



**CALVERT COUNTY  
BOARD OF COUNTY COMMISSIONERS**

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March 24, 2020

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

Dear Secretary Slater:

We would like to thank you and the Maryland Department of Transportation business units for a very successful year of working together to maintain the integrity and safety of our roads. Enclosed are our priority transportation issues in Calvert County and Southern Maryland.

The MD 231 highway is a major artery linking Southern Maryland, as part of a triangle of highway connections consisting of MD 2/4, MD 235, and MD 5. This triangle connection is a potential commerce zone for the Tri-County area. Not only are the improvements important within Calvert County, but also for St. Mary's and Charles Counties. MD 231 should be assessed for safety and level of service improvements at various intersections from MD 2/4 to MD 5; we believe this project should be a strategic planning priority for the wellbeing of our citizens within the Southern Maryland area.

At present, the County is assessing the prioritization of needed safety improvements at various intersections along MD 231, which is a major commuter thoroughfare for Calvert County. The County will seek State support for design and construction funding to execute the warranted improvements, as MD 231 is of high importance to citizens of Calvert County and a vital emergency evacuation route. It is one of the most heavily traveled single-lane highways in the area with over 11,000 trips daily at the Hallowing Point/Benedict Bridge and over 14,000 trips at the intersection of MD 2/4.

MD 2/4 is the main artery in Calvert, used by not only our commuters but by everyone traversing our county. It is important to note that 60% of our workforce commutes out of the county, and the majority use the MD 2/4 corridor. We believe this project is vital for both Calvert County and the State, in terms of keeping Calvert traffic and the economy moving. It comes at a critical time, in that we are updating the Transportation Plan for Calvert County, and this highway plays a crucial role in our county.

We encourage the State to support the improvements to the Governor Thomas Johnson Bridge and MD 4. Improvements are essential to safety, security, and efficient transportation of Southern Maryland, as the bridge serves more than 31,100 vehicles per day, providing access to significant utility facilities and the Patuxent River Naval Station.

The Honorable Gregory Slater

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We hope future funds will continue to keep plans to widen MD 2/4 in Prince Frederick moving forward. In particular, we are seeking consideration of funding for engineering and design of Phase 3A and 3B, just north of the present phase, so the bottleneck does not continue to impede traffic through our county seat. We compliment you on the quality and professionalism of the project managers assigned to this project and their willingness to work with Calvert County staff on the details.

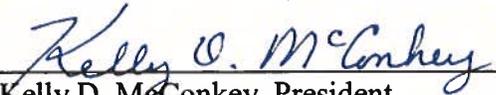
As we strive to provide better transit options for our citizens, we believe the funding for dispatch software is critical to keep up with our growing population and increased demand for service. This software will provide efficient, time-saving scheduling for ADA/Paratransit services, which is currently being administered by a daily appointment book and a printed manifest for drivers. An increase in service demand, routine trips, and same-day cancellations are factors that contribute to the complexity of scheduling and warrant the need for more automation between administrative staff and drivers

We appreciate and support the continuing progress of the safety enhancements along the MD 4 corridor in Anne Arundel County, just north of our county line, where MD 258 and Talbot Road intersect MD 4. That section of MD 4 lacks shoulders and has other severe safety issues. The topography causes reduced sight distance for stopped traffic at the school bus stop along that route. When crashes occur there, commuters traveling into Prince George's County and Washington, D.C. face significant delays. Traffic backs up for miles to the south, affecting many of our residents. We urge continued funding to address necessary improvements to this corridor. Much like the US 301 south corridor study in the 1990s, we feel the MD 4 corridor would greatly benefit from a similar study.

We trust your department will consider our transportation priorities when formulating this year's transportation budget. We look forward to working with you and your department during the upcoming year. Our contact is Tamara Blake-Wallace, Principal Planner, with our Department of Planning & Zoning. You may contact her at 410-535-1600, extension 2631.

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
CALVERT COUNTY, MARYLAND

  
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# Calvert County Transportation Priorities Highways

*Development and Evaluation - Major Capital Projects (Chapter 725 Project Questionnaires for projects requiring construction are attached. The MD 231 Corridor Study requires no additional documentation. Phases 3A and 3B of the MD 2/4 Widening Project is less than one mile in length, and no Chapter 30 information is necessary at this time.)*

**1) MD 231 Corridor Improvements** Based on study findings, the County requests necessary design improvements and construction thereof to help move the traffic safely and efficiently. These improvements to this corridor are critical, for not only the safe movement of daily commuters but will also act as an important emergency evacuation route out of the area. This highway is a major artery linking Southern Maryland. It is one of the most heavily traveled single lane highways in the area. MD 231 is part of the triangle of highway connections consisting of MD 2/4, MD 235 and MD 5. This triangle connection is a potential commerce zone for the Tri-County area. This entire corridor should be assessed for safety and level of service improvements at various intersections from MD 2/4 to MD 5. The upgrade of MD 231 will be vital to Southern Maryland's Regionally Significant Project to enhance Commuter Bus Services and further Park and Ride development in Charles, Calvert and St. Mary's counties.

**2) MD 2-4 between the southern end of MD 765 in Prince Frederick at Industry Lane to north of Stoakley Road**

- Phase I: MD 231 @ MD 2/4 to just south of Commerce Lane has been completed.
- Phase II: from just south of Commerce Lane to just north of Fox Chase Dr. (under construction)
- **Phases III A and III B: immediately to the north of the current Phase, from just north of Fox Run to north of Stoakley Road.**

This project will widen this route to six lanes with access control and turning movement restrictions, and interchanges at the north and south termini. Phases III A and III B include a distance of approximately two thirds of a mile are now the focus of the county's request for design, engineering and construction funding, so as to keep it moving forward. It is imperative that its function be improved as this route is the only north/south arterial highway in the county and serves more than 45,000 vehicles per day, projected to increase to 57,500 by 2040. This route is the primary transportation link through, into and out of the county. Our ability to evacuate or respond in the event of emergencies will be seriously compromised if planned upgrades to this highway are not expedited. It is included in the Highway Needs Inventory (HNI).

**Governor Thomas Johnson Bridge and MD 4** This project had completed the planning stages and had received \$10M towards design and an additional \$5M for the design of improvements on MD 4 between MD 235 and MD 2. This funding has now been redirected and the project placed on hold. This project is critical to national homeland security as well as safety, because it serves a large nuclear power generating facility, a regional natural gas transport facility and a major U.S. Naval base. It is also essential to the safety, security, and efficient transportation of Southern Maryland as it serves more than 31,100 vehicles per day, with an estimated increase to 38,275 vehicles per day by 2040, far in excess of its two lane bridge capacity.

# **SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

## ***Urban Reconstruction***

### **MD 261, North Beach: from 9<sup>th</sup> St. to Anne Arundel County Line**

This project would raise approximately 800 feet of MD 261 from a point approximately 400 ft. north of 9<sup>th</sup> Street to the Anne Arundel County Line at least 3.5 feet above its present level, to a level above the floodplain, and prevent coastal and stormwater flooding which cuts off southern Anne Arundel County communities from North Beach and Chesapeake Beach. This project is critical for health, safety and welfare of both southern Anne Arundel County residents and for the Towns of North Beach and Chesapeake Beach and their residents, along with commercial traffic that uses this route. This project has transitioned into the funding stage. The County is eagerly awaiting bid awards, as this project has been lagging behind and is critical in order to keep pace with the Town's flood control project.

## ***System Preservation/Highway Safety Projects***

The following should be studied to identify the necessary improvements needed to improve motorist safety and relieve congestion. Once identified, the improvements should be constructed.

- 1) **MD 231 Corridor** - Safety and Level of Service Improvements at the various intersections which have created points of entry safety hazards. (See Highways - Priority 1.)
- 2) **MD 4 in Anne Arundel County** - Safety enhancements along the corridor just north of the Calvert County line, where MD 258 and Talbot Road intersect MD 4. MD 4 lacks shoulders and has serious safety issues with sight distance for stopped traffic. MD 4, which is an extension of Pennsylvania Avenue in Washington DC, would benefit from a system wide study of the entire corridor which would include Prince Georges, Anne Arundel, Calvert and St. Mary's counties, similar to the US 301 south corridor study conducted in the 1990's.
- 3) **MD 261 at Beach Drive** - Site distance improvements. This is a blind corner with a vertical curve that creates a serious safety issue.

## **TRANSIT**

- 1) **Dispatch Software** – This software is critical to keep up with the growing population and increased demand for scheduling ADA/Paratransit services. Scheduling is currently being administered using a daily appointment book and printed manifests for drivers. An increase in service demand, routine trips and same-day cancellations are factors that contribute to the complexity of scheduling and warrant the need for more automation between administrative staff and drivers. The funding of this software will provide a more efficient process for staff and riders.

- 2) **Service Expansion** - With the completion of our five year Transportation Development Plan (January 2016), service enhancements and expansion were defined as a future priority as a result of this study. We will work with our local MTA regional planner to coordinate and prioritize route expansion, as well as secure funding to implement service changes.
- 3) **Transit Transfer Station** - This project is still a priority and we are continuing to move forward with the project with the help of the Maryland Transit Administration's Office of Local Transit Support as well as our local agencies.

## **COMMUNITY SAFETY AND ENHANCEMENT**

### **PROGRAM**

**Bicycle and Pedestrian Safety** - This project will connect sidewalk gaps within the designated town centers and add additional crosswalks on Main Street in Prince Frederick to allow for safer pedestrian safety. The sidewalks would connect the sidewalks from the Executive Plaza to other county buildings along Main Street.

The following projects will enhance safety in local municipalities:

- 1) **Safe Routes to School** - This project would provide sidewalks on MD 261 from Beach Elementary School to Chesapeake Village neighborhood and from Beach Elementary along Old Bayside Rd. The plan would also include a crosswalk connecting at the sidewalk from Chesapeake Village across MD 261 to Bayfront Park.
- 2) **Richfield Station Intersection** - The Town of Chesapeake Beach recently conducted a traffic study which was submitted to SHA to improve upon the safety of the intersection. The town is asking SHA to consider all options for this intersection.

The following projects, when funded for construction, will help further implementation of the County's Town Center Master Plans.

- 1) **MD 760 (Rousby Hall Road) from east of MD 765 (HG Trueman Road) to west of MD 765 and MD 765 from Appeal Lane to south of MD 760: Lusby Town Center Streetscape** - A portion of this network of streetscape has been completed. We are asking the State to fill the gaps between completed development projects along these roads.