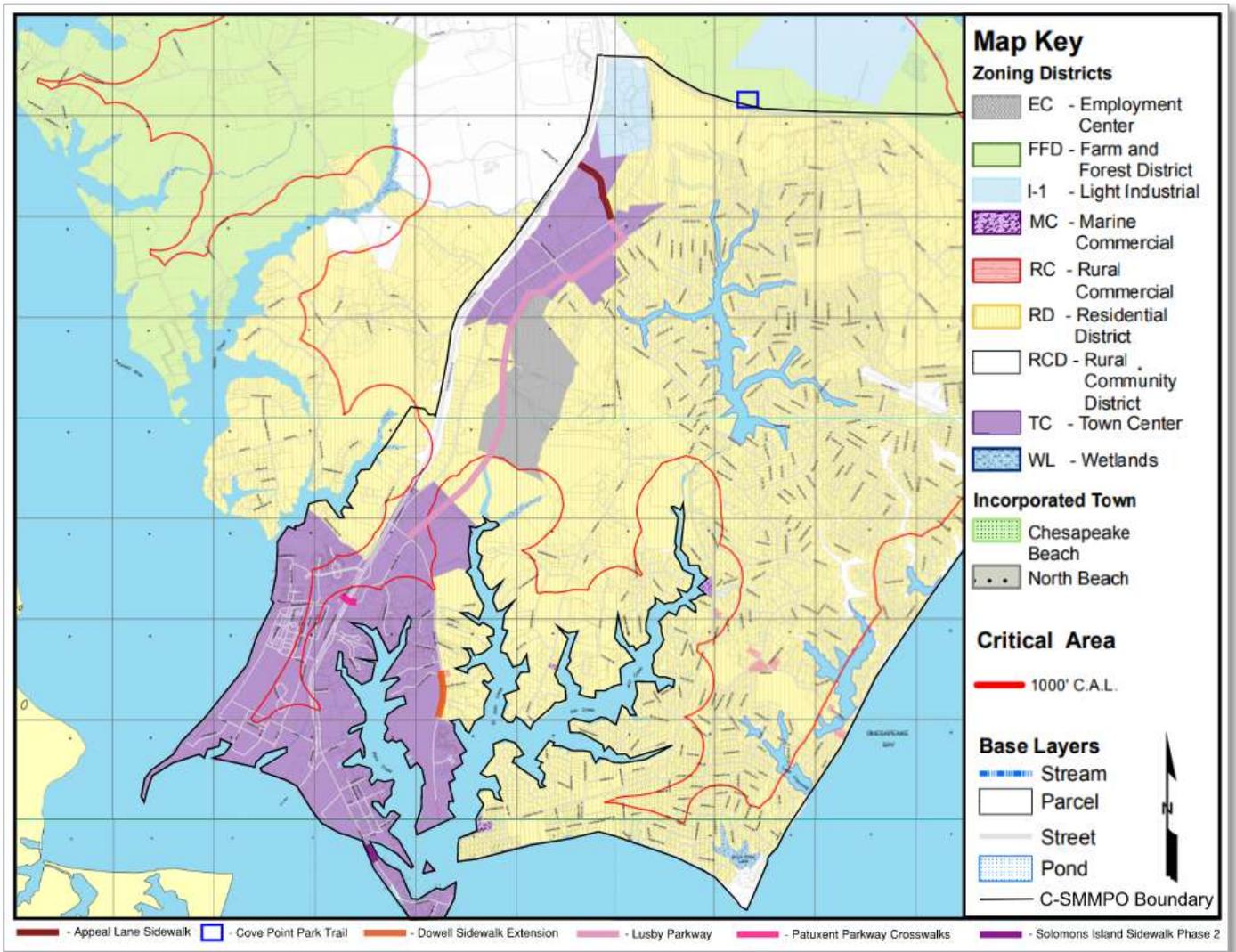


Figure 5: Calvert County Land Use Map

St. Mary's County

The St. Mary's County portion of the C-SMMPO covers 27,868 acres. The majority of the St. Mary's County portion of the C-SMMPO is classified as Rural Residential, Rural Preservation, or Open Space land uses. There are also large sections of Mixed-Use, Commercial, and Residential land use near the Three Notch Road and Great Mills Road Corridors. As previously mentioned, there is a large Military Installation land use at NAS PAX. Finally, there are several smaller sections of Institutional and Public Lands land uses.

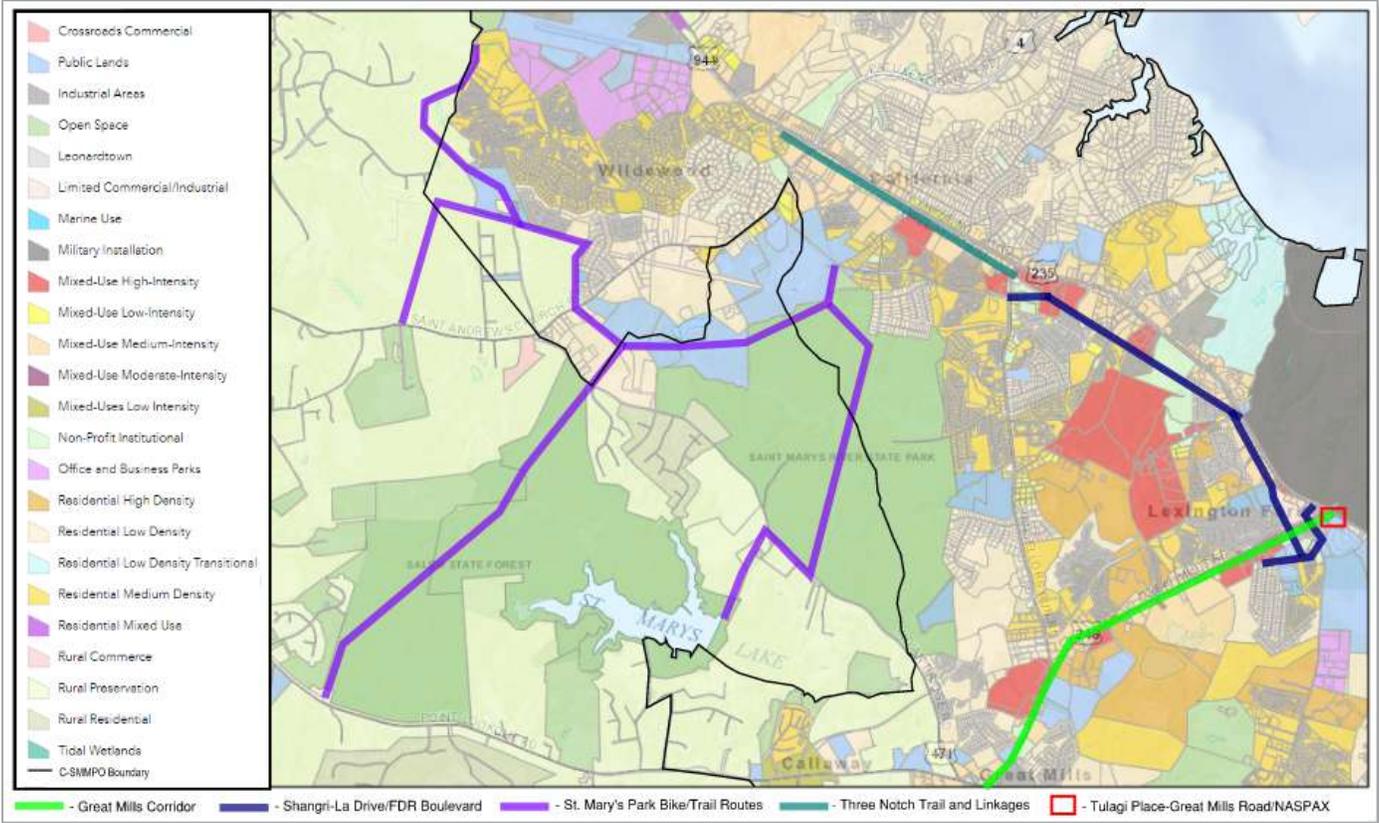


Figure 6: St. Mary's County Land Use Maps

TRAFFIC CONDITIONS

Calvert County

The State Highway Administration (SHA) Data Services Division prepared 2015 AM Peak Hour and 2015 PM Peak Hour Congestion Maps for Calvert County as seen in **Appendix A**. The 2015 AM Peak Hour map shows Solomons Island Road, Cove Point Road and H G Trueman road as uncongested roadways. According to the SHA, the uncongested roadway designation is a roadway with a level of service (LOS) grade of A, B or C. The northbound portion of Rousby Hall Road from its southern limit to the intersection with Southern Connector Boulevard has a moderate congestion level per **Appendix A**. A moderate



congestion level reflects a LOS grade of D for this section of Rousby Hall Road. Lastly, the Governor Thomas Johnson Bridge and Island Road is designated as a heavy congestion stretch of roadway. Heavy congestion along a roadway signifies a LOS grade of E or F.



Figure 7: Governor Thomas Johnson Bridge

The 2015 PM Peak Hour map of Calvert County has similar congestion levels to the 2015 AM Peak Hour map, except for along Rousby Hall Road, Cove Point Road and a portion of H G Trueman Road. The eastbound lane on Cove Point Road, the southbound lane on Rousby Hall Road and the northbound lane on H G Trueman Road between Dowell Road and Rousby Hall Road all have moderate congestion levels in the afternoon. As previously noted, moderately congested roadways earn a LOS

grade of D. The Governor Thomas Johnson Bridge and Island Road experience heavy congestion in the afternoon as well.

The Average Annual Daily Traffic (AADT) along Solomons Island Road has been increasing over the last six years, from 6,971 vehicles in 2014 to 7,215 vehicles currently. As traffic in the area continues to increase, the implementation of complete multi-modal networks will help ease the growing burden of traffic on the roadways.

St. Mary's County

The State Highway Administration (SHA) Data Services Division prepared 2015 AM Peak Hour and 2015 PM Peak Hour Congestion Maps for St. Mary's County as seen in **Appendix A**. The 2015 AM Peak Hour map shows Chancellors Run Road and the portion of Three Notch Road within the MPO as primarily uncongested roadways. There is moderate to heavy congestion along St. Andrews Church Road and Point Lookout Road in one or both directions. Patuxent Beach Road experiences heavy congestion in both travel directions in the morning. There is moderate congestion on the northbound travel lane of Great Mills Road. Moderate congestion reflects an LOS grade of D and heavy congestion reflects an LOS grade of E or F.

The 2015 PM Peak Hour map of St. Mary's County, also found in **Appendix A**, also shows moderate to heavy congestion in one or both travel directions along St. Andrews Church Road and Point Lookout



Road. There is heavy congestion along Patuxent Beach Road across Governor Thomas Johnson Bridge in the afternoon as well. Three Notch Road and Chancellors Run Road are primarily uncongested in both directions, with the exception of a small stretch of moderate congestion along Three Notch Road between St. Andrews Church Road and Chancellors Run Road. Great Mills Road exhibits moderate congestion in the southbound direction in the afternoon.

The AADT along the major roadways in this region of St. Mary's County has been increasing over the last five years. Three Notch Road saw an increase in AADT of over 1,200 vehicles from 2015 to current volumes. Point Lookout Road has experienced significant traffic volume increases since 2015 with an AADT increase of over 2,200 vehicles. With the traffic volumes continuing to rise over the years, the improvement of bicycle and pedestrian networks in the region is needed as well.

SOCIO-ECONOMIC DATA

St. Mary's County and Calvert County are located in the southern part of Maryland and are separated by the Patuxent River. Southern Maryland is a typically rural part of the state with lower population density. The source of the following information about Calvert County and St.

Mary's County is the 2019 U.S. Census Bureau data and the 2019 American Community Survey (ACS).

Calvert County spans across 213 square miles and is the smallest county in the state of Maryland. Calvert County has an estimated population of 95,525 people which make up just under 35,155 households, according to the ACS data for 2019. The median household income per year is \$109,313 with a poverty rate of just 5.7%. The median household income is roughly 74% higher than the national average. The median age in Calvert County in 2019 was 40.7 years old and employment rate in this area is 64.4%. The largest employer within Calvert County is Calvert County Public Schools. Veterans account for 12.6% of the population in Calvert County, which is significantly higher than the national average likely due to NAS PAX just over the Governor Thomas Johnson Bridge in St. Mary's County. Slightly lower than the national average, Calvert County has a disabled population of 10.2%. The average daily one-way commute in Calvert County is 42.5 minutes, which is much higher than the Country average of 26.9 minutes. 82.7% of commuters drove alone to work, 7.2% carpooled to work, 3.2% commute via public transportation and 0.8% walked. In 2019, 5.1% of people worked from home, but that percentage has likely increased greatly after the global pandemic in 2020 and 2021.

St. Mary's County covers over 355 square miles and is the 16th largest county in the state of Maryland. This County has an estimated population of 113,510 people that make up over 45,109 households,

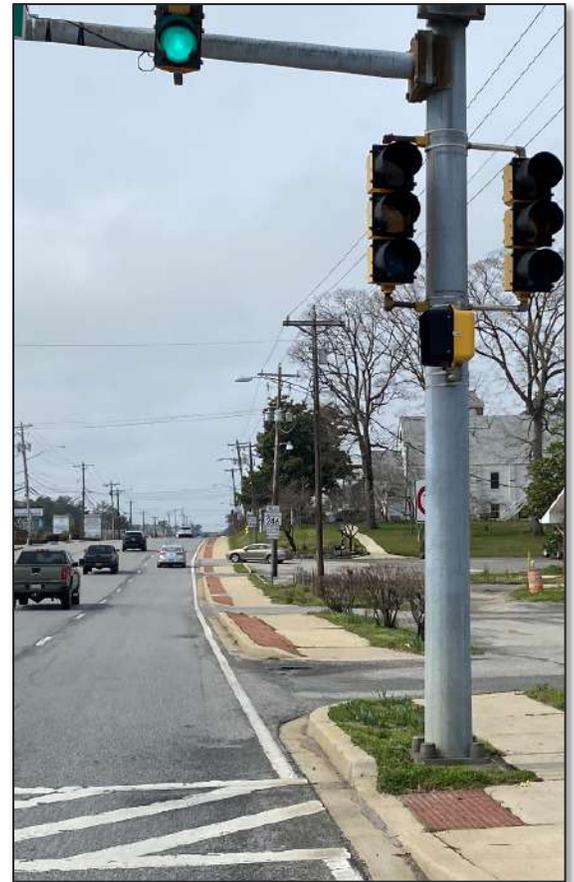


Figure 8: Great Mills Road



according to the ACS data for 2019. The median household income is \$89,845 per year and the County has a poverty rate of 7.7%. The median household income is 43% higher than the national average. The median age in St. Mary's County is 36.7 years old and employment rate in this area is 62.7%. The naval base located in St. Mary's County contributes to a high number of veterans living in the area, with 12.5% of the population being veterans. Located at the mouth of the Patuxent River and the Chesapeake Bay, Naval Air Station Patuxent River (NAS PAX) occupies approximately 6,400 acres within St. Mary's County. NAS PAX provides employment, housing and vital resources to military personnel and civilians in South Maryland and the greater Washington Metropolitan Area. This naval base is the largest employer in St. Mary's County and employs over 9,800 civilian employees, 5,700 contractors, and 2,400 active-duty military personnel at the Lexington Park facility. The average daily one-way commute in St. Mary's County is 31.5 minutes, which is slightly higher than the Country average of 26.9 minutes. 82.3% of commuters drove alone to work, 9.1% carpooled to work, 1.7% commute via public transportation and 2.0% walked. In 2019, 3.8% of people worked from home, but that percentage has also likely increased greatly after the global pandemic in 2020 and 2021.

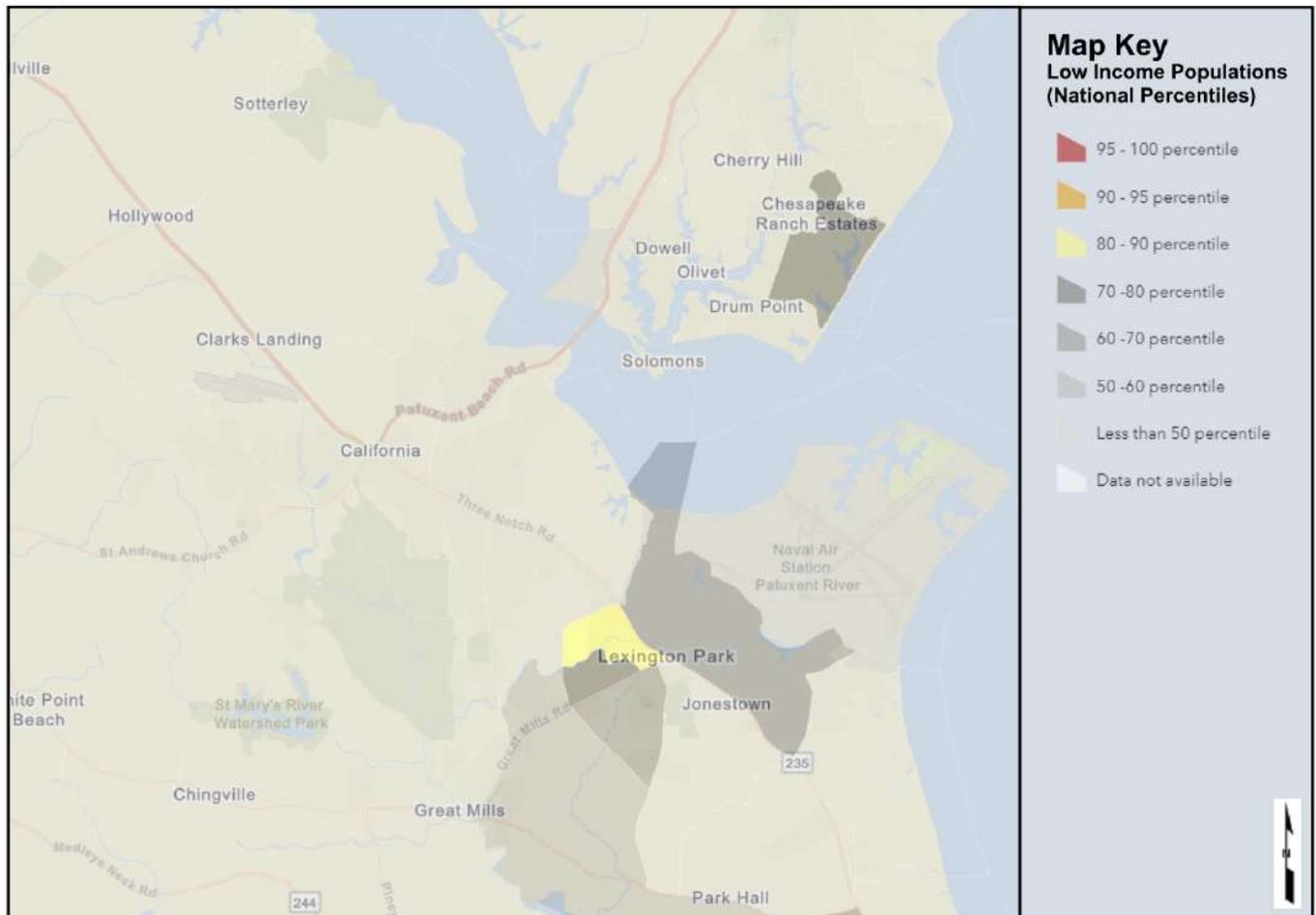


Figure 9: Low Income Populations within C-SMMPO



The percentiles of low-income populations within the C-SMMPO area are shown in **Figure 9**, as identified by the Environmental Protection Agency's (EPA) Environmental Justice Screening and Mapping Tool. The low income population is made up of individuals whose household income is less than two times the poverty level. Consideration for these communities will be essential to ensure that proper environmental justice and equity measures are included in the Complete Streets Plan.

In Calvert County, an area within the Chesapeake Ranch Estates-Drum Point community is identified as 70 to 80 percentile low-income population. This area is on the east side of Rousby Hall Road from Clubhouse Drive to Lake Drive. This community is currently served by the Calvert County bus routes which provide a connection to the local restaurants, shops, grocery stores and schools. There is also an area within the 50 to 60 percentile low-income population located to the west of Solomons Island Road from Creston Lane to the Governor Thomas Johnson bridge. There is limited access across Solomons Island Road to the nearby amenities for pedestrians, however, access is provided by the Calvert County bus route that serves this community. There are several retirement homes within the Calvert County portion of the MPO area, including the Asbury Solomons Retirement Community located off Patuxent Point Parkway and the Southern Pines Senior Center facilities along Appeal Lane. Pedestrian access to and from these senior living centers will be benefited by proposed crosswalks across Patuxent Parkway and the Appeal Lane.

In the St. Mary's County portion of the MPO area, the low-income population is centered around Lexington Park, where the low-income percentiles range from 50 to 90 percentile, as seen in **Figure 9**. The area bordered by Pegg Road, Pegg Lane and Great Mills Road falls within the range of 70 to 90 percentile, while the area between Willows Road and Great Mills Road is within the range of 50 to 70 percentile. A large portion of the naval base from West Patrol Road to Forest Park Road south of Tate Road and Davis Road is in the 70 to 80 percentile low-income population range. The majority of these low-income neighborhoods are located along Great Mills Road, which has numerous restaurants and shops, a grocery store, a medical center, schools, and churches within walking distance. Existing sidewalks along Great Mills Road provide pedestrian connections between the lower-income neighborhood residents and the local resources. The St. Mary's County bus routes serve these low-income areas along Great Mills Road, Three Notch Road, Willows Road and Pegg Road. Within this low-income area, there is the Loffler Senior Center located off Chancellors Run Road and the Victory Woods Retirement Community located off Buck Hewitt Road. These facilities have sidewalk connections that provide pedestrian access for the residents to local amenities along Three Notch Road and Great Mills Road. The Wildewood Retirement Community, which is not located within the low-income area of St. Mary's County, is located off Wildewood Parkway which has sidewalks and bike lanes connecting the area to the surrounding community.



IDENTIFIED PROJECT LOCATIONS

The C-SMMPO identified eleven projects to focus investigate thoroughly and develop alternatives for as part of the Complete Streets Plan project. This includes six projects in Calvert County and five projects in St. Mary's County.

The identified projects within Calvert County include the following locations:

- Cove Point Park Trail
- Appeal Lane Sidewalk
- Lusby Parkway
- Dowell Sidewalk Extension
- Patuxent Parkway Crosswalks
- Solomons Island Sidewalk Phase 2

The identified projects within St. Mary's County include the following locations:

- St. Mary's Park Bike / Trail Routes
- Three Notch Trail and Linkages
- Shangri-La Drive / FDR Boulevard
- Tulagi Place – Great Mills Road / NAS PAX
- Great Mills Corridor

Figure 10 on the next page is a map showing the approximate location of all eleven identified project locations.



Figure 10: Identified Projects Map

C-SMMPO Complete Streets Plan

Identified Projects

Legend

- | | | | |
|--|---|--|---|
| <ul style="list-style-type: none"> C-SMMPO Area County Boundary Wetland Water Ag Land Preservation Forest Conservation Area Parks | <ul style="list-style-type: none"> Existing Bus Routes Existing Sidewalks Existing Bikeways Existing Trails Streams/Rivers Streets | <ul style="list-style-type: none"> ① Cove Point Park Trail Project ② Appeal Lane Sidewalk Project ③ Lusby Parkway Project ④ Dowell Sidewalk Extension Project ⑤ Patuxent Parkway Crosswalks Project ⑥ Solomon's Island Sidewalk Phase 2 Project | <ul style="list-style-type: none"> ⑦ St. Mary's Park Bike/Trail Routes Project ⑧ Three Notch Trail and Linkages Project ⑨ Shangri-La Drive/FDR Boulevard Project ⑩ Tulagi Place-Great Mills Rd/NASPAX Project ⑪ Great Mills Corridor Project |
|--|---|--|---|

0 0.5 1 2 Miles
1 inch = 2 miles



CALVERT COUNTY

Project 1: Cove Point Park Trail

Cove Point Park is a public park with recreational facilities such as sports fields, tennis courts, basketball courts, a playground, and a public pool. This project will create a pedestrian and bicycle trail that will provide links between these recreational facilities within the park. There is an existing shared-use trail on the west side of the park that provides connections between the pool, the playground, and several ballfields. There are some existing trails on the east side of the park, however there are missing links on these trails, and there is no connection between the trails in the western part of the park and the eastern part of the park. In addition, the existing trails are lacking items such as crosswalks, ADA ramps, and access ramps. See **Figure 13** for a map of the proposed project area.

The stretch of Cove Point Road from Solomons Island Road to the Cove Point Park is a two-lane roadway with pavement and pavement markings in great condition. The south side of the road is lined with



Figure 11: Cove Point Park Trail on West Side of Park

residences, while the north side of the road is typically wooded area. The roadway within Cove Point Park is unstriped and has streetlights lining the main roadway. The existing trails and sidewalks on the east side of the park are in decent condition with a few cracks throughout the paths. The west side of the park has some trail and sidewalk connections that appear to be in slightly poor condition. Some large, decorative boulders have been placed along the edges of the trails in some areas to prevent vehicles from traveling along the trail. There are various stretches of rip rap drainage ditches along the south side of the

roadway between the swimming pool entrance and the tennis courts entrance. Lastly, the parking lot for the middle two baseball diamonds is an unpaved gravel lot.

Cove Point Road has no existing pedestrian or bicycle facilities. The park itself has several wide trails connecting users to the various park amenities, however some gaps in the trail network exist. The trail begins inside of the park, about 300 feet from the park entrance, and there is a noticeable goat path along the 300 feet from the entrance to the trail. The trail then connects the baseball diamonds, soccer fields



and playground on the west side of the park to the Cove Point Pool located in the upper middle of the park. There is also a trail that guides pedestrians and bicyclists from the parking areas around the two baseball diamonds on the east side of the park, with a connection to the small playground area to the far east. There is a need for a better pedestrian connection across the main park road between the two eastern baseball diamonds. The tennis courts located to the southeast of the park have a trail connection to the adjacent parking area but are otherwise disconnected from the other portions of trail within the park. The basketball courts, baseball diamonds and tennis courts in the southern middle half of the park are disconnected from the rest of the facilities.



Figure 12: Cove Point Park Roadway

The entire park is zoned as a Farm and Forest District, with a Residential District located south of the park and Light Industrial zoning located northeast of the park.

Cove Point Road is a two-lane urban major collector with a current AADT of 7,172 vehicles. The speed limit on this roadway is 45 MPH. Within the park, the main road is not striped, and the pavement is in good condition. There are no posted speed limits within the park, however, the Calvert County Code 82-2-103 specifies that the speed limit within all parks is 10 MPH if not posted.



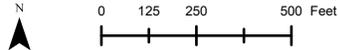
Figure 13: Cove Point Park Trail

C-SMMPO Complete Streets Plan

Cove Point Park Trail

Legend

- Water
- Forest Conservation Area
- Cove Point Park Trail Project
- Existing Bus Routes





Project 2: Appeal Lane Sidewalk

Appeal Lane is an approximately 2,000-foot-long roadway located in between Solomons Island Road (MD 4) and HG Trueman Road (MD 765). The roadway serves an important community function, as there are two elementary schools, two senior centers, and a community center that receive primary access from Appeal Lane. This project proposes to add sidewalks and crosswalks along Appeal Lane to provide pedestrian connections between these community facilities and the nearby town center. See **Figure 15** for a map of the proposed project area.

Appeal Lane is a two-lane roadway with curb and gutter along both sides of the roadway and no existing shoulders. Appeal Lane typically has woods lining the edge of the road that begin about 15 to 20 feet back from the roadway on both sides. The roadway ends at the entrance to the Southern Community Center.

The pavement and pavement markings are in relatively good condition. There is currently existing lighting along portions of Appeal Lane.

Appeal Lane currently has no bike or pedestrian facilities along the roadway except for a short section of existing sidewalk built by the new Southern Pines II Senior Center. Appeal Elementary School and Patuxent Elementary School both do not have existing sidewalks to connect their facilities to Appeal Lane or the nearby Town Center.

The Southern Pine Senior Center and Southern Community Center also do not have pedestrian facilities that connect their buildings to Appeal Lane. The new Southern Pines II Senior Center is the only facility along Appeal Lane that has a sidewalk in place to provide pedestrian connectivity. There are no existing crosswalks along Appeal Lane.

The intersection of H G Trueman Road and Appeal Lane has a crosswalk connection along the south leg of H G Trueman Road and a crosswalk across Town Square Drive on the south side of the intersection. Both crosswalks and the corresponding ADA ramps are in good condition. The sidewalk along the west side of Town Square Drive is in good condition, but there are no crosswalks to safely guide pedestrians to the Lusby Town Square. The sidewalk along the east side of Town Square Drive that leads pedestrians from the Appeal Lane intersection to the Lusby Town Square is narrow and in poor condition.

Appeal Lane is primarily zoned as a Town Center. There is also an approximately 800-foot-long section zoned as a Residential District along the eastern portion of the roadway near H.G. Trueman Road.

Traffic on this roadway is assumed to be light except for the drop-off and pick-up times for the two elementary schools. The posted speed limit on Appeal Lane is 30 MPH.



Figure 14: Appeal Lane

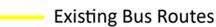


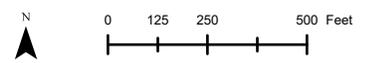
Figure 15: Appeal Lane Sidewalk

C-SMMPO Complete Streets Plan

Appeal Lane Sidewalk

Legend

-  Wetland
-  Water
-  Forest Conservation Area
-  Schools
-  Appeal Lane Sidewalk Project
-  Existing County-Owned Sidewalks
-  Existing Bus Routes





Project 3: Lusby Parkway

Lusby Parkway is a roadway project that will provide an additional connection between Appeal Lane and Solomons Island Road while bypassing the town center of Lusby. The project will include streetscape improvements from Cove Point Road to Appeal Lane, and then turn east onto Town Square Drive before turning back southwest onto a new proposed roadway. The new roadway will function as a bypass of the Lusby shopping districts to alleviate congestion for through traffic. The new roadway will run parallel to H.G. Trueman Road until Dowell Road, where it will form a new four-legged intersection and then continue along Newton Road to eventually tie back in with H.G. Trueman Road. See **Figure 18** for a map of the proposed project area.

Lusby Parkway will connect to H G Trueman Road at the northern project limit using Town Square Drive. Town Square Drive is a four-lane connector roadway with pavement markings and travel lanes in excellent condition. There is a ten-foot-wide planted median that divides the travel lane directions and curb and gutter on both sides of the road. The proposed roadway will then turn south down a roughly 400-foot stretch of Gunsmoke Trail. Gunsmoke Trail is a residential, two-lane road with utility poles and woods on the west side and houses lining the east side. There are no curbs along this stretch of Gunsmoke Trail. There is a 200-foot stretch of wooded area that will need to be cleared to connect to the existing portion of Lusby Parkway, which is a two-lane road with curb and gutter on both sides.

There are newly planted trees lining the west side and a wooded area along the east side of the existing segment of Lusby Parkway. The proposed roadway will cross Rousby Hall Road through the woods to the south to access an existing utility corridor. The utility corridor is roughly 150-feet-wide with two large utility lines running down the middle of the corridor.

Gunsmoke Trail has no existing pedestrian or bike facilities along the 400-foot stretch that will be included in Lusby Parkway. There is an existing goat path through these woods that connects the residential area along Gunsmoke Trail to the grocery store and retail area along the existing segment of Lusby Parkway. There is an existing sidewalk and bike path that runs along this existing portion of Lusby Parkway. The proposed roadway would then turn north down Rousby Hall Road, where there is a sidewalk along the east side of the roadway. Roughly 200 feet northwest of the Rousby Hall and existing Lusby Parkway intersection, the proposed roadway would turn south and connect to the large utility corridor until reaching Dowell Road. There are no existing bike or pedestrian facilities within the utility corridor.



Figure 16: Existing Portion of Lusby Parkway



Figure 17: Utility Corridor Parallel to H G Trueman Road

roadway will then turn south onto Gunsmoke Trail, another urban major collector with an AADT of 8,132 vehicles, a speed limit of 25 MPH, and two travel lanes.

The existing Lusby Parkway section has no posted speed limit or available AADT information. This two-lane road dead ends and is currently used as a back entrance road to the Weis Market parking lot. Rousby Hall Road is a three-lane urban minor arterial with a current AADT of 7,022 vehicles. The speed limit along Rousby Hall Road is 40 MPH.

The proposed roadway along Town Square Drive and the existing stretch of Lusby Parkway is within a Town Center land use for approximately 5,400 feet until it reaches an Employment Center district. The new roadway will provide access to the employment center and utilize the employment center zoning until eventually turning back onto H.G. Trueman Road, where the surrounding land uses will be primarily Residential District and Town Centers.

The proposed roadway will utilize Town Square Drive, a small portion of Gunsmoke Trail, the existing stretch of Lusby Parkway, Rousby Hall Road and a utility corridor that runs parallel to H G Trueman Road. Town Square is a four-lane urban major collector the runs between H G Trueman Road and Gunsmoke Trail. Town Square Drive has a speed limit of 30 MPH and a current AADT of 11,282. The proposed

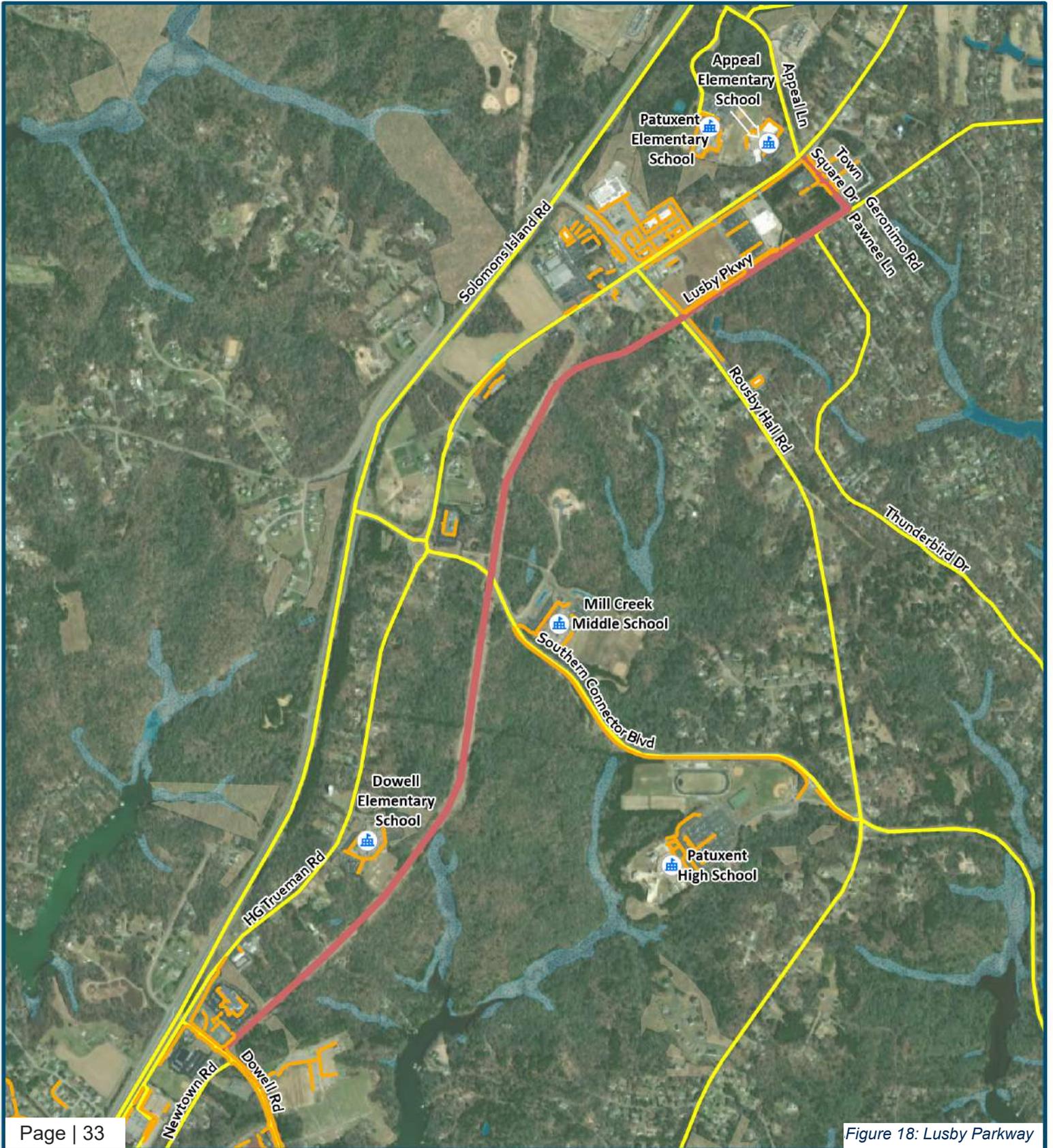
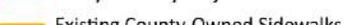


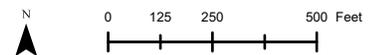
Figure 18: Lusby Parkway

C-SMMPO Complete Streets Plan

Lusby Parkway

Legend

-  Wetland
-  Water
-  Forest Conservation Area
-  Schools
-  Lusby Parkway Project
-  Existing County-Owned Sidewalks
-  Existing Bus Routes





Project 4: Dowell Sidewalk Extension

Calvert County is in the process of constructing the Dowell Road Widening Project. The project was split into three phases, and Phase 1 and Phase 2 have been completed. Phase 3 will extend the sidewalk limits from their current terminus near Oyster Bay Plaza and Grandmother's Store antiques shop to the



Figure 19: End of Existing Dowell Road Sidewalk

end of public right-of-way at The Harbours at Solomon. This will include approximately 800 linear feet of new sidewalk along the western edge of the roadway and 1,300 linear feet of new sidewalk along the eastern edge of the roadway. See **Figure 20** for a map of the proposed project area.

From H G Trueman Road to the Annmarie Sculpture Garden and Arts Center, Dowell Road is a two-lane road with bike lanes and curb and gutter on both sides of the roadway and a center turn lane shared by traffic in both directions. South of the Annmarie Sculpture Garden and Arts Center, the roadway narrows, and the center turn lane is no longer present. The two-lane road with bike lanes in both directions continues south to the Oyster Bay

Community entrance. Past this entrance, the marked bike lanes disappear. From Victory Lane to Reveille Road there is a large elevation change between the sidewalk and travel lane on the west side of the roadway. From Rollings Hill Road to the Harbours at Solomons entrance, there is a steep drop off on the east side of Dowell Road where a drainage ditch is present.

Dowell Road has new sidewalks and bicycle travel lanes along both sides of the roadway from the intersection with H G Trueman Road down to the Oyster Bay Community and Grandmother's Antique Store. The sidewalk continues south on the west side of Dowell Road until Reveille Road. The Harbours at Solomon have sidewalk facilities along the east side of Dowell Road that connect the community's entrance with the rest of the neighborhood.

Dowell Road is split between Town Center and Residential Districts, with a small area of Rural Commercial located near the northern limit of the project.

Dowell Road is a two-lane urban major collector with a current AADT of 2,862 vehicles. There is also a shared center lane from H G Trueman Road to the Annmarie Sculpture Garden and Arts Center. The speed limit on this roadway is 30 MPH.

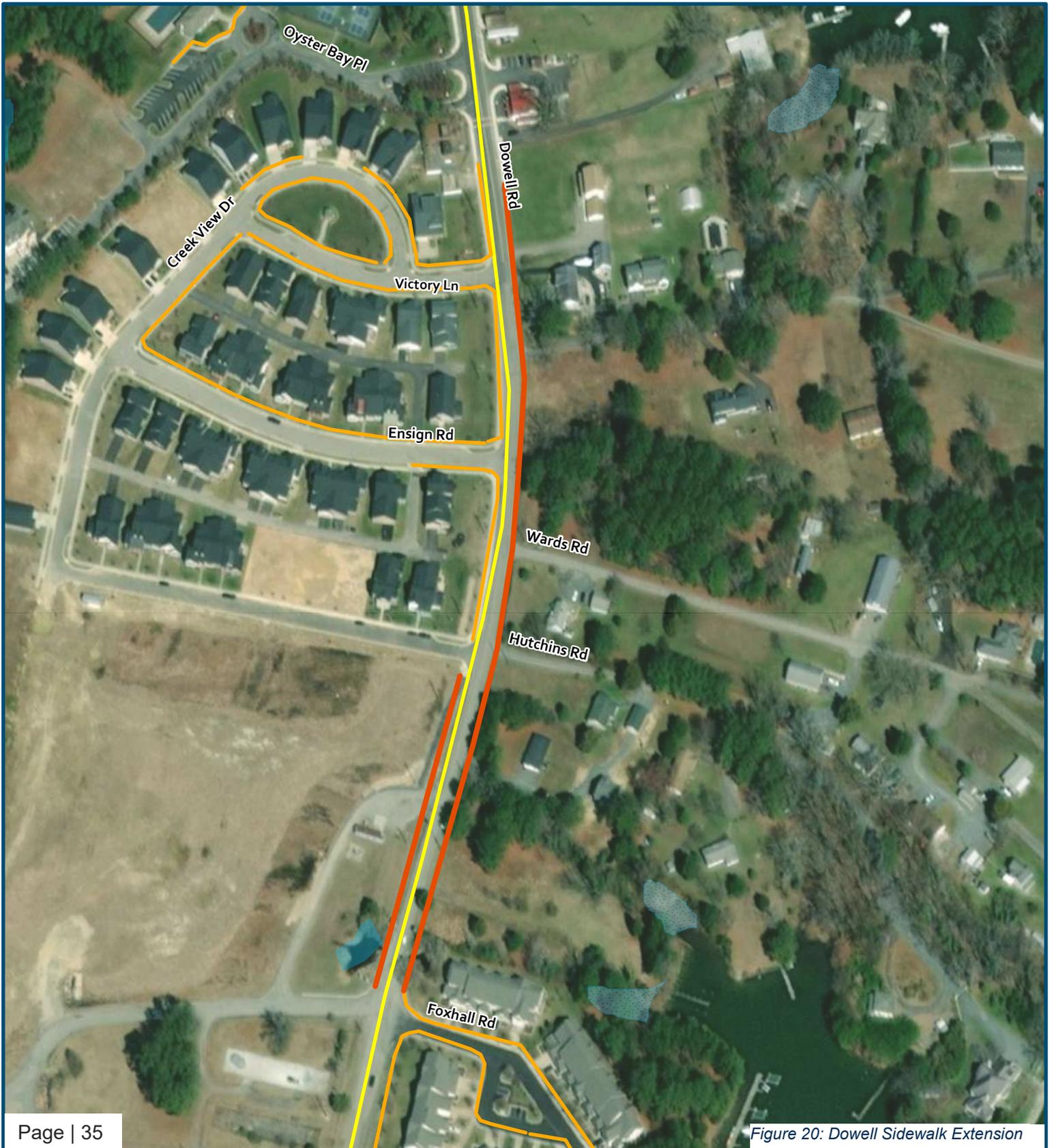


Figure 20: Dowell Sidewalk Extension

C-SMMPO Complete Streets Plan

Dowell Sidewalk Extension

Legend

- Wetland
- Water
- Dowell Sidewalk Extension Project
- Existing County-Owned Sidewalks
- Existing Bus Routes





Project 5: Patuxent Parkway Crosswalks

Patuxent Parkway is an at-grade crossing of Solomons Island Road (MD 4) that connects the residential neighborhoods on the west side of MD 4 with the commercial shopping center on the east side. Currently there are no pedestrian facilities at this crossing, and this project would add crosswalks, sidewalks, and ADA ramp connections for pedestrian access. See **Figure 22** for a map of the proposed project area.

The intersection of Solomons Island Road and Patuxent Point Parkway is a signalized intersection with no pedestrian facilities on any leg. The west leg of Patuxent Point Parkway leading up to the intersection with Solomons Island Road is a two lane, unstriped residential access road separated by a wide landscaped median. Creston Lane and Swaggers Point Road are two residential streets that intersect Patuxent Point Parkway just west of the Solomons Island Road intersection. There is existing curb and gutter and some street lighting along the west side of Patuxent Point Parkway. The east side of Patuxent Point Parkway



Figure 21: Patuxent Point Parkway Intersection

provides access into the shopping center on the east side of H G Trueman Road. There are no curbs along this side of the intersection and there is an existing large three-channeled culvert running beneath Patuxent Point Parkway. Solomons Island Road has four lanes approaching the intersection from both the north and southbound directions, two of which are left and right turn lanes. The road then returns to a two-lane roadway exiting the intersection.

There are no existing pedestrian or bicycle facilities at the existing intersection. About 200 feet west of the intersection, where Patuxent Parkway meets Creston Lane there is the beginning of a trail that extends through the residential area and Asbury Solomons Retirement Community. At the intersection of Patuxent Parkway and H G Trueman

Road, there are sidewalks that extend along the east side of H G Trueman Road and provide access to the shopping area to the east. There are no crosswalks that connect pedestrians across H G Trueman Road to Solomons Island Road, creating a lack of accessibility from the surrounding neighborhoods west of the major roadway.

The Patuxent Parkway Crosswalks project is located entirely within a Town Center district.

Patuxent Point Parkway is a two-lane urban local road that provides access into the residential area to the west of Solomons Island Road and the shopping center to the east of Solomons Island Road. The current AADT of Patuxent Point Road is 2,541. This portion of Solomons Island Road classifies as a principal urban arterial and has a current AADT of 29,912. The speed limit along Solomons Island Road at this project location is 45 MPH. There is no marked speed limit along Patuxent Point Parkway near the intersection.

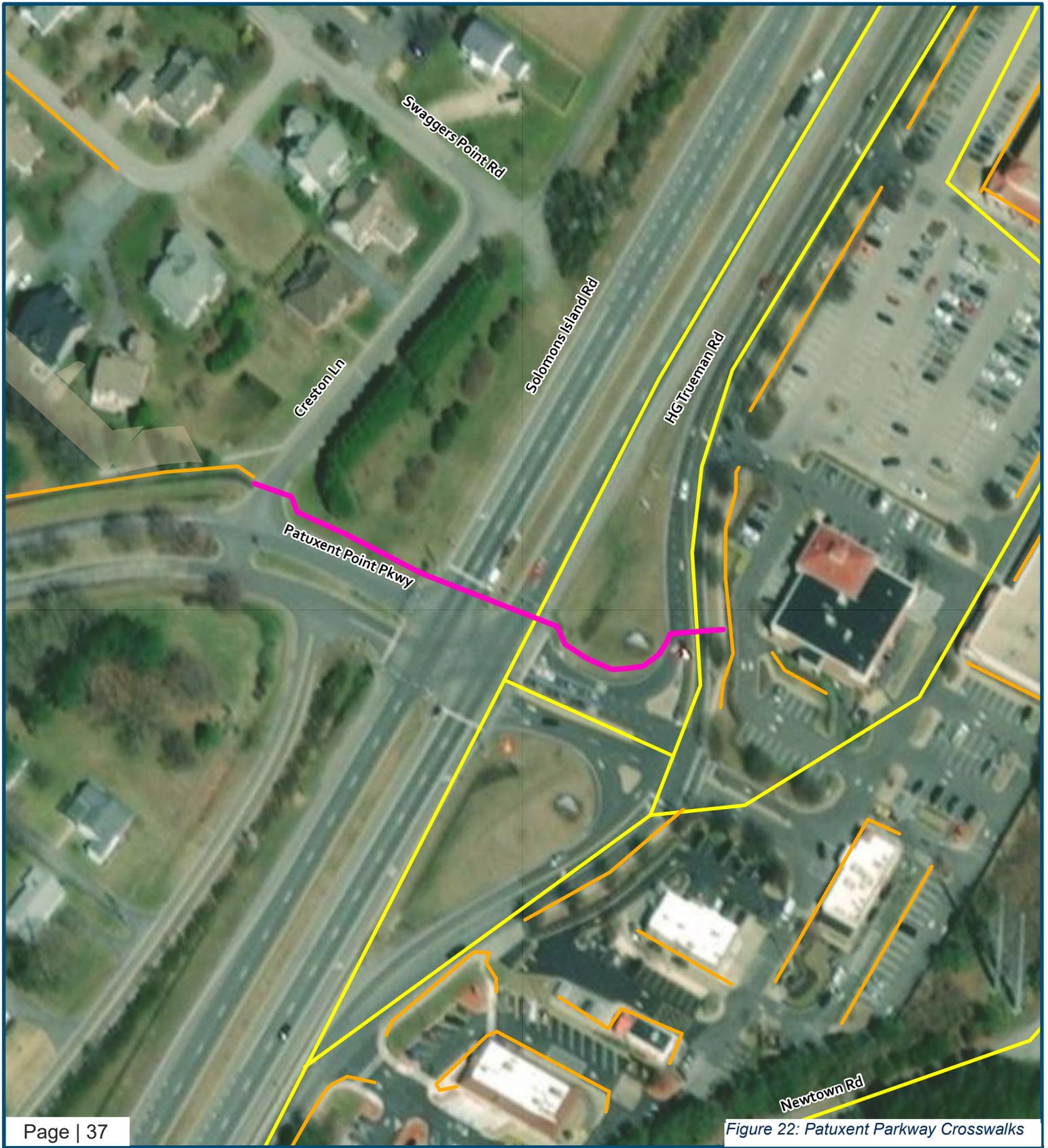


Figure 22: Patuxent Parkway Crosswalks

C-SMMPO Complete Streets Plan

Patuxent Parkway Crosswalks

Legend

- Patuxent Parkway Crosswalks Project
- Existing County-Owned Sidewalks
- Existing Bus Routes

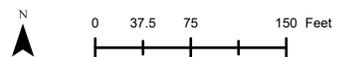




Figure 23: View from Solomons Island Boardwalk

Project 6: Solomons Island Sidewalk Phase 2

This project will add approximately 400 linear feet of new sidewalk along the eastern side of Solomons Island Road. The new sidewalk will fill in a gap between two existing sections of sidewalk between Solomons Island Methodist Church and the Solomons Island Bridge. The new sidewalk will be built across the bridge and will include curb cuts for access into the existing parking lots. See **Figure 25** for a map of the proposed project area.

The Solomons Island Phase 2 Sidewalk is along a portion of Solomon’s Island Road that serves as a tourism front for the area. The shops, restaurants, and boardwalk provide a charming place for locals and tourists to gather and walk around. This roadway has two lanes with wide shoulders and shops and restaurants on the east side of the road. On the west side of the road there is a playground and park area and a parking lot between Solomons Island Road and the Solomons Island Boardwalk.

The Solomons Island Boardwalk area is a major tourist attraction with numerous restaurants and shops along the waterfront. There is an 1800-foot-long boardwalk along the water’s edge on the south side of Solomons Island Road. This boardwalk has large brick crosswalk connections that provide access to the sidewalks along the north side of Solomons Island Road. The sidewalks extend south past the boardwalk area and into the residential tip of Solomons Island and north through the residential neighborhood past the Calvert Marine Museum. There is one gap in this sidewalk network that stretches just north of Solomons United Methodist Church to north of the J.C. Lore & Sons Historic Oyster Packing Plant. Along this gap in the sidewalk network there are a lot of driveway entrances and parking spaces for the adjacent restaurants. On the west side of the roadway, across from the Oyster Packing Plant, there are two pedestrian curb ramps along the sidewalk that do not lead to a crosswalk or specific place across the street.

The Solomons Island Phase 2 Sidewalk is located entirely within a Town Center district.

This portion of Solomons Island Road is a two-lane urban major collector with a current AADT of 4,752 vehicles. The speed limit is 30 MPH along this section of Solomons Island Road. The pavement is in relatively poor condition along this stretch of the roadway.

The Solomons Island Phase 2 Sidewalk is along a portion of Solomon’s Island Road that serves as



Figure 24: Pavement Conditions along Solomons Island Road



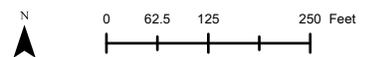
Figure 25: Solomon's Island Sidewalk Phase 2

C-SMMPO Complete Streets Plan

Solomon's Island Sidewalk Phase 2

Legend

- Solomon's Island Sidewalk Phase 2 Project
- Existing County-Owned Sidewalks
- Existing Bus Routes
-  Schools





ST. MARY'S COUNTY

Project 7: St. Mary's Park Bike / Trail Routes

St. Mary's State Park and St. Mary's River State Park are two state parks located south and west of the naval base, split by Indian Bridge Road. This project looks to provide a trail through the parks, primarily using existing utility easements, as well as other existing public right of way to provide a system of trails ultimately connecting St. Mary's County Regional Airport, the Wildewood neighborhood, Evergreen



Figure 26: Utility Corridor View from Indian Bridge Road

Elementary School and St. Andrew's Church, with both state parks, MD 5, Indian Bridge Road, and FDR Boulevard. This is an extensive series of trails that will require coordination with multiple stakeholders. See **Figure 29** for a map of the proposed project area.

At the northeast limit of this project, Lawrence Hayden Road is a two-lane roadway that ends at the western edge of St. Mary's County Regional Airport. The roadway was realigned in recent years, and the previous roadway has been shut down to through traffic. Lawrence Hayden Road is a local road that connects to the large Wildewood residential area. There are no pedestrian or bicycle facilities on the existing roadway. Within Wildewood, roads are generally two lanes wide with sidewalk installed along one or both sides of the roadway. There are also traffic calming measures such as speed humps on some roadways in this area. Evergreen Way is the access road within Wildewood to the Evergreen Elementary School. The road is two lanes wide, and there is an existing six-foot-wide asphalt path alongside the roadway.

After passing the elementary school, the proposed trail route will utilize an existing utility easement that runs east-west between St. Andrews Church Road and Thornberry Drive. There is an existing one lane dirt road in the eastern part of this segment that functions as a driveway for several houses that are located alongside the utility easement. After reaching the utility easement, the trail will go both east and west. The portion of the trail heading west will eventually leave the utility easement and connect with St. Andrews Church Road at the intersection with Fairgrounds Road, which will primarily travel through forested areas or open fields. The portion of the trail heading east will eventually connect with Louisdale Road and St. Andrews Lane, both of which are two-lane residential roads.



Figure 27: Indian Bridge Road

The trail will then cross St. Andrews Church Road, a two-lane high-speed connector roadway, before continuing west. The trail would continue to use the existing utility easement heading east until reaching Old Rolling Road, a two-lane residential roadway. The trail will then turn south, again using an existing utility easement to connect with Indian Bridge Road, a two-lane roadway with a shoulder, and follow the shoulder until reaching an existing maintenance-vehicle-only access road through St. Mary’s River Park to Evitts Pond.

A separate branch of the trail will turn south after crossing St. Andrews Church Road and use a different existing utility easement to connect with and cross Indian Bridge Road.

The trail will continue following the existing easement all the way to Point Lookout Road, a two-lane, high-speed roadway with shoulders.

Point Lookout Road and St. Andrews Church Road are both MDSHA maintained roadways, and any connections or crossings of these roads will require MDSHA approval. These two roadways, along with Indian Bridge Road, are high-speed and highly trafficked roadways, which should be considered during the design of the proposed trail system.

There are very few existing bicycle and pedestrian facilities located near the project area for these trails. There is existing sidewalk within Wildewood and some signing and marking for bicycle use. There is also an existing asphalt path alongside the roadway leading to Evergreen Elementary School. The existing pathway width is below the eight-foot recommended absolute minimum width for a two-way bicycle facility.

There are no existing pedestrian or bicycle facilities within the remainder of the project area. St. Andrew’s Church Road, Indian Bridge Road, and Point Lookout Road are all relatively high volume and high-speed roadways that will make at-grade crossings difficult to design.

The land use surrounding the new trail connections is mostly classified as Rural

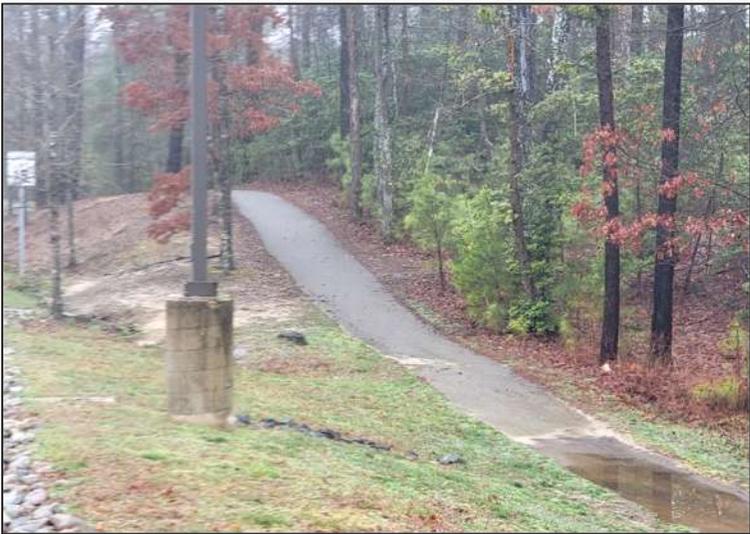


Figure 28: Trail to Evergreen Elementary School





Preservation and Public Space with some areas of Minimum Density Residential or Institutional land use.

The proposed trail route connects with Indian Bridge Road, Old Rolling Road, Point Lookout Road, St. Andrews Church Road, and Wildewood Parkway and several other small local residential streets.

- Indian Bridge Road is a two-lane urban major collector with wide shoulders, a current AADT of 5,094 vehicles and a speed limit of 40 MPH.
- Old Rolling Road connects to Three Notch Road, crosses the Three Notch Trail, and extends south to turn into a residential roadway. Where Old Rolling Road crosses Three Notch Trail the AADT is 2,450 vehicles and the speed limit is 30 MPH.
- Point Lookout Road is a two-lane, rural minor arterial with wide shoulders on both sides and an AADT of 14,524 vehicles. The posted speed limit on Point Lookout Road is 50 MPH.
- Johnson Pond Lane is a private road with a sign showing a 15 MPH recommended speed.
- St. Andrews Church Road is a two-lane urban minor arterial that has an AADT of 19,682 vehicles and a speed limit of 50 MPH within the project area. St. Andrews Church Road typically has wide shoulders, however, the portion between Johnson Pond Lane and St. Andrews Lane has turn lanes that use the shoulder space.
- Wildewood Parkway is a two-lane urban major collector with bike lanes and shoulders on both sides of the roadway. The AADT of Wildewood Parkway is 4,612 vehicles and the posted speed limit is 30 MPH.

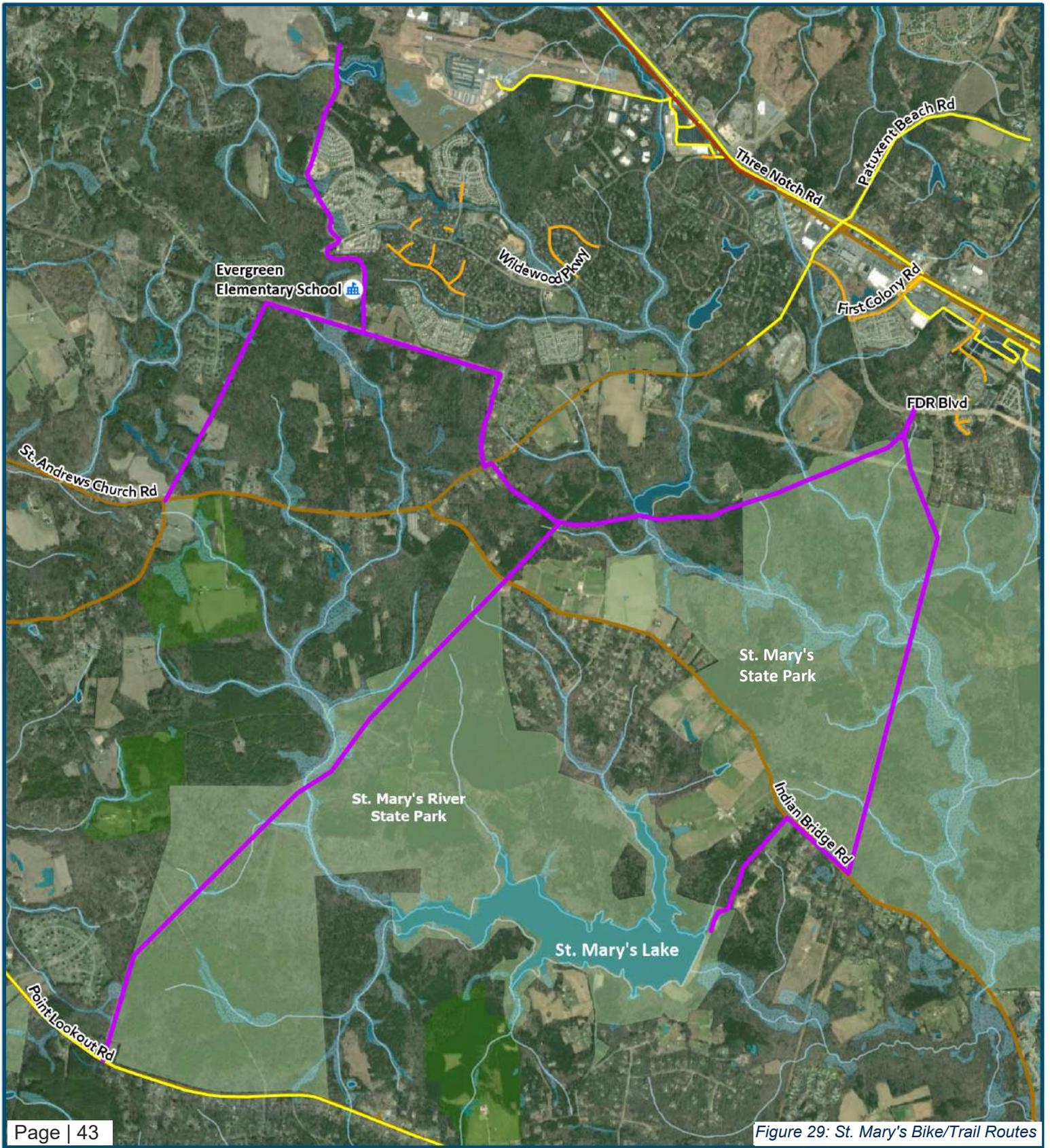


Figure 29: St. Mary's Bike/Trail Routes

C-SMMPO Complete Streets Plan

St. Mary's Park Bike/Trail Routes

Legend

- | | |
|--|--|
|  Wetland |  Schools |
|  Water |  St. Mary's Park Bike/Trail Routes Proposed Project |
|  Ag Land Preservation |  Existing County-Owned Sidewalks |
|  Forest Conservation Area |  Existing Bikeways |
|  Parks |  Existing Bus Routes |
| |  Existing Trails |





Figure 30: Future Location of Three Notch Trail

Project 8: Three Notch Trail and Linkages

Three Notch Trail is an existing trail running parallel to Three Notch Road (MD 235). The existing trail has several gaps that this project will fill to provide a complete network connecting the commercial businesses along Three Notch Road. The trail will provide a complete connection from the intersection of FDR Boulevard and Three Notch Road across from By The Mill Way to Chancellors Run Road. See **Figure 32** for a map of the proposed project area.

Three Notch Trail uses an existing utility easement that runs parallel to Three Notch Road. The distance of the easement from Three Notch Road varies. The initial segment of the trail within the easement, from FDR Boulevard to St.

Andrews Church Road, is adjacent to the roadway. There is an existing pedestrian crossing of St. Andrews Church Road at the signalized intersection with Three Notch Road. East of St. Andrews Church Road, there is a strip of businesses separating the easement from Three Notch Road, and the trail will be adjacent to Worth Avenue until reaching First Colony Boulevard. There is an existing pedestrian crossing of Worth Avenue at the signalized intersection with Three Notch Road. East of First Colony Boulevard the easement is once again located adjacent to Three Notch Road until reaching Old Rolling Road. East of Old Rolling Road the easement is separated from Three Notch Road by a strip of businesses. The trail is adjacent to Taylor Lane for most of this section, except for the final 2,000 feet, which are not adjacent to a roadway.

The existing trail runs disjointedly from the FDR Boulevard intersection with Three Notch Road across from By The Mill Road to Chancellors Run Road. The gaps between these two points include a 4,200-foot stretch from the Sturbridge Homes at Wildewood to



Figure 31: Three Notch Trail Crossing



the east entrance into the Target parking lot. There is also an existing gap in the trail from Old Rolling Lane to the west side of the Walmart parking lot. The trail begins again at the Walmart parking lot and continues to Chancellors Run Road. The existing sections of trail range from roughly eight feet to ten feet wide and have existing ADA ramps that may require upgrades.

Land Use in this area is mostly a combination of Mixed-Use High-Intensity, Mixed-Use Medium Intensity, Residential Medium Density and Residential High Density.

The proposed trail will have crossings at FDR Boulevard at the Wildewood neighborhood, St. Andrews Church Road, First Colony Boulevard, Old Rolling Road, Miramar Way and Chancellors Run Road.

- The AADT for traffic traveling along St. Andrews Church Road is 19,682 vehicles.
- First Colony Boulevard has an AADT of 6,512.
- Old Rolling Road has an AADT of 2,450.
- Chancellors Run Road has the highest AADT with 20,032 vehicles.

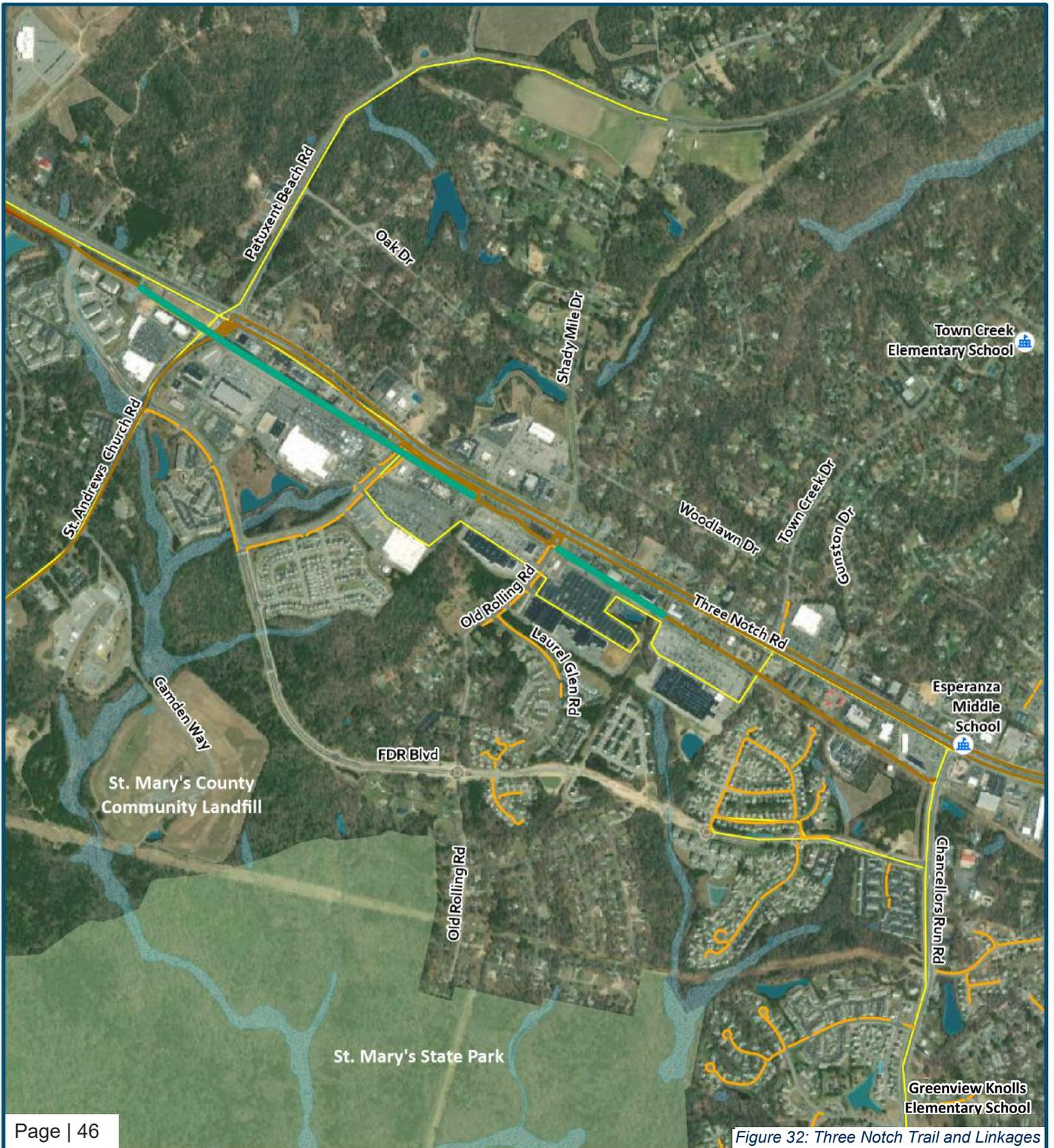
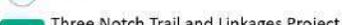
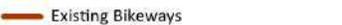


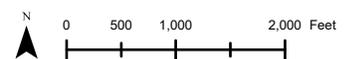
Figure 32: Three Notch Trail and Linkages

C-SMMPO Complete Streets Plan

Three Notch Trail and Linkages

Legend

-  Wetland
-  Water
-  Forest Conservation Area
-  Ag Land Preservation
-  Parks
-  Schools
-  Three Notch Trail and Linkages Project
-  Existing County-Owned Sidewalks
-  Existing Bus Routes
-  Existing Bikeways
-  Existing Trails





Project 9: Shangri-La Drive / FDR Boulevard

Shangri-La Drive is an approximately 3,600-foot-long roadway connecting between Three Notch Road (MD 235) and S Essex Drive, including a signalized crossing of Great Mills Road. There are numerous business and commercial properties along Shangri-La Drive on the north side of Great Mills Road, including restaurants and shops, while the south side of Great Mills Road includes schools, a church, a public library, and a large residential neighborhood. This project will look to improve pedestrian and bicycle facilities along the roadway and provide additional connections to the commercial area. The project will also identify potential improvements for pedestrian and bicycle connections from Shangri-La Drive to John G. Lancaster Park using Willows 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, with a current segment stretching from the Wildewood neighborhood just northwest of Patuxent Beach Road to Chancellors Run Road. Another segment that has already been constructed stretches from Buck Hewitt Road to the Victory Woods Retirement Community. Finally, there is an existing segment that connects to Three Notch Road east of the Millison Plaza Shopping Center and crosses Great Mills Road to end at South Shangri-La Drive. This project will provide alternatives to complete the missing sections of FDR Boulevard from Chancellors Run Road to the Millison Plaza Shopping Center and provide improvements to the existing portions as needed. See **Figure 37** for a map of the proposed project area.



Figure 33: South Shangri-La Drive

North of the intersection with Willows Road, Shangri-La Drive is a four-lane roadway with existing curb and gutter. South of the Willows Road intersection, Shangri-La Drive turns into a two-lane, 32-foot-wide roadway with curb and gutter as well. There are streetlamps lining the southern portion of Shangri-La Drive beginning at the Willows Road intersection. This southern stretch of Shangri-La Drive has a lower speed limit of 30 MPH. The Lexington Park Elementary School, Little Sonbeams Christian Preschool, Lexington Park Christian School and the Lexington Park Library are all located in this stretch of roadway. The northern portion of Shangri-La Drive is more commercial and has storefronts along the entire east side. These storefronts have parking spaces in front that are not separated from the roadway by any physical barrier. Vehicles turn right off the roadway into the parking spaces without having to use a designated commercial driveway entrance. There is limited street lighting along the northern portion of the roadway.



The portion of Shangri-La Drive north of Great Mills Road has some existing sidewalk facilities along both sides of the road. These facilities are in extremely poor condition and are not ADA compliant. There is a 90-foot gap in the sidewalk along the southbound side of North Shangri-La Drive from its intersection with Three Notch Road. There is another sidewalk gap that stretches 35-feet along the Donut Connection parking lot where there are currently two dumpsters that block pedestrian travel.

The intersection of Great Mills Road and Shangri-La Drive has crosswalks and curb ramps that connect to sidewalk on all sides. The curb ramps do not appear to be ADA compliant and the sidewalks around the intersection are in poor condition.

The portion of Shangri-La Drive South of Great Mills Road has sidewalks along both sides of the roadway, but there are some gaps in the network that forces pedestrians to walk through parking lots or pull off areas. There is a 190-foot sidewalk gap along the northbound side of South Shangri-La near Great Mills Road. This sidewalk gap begins 470-feet from the intersection of Great Mills Road and Shangri-La Drive and runs along the small business frontage. There is no connection to the walkway in front of these storefronts, so pedestrians are prone to walking through the parking lot area to reach the sidewalk on the other side. The sidewalks along this roadway are in poor condition and are not ADA compliant. Near Great Mills Road there are several curb ramps along Shangri-La Drive that lead to



Figure 34: FDR Boulevard from Buck Hewitt Road to Victory Woods

nowhere and could potentially create a safety hazard. Some existing utility poles are also located in the middle of the sidewalks, creating pinch points, and there were residential trash cans blocking the sidewalk in several locations. There are no bicycle facilities running along the length of Shangri-La Drive.

Willows Road joins Shangri-La Drive at a skewed intersection to the south of Great Mills Road. The pedestrian facilities along Shangri-La Drive end at this intersection and do not continue along Willows Road. From Shangri-La Drive to John G. Lancaster Park, Willows Road has roughly eight-foot-wide shoulders on both sides of the roadway. There is no existing crosswalk and pedestrians are directed to use the existing shoulders. There is roughly 200-feet of sidewalk along Willows Road on the north side of the entrance of John. G. Lancaster Park, and 350-feet of sidewalk on the south side of the entrance along Willows Road. There is a trail that winds through the entire park connecting the park amenities, but this trail is currently missing connections to the sidewalks at the park entrance.



FDR Boulevard has been built from its connection to Three Notch Road by the Wildewood Neighborhood to Chancellors Run Road with a series of sidewalks and shared-use paths or bike lanes along the roadway. The second existing segment of FDR Boulevard from Buck Hewitt Road to Victory Woods Retirement Community has a sidewalk along the south side of the roadway that connects to the sidewalk facilities of Victory Woods. The final existing segment of FDR Boulevard has disjointed sections of sidewalk that are in poor condition. South of Great Mills Road, there is an existing shared-use path on the west side of FDR Boulevard and a narrow sidewalk on the east side of the roadway that both extend to Shangri-La Drive.



Figure 35: Shared-Use Path Adjacent to Lexington Library

The north portion of the project will be built through a variety of land uses including Mixed-Use High Intensity, Mixed-Use Medium Intensity, Mixed-Use Low Intensity, Non-Profit Institutional, Residential Medium Density, and Residential Low Density. The connection from Pegg Road to Shangri-La Drive will be built through land uses such as, Mixed Use Medium Intensity, Limited Commercial / Industrial, Public Lands, Mixed Use High Intensity, Residential Low Density, and Non-Profit Institutional.

The existing land use along Shangri-La Drive is Limited Commercial / Industrial and Public Lands on the northern end and Residential Medium Density and Residential Low Density towards the southern end. There are also smaller sections of Non-Profit Institutional, and Mixed-Use High Intensity along the corridor.

Shangri-La Drive and Willows Road are urban major collectors that are both primarily two-lane roadways, except for the four-lane portion of Shangri-La Drive north of Willows Road. Willows Road has an AADT of 9,642 vehicles and the piece of Shangri-La Drive south of the Willows Road intersection has an AADT of 2,725 vehicles. Both of these sections of roadway have wide shoulders and/or travel lanes and could potentially be conducive for proposed bike lanes. The northern leg of Shangri-La Drive between Willows Road and Great Mills Road has an AADT of 11,414, while the Shangri-La connection from Three Notch Road to Great Mills Road has a lower AADT of 9,423 vehicles. Shangri-La drive has a signalized





intersection at Great Mills Road and Three Notch Road. The speed limit on all of Shangri-La Drive and the portion of Willows Road down to John G. Lancaster Park is 30 MPH. There are several schools along the southern portion of South Shangri-La Drive, but there is no designated school zone along the road.

FDR Boulevard from South Shangri-La Drive to Great Mills Road is a two-lane road with a shared center turn lane. The section from Buck Hewitt Road to Victory Woods Retirement Community is a two-lane roadway with 11 to 12-foot travel lanes. The newly built connection from the Wildewood neighborhood to Chancellors Run Road is primarily two-lanes in each direction separate by a grass median with several roundabouts along the section. There is a signalized intersection on FDR Boulevard at Three Notch Road and Chancellors Run Road. No AADT information is available yet for this stretch of FDR Boulevard, the newly built portion from the Wildewood Neighborhood to Chancellors Run Road, or the section from Buck Hewitt Road to Victory Woods Retirement Community. The speed limit on the built portions of FDR Boulevard is 30 MPH.



Figure 36: Intersection of Shangri-La Drive and Willows Road

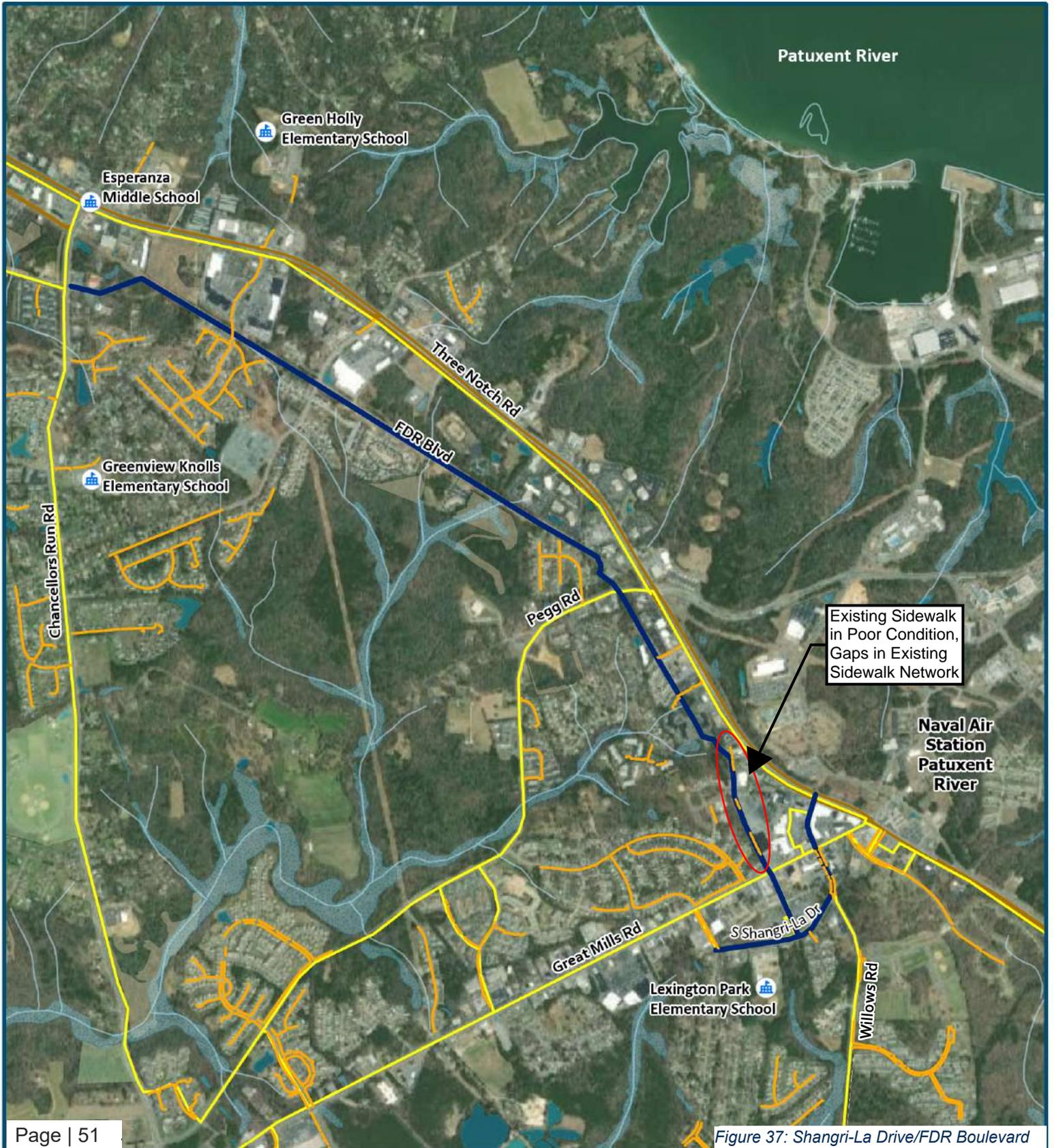


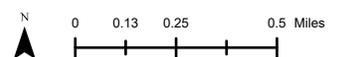
Figure 37: Shangri-La Drive/FDR Boulevard

C-SMMPO Complete Streets Plan

Shangri-La Drive/FDR Boulevard

Legend

- | | |
|---|--|
|  Wetland |  Schools |
|  Water |  Shangri-La Drive/FDR Boulevard Project |
|  Ag Land Preservation |  Existing County-Owned Sidewalks |
|  Forest Conservation Area |  Existing Bus Routes |
|  Parks |  Existing Trail |





Project 10: Tulagi Place – Great Mills Road / NAS PAX

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 that appeared to be highly utilized. This project will make improvements for additional pedestrian and bicycle access between NAS PAX and Great Mills Road across Three Notch Road including additional landscaping, crosswalks, and other improvements to increase community access and use of the park.

A main goal of this project is to improve pedestrian and bicycle connections from NAS PAX to the retail and commercial area along Great Mills Road and around Tulagi Place. See **Figure 39** for a map of the proposed project area.



Figure 38: Great Mills Road and Three Notch Road Intersection

Tulagi Place has a series of two-lane roadways throughout the park. South Coral Drive is an east-west two-lane roadway that is parallel to Three Notch Road and ends at an unsignalized intersection with Great Mills Road. Most South Coral Drive is closed to public vehicles, although there is an approximately 1,000-foot-long section between Great Mills Road and Lei Drive that is open to vehicles. This section of the road includes two lanes of traffic, with existing sidewalks and streetlights alongside the roadway. Between Tulagi Place and Lei Drive, the sidewalks and roadway are in poor condition. Tulagi Place is a two-lane roadway with perpendicular parking spaces along the northwest side of the road. The road provides a connection between Three Notch Road and South Coral Drive and provides secondary access to the Tulagi Place Park and Ride. Lei Drive is a two-lane roadway with poor condition sidewalk along the northwest side of the roadway. The existing sidewalk is in poor condition.

Three Notch Road is a four-lane roadway. At the intersection with Oakland Mills Road, the roadway widens to six lanes (one right turn lane, three through lanes, two left turn lanes) for westbound traffic and five lanes (one right turn lane, two through lanes, two left turn lanes) for eastbound traffic. There is also a median separation at the intersection. The median then becomes a Two-Way Left Turn Lane to the east of Lei Drive.

The existing land use in the Tulagi Place area is Public Lands. NAS PAX is located on a Military Installation land use area and the northern most part of Great Mills Road is within a Limited Commercial/Industrial district.

Tulagi Place has an AADT of 617 and no marked speed limit. South Coral Drive has an AADT of 1,364, and Three Notch Road, an urban principal arterial, has an AADT of 18,280. Great Mills Road is an urban minor arterial with an AADT of 18,351. The speed limit is 45 MPH on Three Notch Road and 35 MPH on Great Mills Road. The Tulagi Place parking lot is designated as a park and ride facility and is serviced by a St. Mary's County bus route.

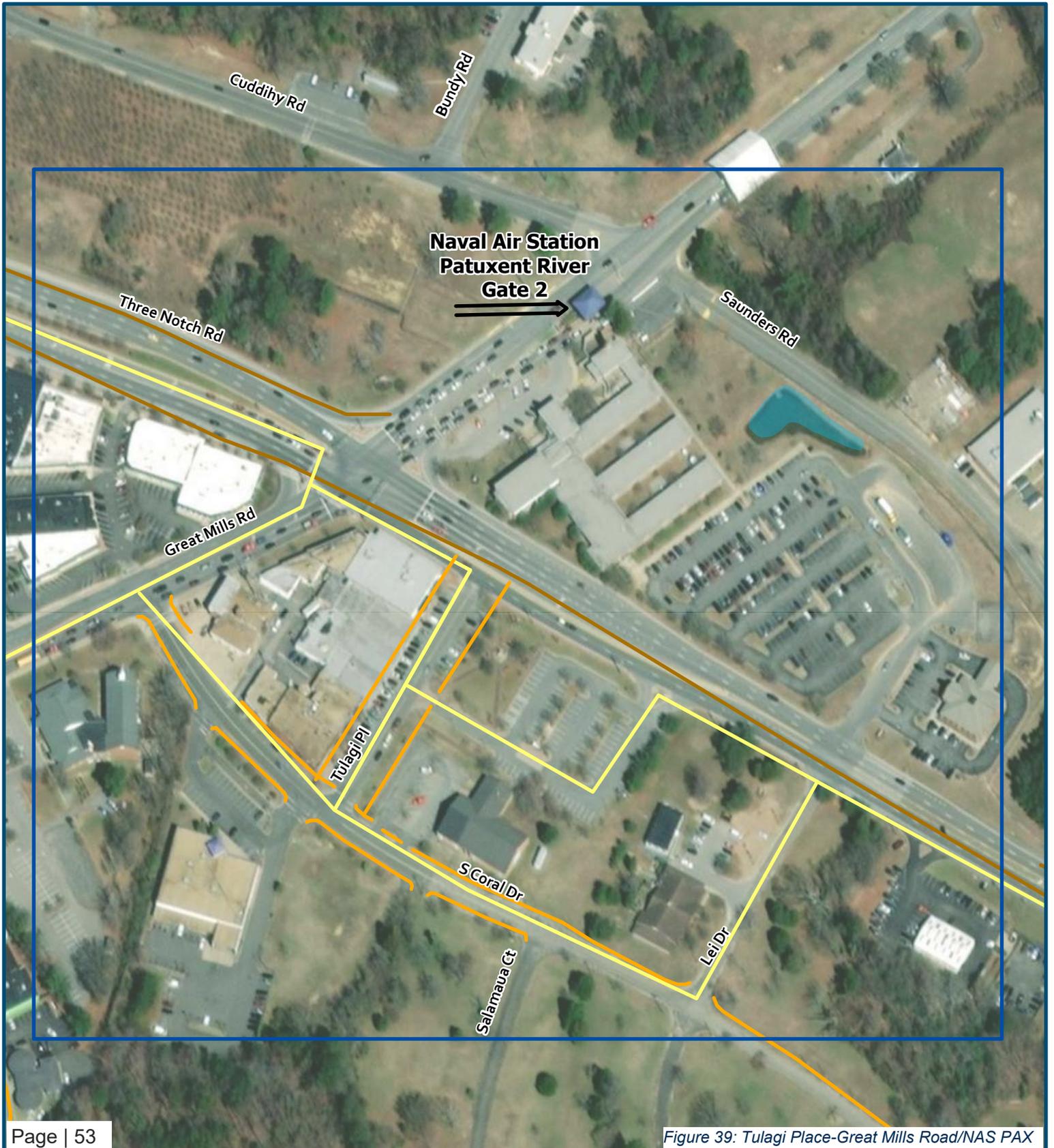


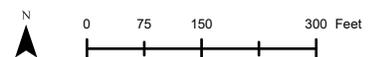
Figure 39: Tulagi Place-Great Mills Road/NAS PAX

C-SMMPO Complete Streets Plan

Tulagi Place-Great Mills Rd/NAS PAX

Legend

- | | |
|---|--|
| <ul style="list-style-type: none"> Water Tulagi Place-Great Mills Rd/NAS PAX Project | <ul style="list-style-type: none"> Existing County-Owned Sidewalks Existing Bus Routes Existing Trails |
|---|--|





Project 11: Great Mills Corridor

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. The public has previously expressed that at-grade pedestrian and bicycle crossings of the roadway are avoided due to the roadway width and vehicular speed. 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 Naval Air Station Patuxent River is located at the northeast end of Great Mills Road. This project will look to provide safe and consistent facilities along the roadway, improved pedestrian crossings, and improved links between the surrounding neighborhoods and nearby schools. See **Figure 42** for a map of the proposed project area.

Great Mills Corridor is a primarily four-lane roadway with a median or center dual turn lane. There are ten signalized intersections and many non-signalized intersections and commercial entrances along the roadway. Great Mills Corridor serves as a retail, commercial and restaurant corridor for several large neighborhoods such as Lexington Park and Westbury, as well as the naval base to the north. There is the East Run Medical Center, Great Mills High School, George Washington Carver Elementary School, and the Chesapeake Charter Public School along the southern portion of the roadway.

Great Mills Road has existing sidewalks along both sides of the roadway from Three Notch Road to Point Lookout Road. There are frequent commercial driveways that break up the sidewalk connection along the roadway. There is also a 185-foot gap in this sidewalk network on the southbound side of Great Mills Road approaching the intersection of Chancellors Run Road. The existing sidewalks along Great Mills Road have many areas where the sidewalk pavement is uneven, cracked, narrow, and not ADA compliant. There are no bike lanes or facilities along the roadway currently.

The intersection of Great Mills Road and Carver School Boulevard/Westbury Boulevard provides a connection from the Westbury residential area to the George Washington Carver Elementary School. There are sidewalks on both sides of Westbury Boulevard and a sidewalk on the west side of Carver School Boulevard that connects to the elementary school.



Figure 40: Great Mills Road Sidewalks



Figure 41: Existing Sidewalk Conditions Along Great Mills Road

The intersection of Tri Community Way has curb ramps and sidewalks on all quadrants that connect the Lord Calvert Mobile Home Park with Great Mills High School. On the other side of Great Mills Road there is a noticeable goat path from the Bay Ridge Road neighborhood that extends past the Great Mills Swimming Pool to the path on the west side of the baseball diamond.

The Great Mills Corridor project is on an existing commercial roadway that extends from the NAS PAX base in the northeast to the intersection of Point Lookout Road and Great Mills Road. This corridor has a wide variety of land uses including Limited Commercial / Industrial, Non-Profit Institutional, Public Space, Mixed-Use Medium Intensity, Mixed-Use High Intensity, Residential Low Density, Residential Medium Density, and Residential High Density.

Great Mills Corridor is a four-lane urban minor arterial roadway with an annual average daily traffic (AADT) count of 18,351 vehicles. The speed limit is 40 MPH along the entire roadway and there are three school zones located along the corridor. There are ten signalized intersections along Great Mills Road from Three Notch Road to Point Lookout Road. A shared center turn lane runs along a majority of the road to allow for ease of access into the dozens of commercial driveway entrances. These commercial entrances cause a large amount of turning movements along this roadway.



Gap in Existing Sidewalk Network on Southbound Side of Great Mills Road

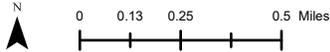
Figure 42: Great Mills Corridor

C-SMMPO Complete Streets Plan

Great Mills Corridor

Legend

- Wetland
- Water
- Ag Land Preservation
- Forest Conservation Area
- Parks
- Schools
- Great Mills Corridor Project
- Existing County-Owned Sidewalks
- Existing Bus Routes
- Existing Trails





APPENDIX A:

2015 AM AND PM PEAK HOUR CONGESTION MAPS

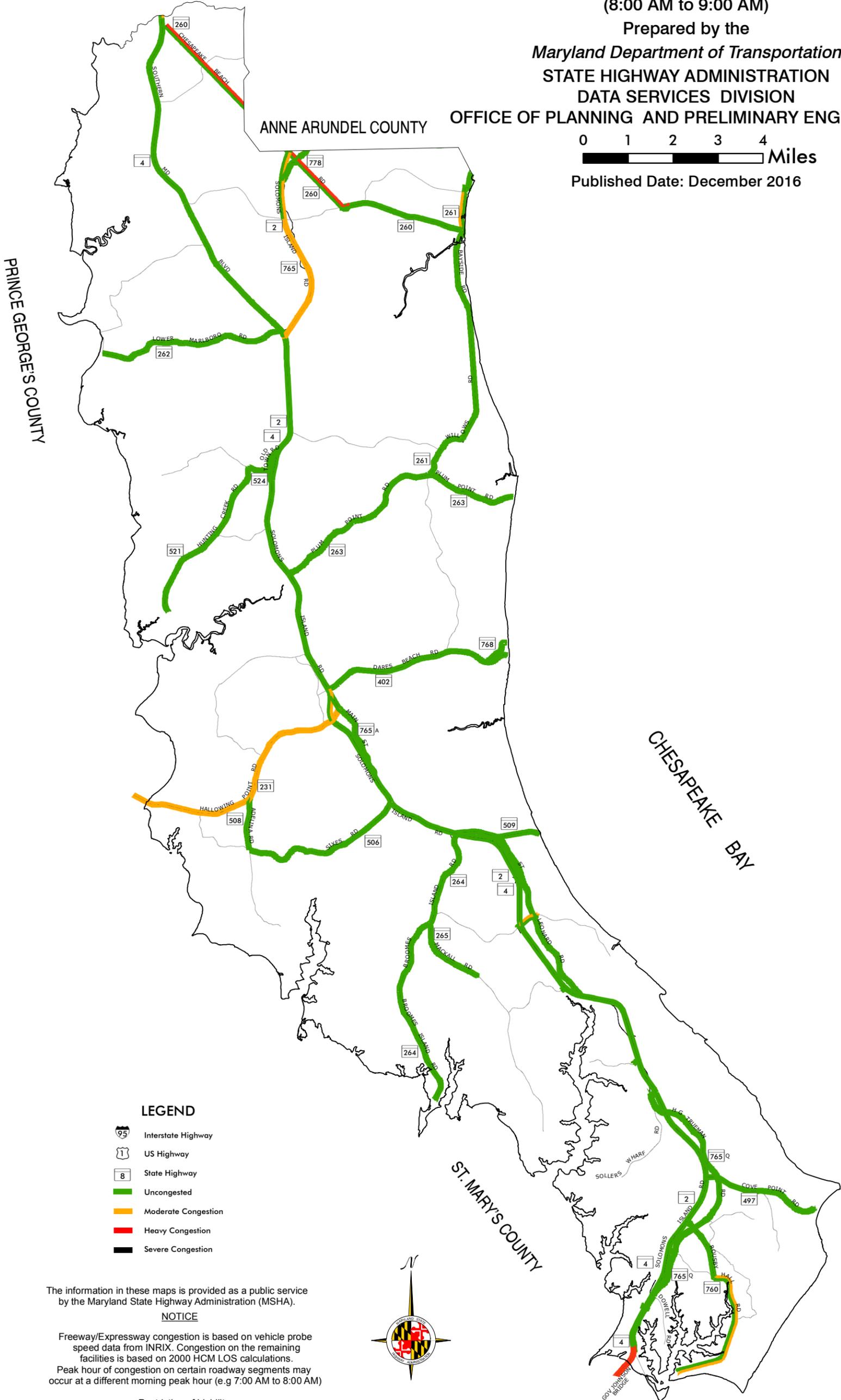
**CALVERT COUNTY
2015 AM PEAK HOUR CONGESTION MAP
(8:00 AM to 9:00 AM)**

Prepared by the
Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
DATA SERVICES DIVISION

OFFICE OF PLANNING AND PRELIMINARY ENGINEERING



Published Date: December 2016



LEGEND

- Interstate Highway
- US Highway
- State Highway
- Uncongested
- Moderate Congestion
- Heavy Congestion
- Severe Congestion

The information in these maps is provided as a public service by the Maryland State Highway Administration (MSHA).

NOTICE

Freeway/Expressway congestion is based on vehicle probe speed data from INRIX. Congestion on the remaining facilities is based on 2000 HCM LOS calculations. Peak hour of congestion on certain roadway segments may occur at a different morning peak hour (e.g 7:00 AM to 8:00 AM)

Restriction of Liability:

SHA makes no claims, promises or guarantees about the accuracy, completeness, or adequacy of the contents of these maps and expressly disclaims liability for any errors and omissions in the contents of these documents.



**CALVERT COUNTY
2015 PM PEAK HOUR CONGESTION MAP
(5:00 PM to 6:00 PM)**

Prepared by the
Maryland Department of Transportation
**STATE HIGHWAY ADMINISTRATION
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Published Date: December 2016

PRINCE GEORGE'S COUNTY

ANNE ARUNDEL COUNTY

OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

CHESAPEAKE BAY

ST. MARY'S COUNTY

LEGEND

- Interstate Highway
- US Highway
- State Highway
- Uncongested
- Moderate Congestion
- Heavy Congestion
- Severe Congestion

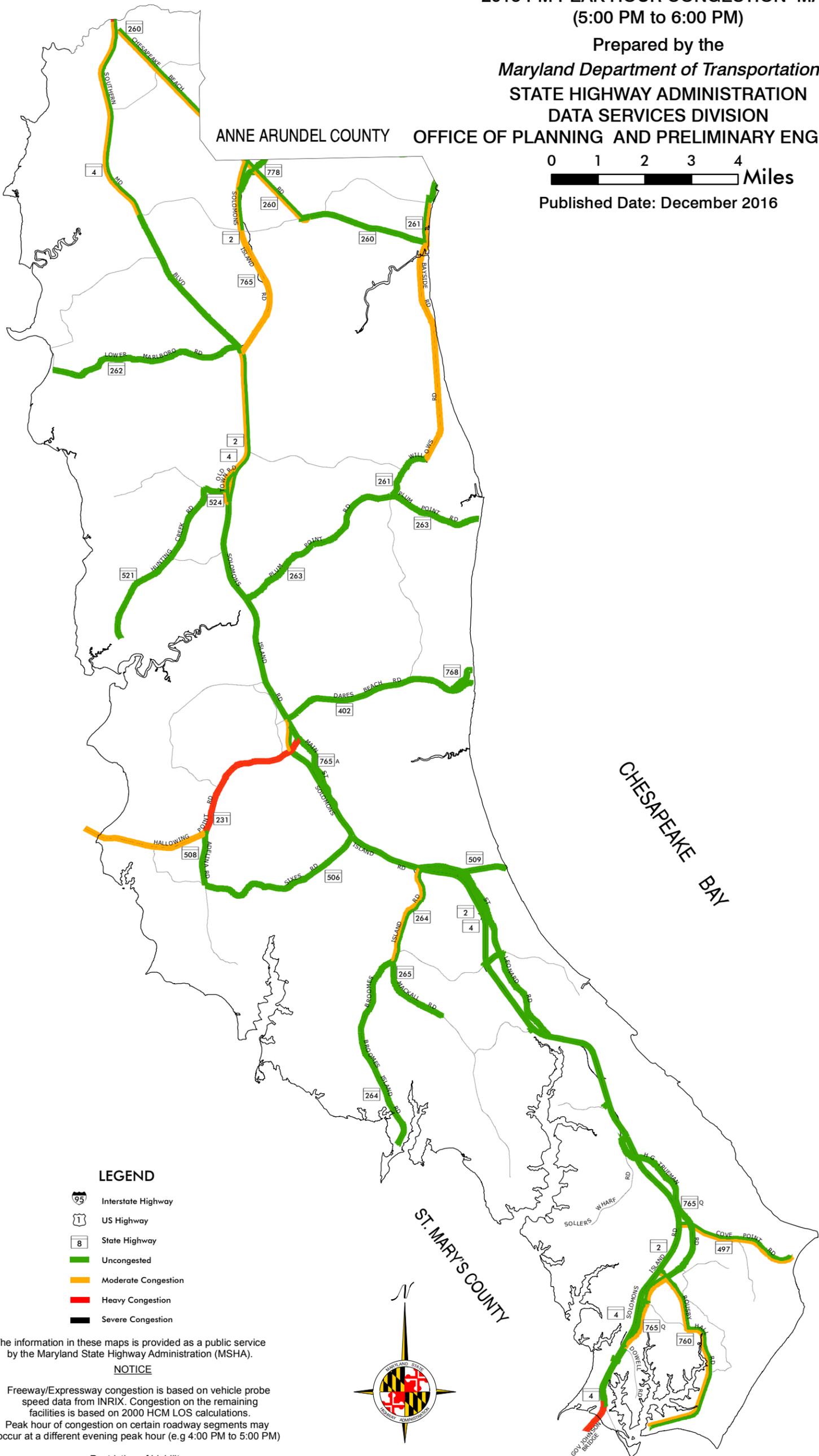
The information in these maps is provided as a public service by the Maryland State Highway Administration (MSHA).

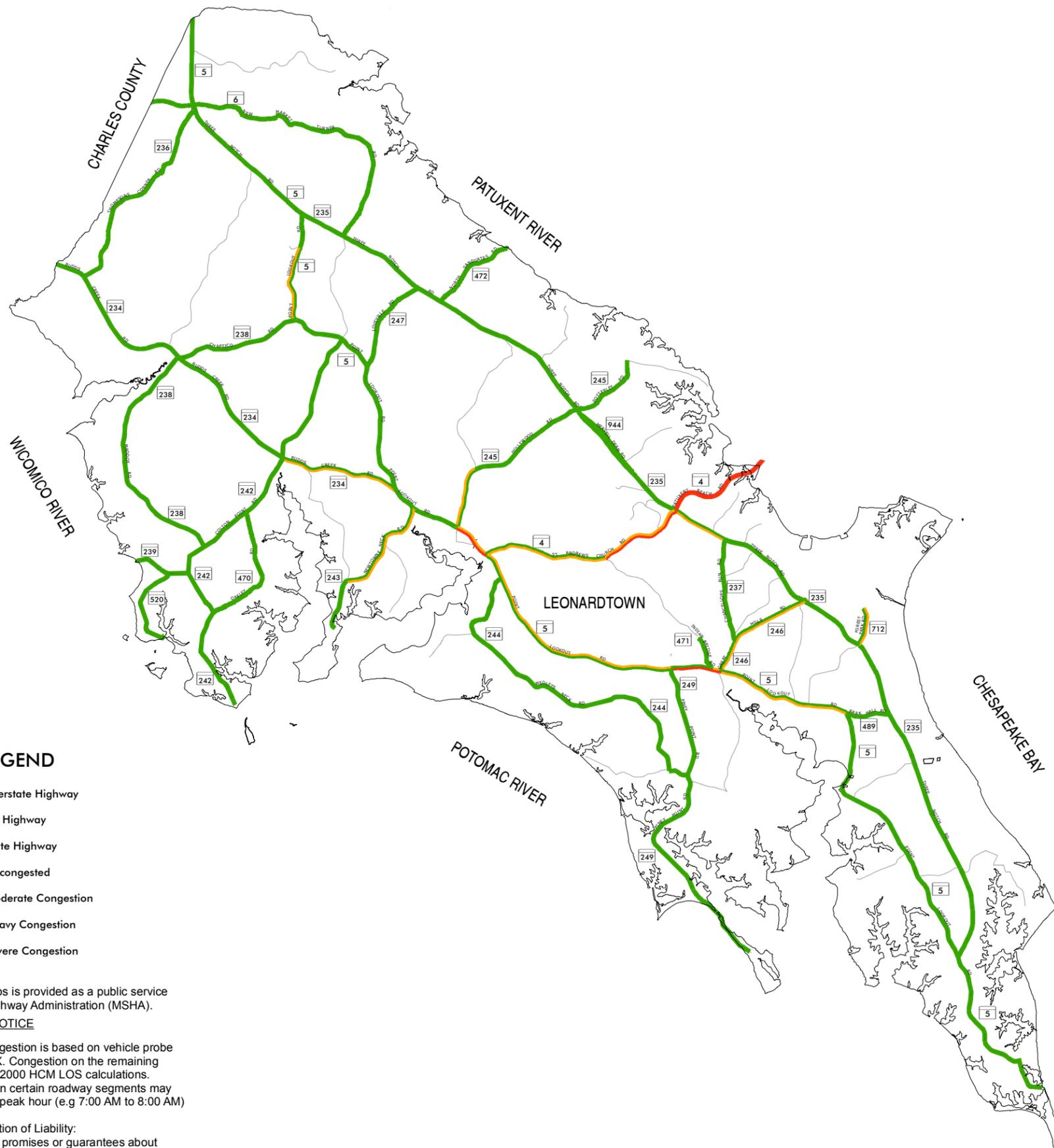
NOTICE

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LEGEND

-  Interstate Highway
-  US Highway
-  State Highway
-  Uncongested
-  Moderate Congestion
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SAINT MARY'S COUNTY
2015 AM PEAK HOUR CONGESTION MAP
 (8:00 AM to 9:00 AM)
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LEGEND

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