



**CALVERT COUNTY  
BOARD OF COUNTY COMMISSIONERS**

Courthouse, 175 Main Street  
Prince Frederick, Maryland 20678  
410-535-1600 • 301-855-1243  
www.co.cal.md.us

*Board of Commissioners*

Gerald W. Clark  
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Steven R. Weems

**RECEIVED**  
MAY 6 2011  
SECRETARY'S OFFICE  
DEPT. OF TRANSPORTATION

May 3, 2011

Beverley K. Swaim-Staley, Secretary  
Maryland Department of Transportation  
P. O. Box 548  
Hanover, MD 21076

RE: Calvert County Transportation Priorities

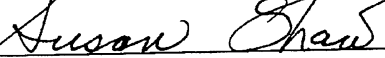
Dear Secretary Swaim-Staley:


The Board of County Commissioners would like to thank you once again for your continued interest in transportation issues in Calvert County and Southern Maryland. Notable achievements in transportation improvements within the County are corridor studies underway in Prince Frederick and Huntingtown, which will help improve circulation within those town centers as well as along MD 2/4, continued negotiations with owners for purchase of land for a Dunkirk Park and Ride, as well as progress towards completion of the Fairgrounds Prince Frederick Park and Ride, which is slated to open in May of this year. We are also grateful that planning continues on one of Southern Maryland's top transportation projects, the "Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles)," with the planning phase nearing completion.

The Board of County Commissioners wanted you to be apprised of Calvert County's local as well as regional transportation priorities (attached). Although we continue to support the four phase project from MD 264 (Broomes Island Road) to MD 263 (Plum Point Road) to widen MD 2/4 to six lanes and build an overpass at the intersection of MD 2/4 and Industry Lane and at the intersection of MD 2/4 and Auto Drive, with an underpass in the vicinity of Fox Run Boulevard, we have narrowed the focus for the time being to the second phase (with the MD 231 intersection phase now completed) – from the southern intersection of MD 765 (Main Street) at Industry Lane, to north of Auto Drive, widening to six lanes, with access controls and turning restrictions and an underpass in the vicinity of Fox Run Boulevard. A draft of the Prince Frederick corridor study shows that this project will improve the function of 10 intersections, three of which would have been at LOS F when present pipeline projects are built and the Calvert Middle School redevelopment project is completed. For that reason, we urge acceleration of this project.

We are very much aware of the present fiscal realities, not only for transportation, but for many other programs as well. Nevertheless, we want to forward the County's transportation priorities to your department for consideration.

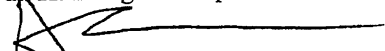
Sincerely,  
BOARD OF COUNTY COMMISSIONERS  
CALVERT COUNTY, MARYLAND

  
\_\_\_\_\_  
Susan Shaw, President

  
\_\_\_\_\_  
Pat Nutter, Vice President

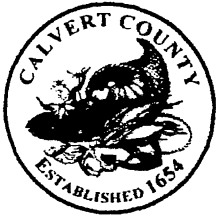
  
\_\_\_\_\_  
Gerald W. Clark

  
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Evan K. Slaughenhoupt Jr.

  
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Steven R. Weems

cc: Department of Planning and Zoning  
Department of Public Works  
Attachment: Calvert County Transportation Priorities 2011





# Calvert County Transportation Priorities

## HIGHWAYS

### *Development and Evaluation*

The roadway segments displayed below will require project planning studies before the actual system improvements can be constructed. The lead time is longer, but the need for the improvements is great.

**1) Governor Thomas Johnson Bridge and MD4**

Completely fund project design phase for the bridge project.

**2) MD 2-4 between southern end of MD 765 in Prince Frederick at Industry Lane to north of Auto Drive - This portion of a larger, four-phase improvement plan is a top priority (Phase I: Duke Street to Commerce Lane has been completed. The remainder of the planned improvements from south of MD765 to north of Stoakley Road have not been constructed.)**

Widening to six lanes with access control and turning movement restrictions and an underpass in Prince Frederick. Since Calvert County has only this one roadway as a primary transportation link through, into, and out of the County, it is imperative that its function be preserved. 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).

**3) MD 4, Dunkirk Town Center - widening to six-lanes, with overpass at Ward Road.** (Feasibility Study for On-Location Improvements Completed April 2004). The 2004 study assumed a 2010 build-out with Loss of Services F, both AM and PM at MD 4 at Town Center Boulevard, MD 4 at Ward Road, and MD 4 at Apple Way. Since the lead time will be so long on this improvement, Calvert County residents and visitors will have begun to experience failure of these intersections long before relief can be afforded. In addition, this becomes a safety issue for evacuations and emergency response. This project is one of the County's top priorities, and is included on the HNI.

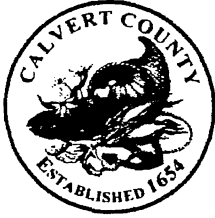
**4) MD 231 (Hallowing Point Road) Barstow Road to MD 2/4 - Multi-lane highway reconstruction.** This road is near lane-carrying capacity and is presently at Level of Service D during peak hours. The State owns quite a lot of the right-of-way already, helping to facilitate this project. It, too, is in the HNI.

### *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 (Church Street) at MD 765 (Main Street) – Redesign of intersection and construction for traffic calming.** Include improvement of storm drainage along Church Street and sidewalks as a part of this project.

**2) Intersection at MD 231, Sixes Road, and Skipjack Road (Calvert Industrial Park) - This intersection is unsafe and needs to be signalized.** This will also create breaks in traffic along MD 231, making access onto that road safer for traffic entering along a stretch of that road.



# Calvert County Transportation Priorities

## TRANSIT

1) **Dunkirk Park and Ride Facility** - The Dunkirk Park-and-Ride Facility is a combined effort between Calvert County and the MTA to locate, design, construct, and maintain a new 400 to 500 space park-and-ride lot that would serve the needs of daily commuters leaving the Dunkirk area and traveling to the Washington D.C. area. MTA is currently working with property owners in Dunkirk who may be willing to sell a portion of their farm land located close to Rt. 4. Those negotiations are on-going and Calvert County wishes to see that project keep moving toward a land purchase and ultimately a new lot constructed.

2) **Commuter Bus Service to Suitland Metro/Federal Center** - MTA currently subsidizes commuter buses from Calvert County to Washington D.C. Those commuter buses, Routes 902 and 904, are very heavily used by the Calvert County citizens, and bus drivers often have to leave people behind because the buses are full. Hundreds of citizens from Calvert County commute to the Suitland Federal Center every day. Due to new construction at the Suitland complex, parking has been reduced.

In February 2005, an MTA representative met with county staff and advised that the new 906 line going to Suitland was going to happen as long as adequate parking could be found. Calvert County agreed to expand the Fairground Road Park-and-Ride lot as an interim expansion as long as the State would commit to the 906 bus line. That commitment has never been received from MTA. Calvert County feels that the new 906 line is long overdue and a pressing demand. The County welcomes a Memorandum of Understanding with the State to facilitate this.

## COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

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

1) **MD 231 (Church Street) at MD 765 (Main Street) Sidewalks** - This project will continue the existing sidewalks along Main Street to its intersection with Church Street and follow along the south side of Church Street to its intersection with MD RT 4. In addition to sidewalks, the scope of this project also includes improving the storm drainage along Church Street and the intersection of Main and Church Streets by channelizing the lanes in an attempt to achieve a traffic calming effect, thus improving traffic as well as pedestrian safety in this area. This project is important to facilitate pedestrian traffic within the Town Center of Prince Frederick and should be completed along with the intersection improvements at MD 2/4 and MD 231.

2) **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 left after developers have completed their projects along these roads.



# Calvert County Regional Transportation Priorities

*Approved by the Calvert County Board of County Commissioners*

## **I. Top Regional Priorities**

- **Governor Thomas Johnson Memorial Bridge and MD 4 widening from the bridge to MD 235. Fund project design.**
- **Waldorf Bypass (US 301 South Corridor Improvement in Waldorf Area)**

## **II. Regionally Significant Projects**

- **Accelerate Mass Transit Improvements in Southern Maryland, including the accelerated implementation of the Transit Service Staging in the U.S 301/MD 5 corridor. The implementation of regional mass transit improvements would include:**
  - **Enhanced commuter bus service from Calvert, Charles, and St. Mary's Counties;**
  - **Identification of a transit-way alignment and preservation of right-of-way in the U.S. 301/ MD 5 corridor from White Plains-Waldorf to the Branch Avenue METRO Station;**
  - **Bus Rapid Transit (exclusive bus lanes and grade separation) in the U.S. 301/MD 5 corridor; and**
  - **Fixed-rail transit (light rail/commuter rail) in the U.S. 301/ MD 5 corridor from White Plains-Waldorf to the Branch Avenue METRO Station.**
- **MD 2-4 between southern end of MD 765 (Main Street) in Prince Frederick at Industry Lane to north of Auto Drive - This portion of a larger, four-phase improvement plan is a top priority: Widening to six lanes with access control and turning movement restrictions and an underpass in Prince Frederick.**

Hanning

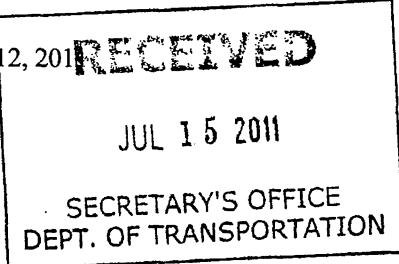


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Steven R. Weems

July 12, 2011



The Honorable Beverley K. Swaim-Staley, Secretary  
Maryland Department of Transportation  
P.O. Box 548  
Hanover, Maryland 21076

RE: Calvert County Locally Operated Transit System (LOTS) Priorities

Dear Secretary Swaim-Staley:

You recently received a letter outlining Calvert County's transportation priorities for the upcoming year; however, the Locally Operated Transit System (LOTS) priorities were not incorporated into this document. Attached you will find a revised master document that covers that portion of Calvert County's priority list.

We would like to thank you for your continued efforts to support Calvert County's public transportation system during these challenging times. In a concerted effort to operate efficiently while minimizing reductions in services to those most in need, we were able to strategically modify our routes and reallocate some County funds to offset the State reductions. On a positive note, we have received ARRA/stimulus funds for much-needed capital improvements, which enabled us to purchase and install electronic fare boxes for our fleet, and install vehicle tracking systems on all of our buses. We also recently completed construction on a long-awaited bus wash facility, and are in the process of installing a bus canopy for the safety and security of our drivers while they perform pre- and post-trip inspections.

We are very aware of the present fiscal realities, not only for transportation, but for many other programs. Nevertheless, we want to forward Calvert's LOTS priorities to your department for consideration.

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
CALVERT COUNTY, MARYLAND

*Susan Shaw*  
\_\_\_\_\_  
Susan Shaw, President

*Pat Nutter*  
\_\_\_\_\_  
Pat Nutter, Vice President

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*Evan K. Slaughenhaupt Jr.*  
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*Steven R. Weems*  
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## CALVERT COUNTY LOCALLY OPERATED TRANSIT PRIORITIES

### LOCALLY OPERATED SERVICE

#### Daily Operations

**Increase in operating budget:** Our LOTS operating budget was flat-funded in FY2010 and FY2011, based on state reductions enacted mid-way through FY2009. The impact of these state budget cuts mid-way through the FY09 fiscal year was much more difficult to manage, as we had operated our system to that point based on projected budget awards. Being notified of reductions in state funding half-way through the fiscal year meant we had take more drastic measures to balance our budget and implement more severe reductions in the final 6 months to make up for the shortfall.

#### Expanded Services

1. **Dunkirk Fixed Route Service** – Regular route service is needed into the Dunkirk area. Buses served this area in 2002 and unfortunately due to low ridership the funding was cancelled after 18 months. Since 2002 there have been several changes which necessitate public transportation service to the Dunkirk area, including the opening of major chain stores and several medical facilities. Expansion service has been requested in our annual operating grant submissions, but continues to be denied.
2. **Evening hours** – Currently we have one bus that runs into the evening hours. (A shuttle, which serves the Prince Frederick area only, runs until 8pm.) The line currently serving the Chesapeake/North Beach area ends at 5 pm, and the route serving the southern end of the county finishes at 6 pm. Evening service is needed to coordinate the locally operated service with the commuter service to allow commuters access to local buses to get back home in the evening. Currently our local buses do not provide service late enough to allow the commuters use of bus service any further south than Prince Frederick or St. Leonard.
3. **Extended Saturday Hours** – Our service operates a “modified” Saturday service which only operates three (3) routes during the hours of 8 am – 3 pm. A large area of the county is not served on Saturdays.

### TRANSIT SERVICE\*

4. **Dunkirk Park and Ride Facility** - The Dunkirk Park & Ride Facility is a collaborative effort between Calvert County and the MTA to locate, design, construct, and maintain a new 400- to 500-space Park & Ride lot to serve commuters leaving the Dunkirk area and traveling to the Washington D.C. area. MTA is currently working with property owners in Dunkirk who may be willing to sell a portion of their farm land located close to Rt. 4. Calvert County is hopeful the Park & Ride facility will continue to move toward completion.
5. **Commuter Bus Service to Suitland Metro/Federal Center** - MTA currently subsidizes commuter buses from Calvert County to Washington D.C. Those commuter buses, Routes 902 and 904, are heavily used by Calvert citizens. Bus drivers often have to leave people behind because the buses are full. Hundreds of Calvert citizens commute to the Suitland Federal Center every day. Due to new construction at the Suitland complex, parking has been reduced.

In February 2005, an MTA representative advised county staff that the new 906 line to Suitland would be initiated based on adequate commuter lot parking. Calvert County agreed to expand the Fairground Road Park & Ride as an interim measure as long as the State would commit to the 906 bus line. With the opening of the expanded Prince Frederick Park & Ride facility (ribbon cutting 7/26/11) and a continued pressing demand for the new 906 line, Calvert County welcomes a MOU with the State to facilitate this much needed commuter route.

\* Transit service concerns were included in the original priorities letter submitted earlier this year.