

**CALVERT COUNTY TRANSPORTATION PLAN**  
**FREQUENTLY ASKED QUESTIONS**

**Q: What is an Adequate Public Facilities Ordinance?**

A: Adequate Public Facilities Ordinances (APFOs) are an effort to phase the provision of public facilities consistent with a locally adopted comprehensive plan. An APFO ties development approvals under zoning and subdivision ordinances to specifically defined public facility standards. APFOs are designed to slow the pace of development, or in extreme cases, delay development approvals in an area until adequate service levels are in place or reasonably assured.

In plain English, an APFO says that if the roads are too congested, if the school classrooms are too crowded, if the water system cannot provide enough water, or if the sewer pipes or treatment plant are full, then development cannot be approved until the problem is corrected. At the same time, however, an APFO is not the appropriate tool to stop growth that is otherwise consistent with local zoning. The application of an APFO must be associated with a funding source to remedy whatever the constraint on growth approval might be.

**Q: Should the draft (County Transportation Plan) be amended to include data on current and projected road infrastructure compliance with the Adequate Public Facilities Ordinance (APFO)?**

A: No, this information should not be included in the plan. Adequate Public Facilities Ordinance regulations apply on a development-by-development basis. The county transportation plan was not scoped to be nor prepared with the APFO regulations in mind, although we certainly make a broad recommendation in the draft plan that the APFO regulations for roads need to be updated to be a more productive tool for gaining mitigation by developers. The update of the APFO regulations will address more detail and guidelines versus the Calvert County Transportation Plan.

**Q: Why is there no Critical Lane Volume (CLV) data in the current draft Calvert County Transportation Plan?**

A: The Maryland Department of Transportation, State Highway Administration (MDOT SHA), guidance on traffic impact studies provides that “in cases where county/jurisdiction [traffic impact study] guidelines are available, SHA recommends that all guidelines and procedures established by those counties/jurisdictions be fulfilled.” (*SHA Guidelines*, page 1) It is only where a developer seeks an SHA Access Permit that the SHA traffic impact study guidelines are applied.

That said, CLV is no longer the preferred methodology of MDOT SHA in conducting traffic impact studies. According to the SHA guidance, “CLV is a sketch level planning

tool ideal for quick capacity calculations under isolated conditions. This tool has drawbacks that make analysis using alternative tools imperative. Synchro/SimTraffic must be used to analyze all interrupted flow facilities (local streets, collectors, arterials, etc.). Highway Capacity Manual methodologies within the software are to be used to report various measures of effectiveness, including level of service, intersection delay and volume to capacity ratio for each intersection, and/or for particular turning movements at each intersection.” (*SHA Guidelines*, page 8)

**Q: Why is a Level of Service (LOS) averaged for an intersection and not determined by each approach to an intersection?**

A: The overall intersection LOS (delay and volume-to-capacity (V/C)) is the weighted average of traffic volumes from each approach.

**Q: What was the methodology used to determine the growth scenarios (historic, aggressive and hyper growth) considered in the planning of the Calvert County Transportation Plan?**

A: Future estimated households were estimated by using the 2019 Calvert County Comprehensive Plan’s future land use categories and comparable current zoning applied to the future land use categories.

We looked at each future land use category and applied the comparable current zoning district’s density. For example, for the Prince Frederick Town Center’s expansion areas, the current Prince Frederick Town Center zoning density of 14 units per acre was used. Future households were multiplied by 2.85 persons per household for future population and then future group quarter population was added for total future population. Future employment was estimated.

The consultant used future households, population and employment numbers as inputs to a travel forecasting model. The model uses broad Traffic Analysis Zones (TAZs). The model was enhanced specifically for Calvert County by increasing the number of TAZs from 46 to 66 to allow for a more fine-grained investigation, especially in the town centers, removed environmentally sensitive areas from development consideration and accurately allocated future development capacity.

The three scenarios were developed based on a range of growth rates: 12.5%, 50% and approximately 92%. The draft plan’s strategic policy and recommended investments are based upon the lowest of the growth rates, 12.5%, Calvert County’s historic growth rate between 2010 and 2017.