



C-SMMPO COMPLETE STREETS PLAN

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 residents. In keeping with Federal requirements, a metropolitan planning organization (MPO) was formed to coordinate transportation planning for projects within urbanized areas that receive federal funding. The C-SMMPO also incorporates the Patuxent River Naval Air Station (NAS PAX).

The C-SMMPO is developing this Complete Streets Plan to provide design guidance to government agencies, consultants, private developers, and community groups on the planning, design, and operation of roadways for all users. This plan is meant to supplement existing manuals and standards and should be referenced early in the planning and design process for transportation projects.

To develop this plan, a dashboard review of available GIS information and an in-person field visit were conducted to evaluate the existing conditions within the MPO area. The findings of the existing condition evaluation are summarized in the Existing Conditions Report found in **Appendix A**. All draft material developed for this Complete Streets Plan was presented to and reviewed by the public through a series of public workshops, public meetings, and meetings with the Citizen's Advisory Committee (CAC). The Public Participation Plan found in **Appendix B** explains all forms and methods of public outreach that were performed throughout the development of this plan. The Public Participation Input Report, **Appendix C**, provides all public comments and questions received during the public outreach and provides the Project Team's responses provided. This plan heavily incorporated the feedback received from the community to ensure that the multi-modal network is appropriately developed for the MPO.

PURPOSE AND NEED

Streets are vital to the quality of life for residents and visitors to the Calvert-St. Mary's region. As the region continues to grow and develop, the local street network will also need to grow and develop to accommodate the changing needs and expectations of the community. The purpose of this Complete Streets Plan is to provide guidance for the planning and development of the transportation network within the C-SMMPO region to efficiently and effectively accommodate users of all modes of travel and users of all ages and abilities.



C-SMMPO needs to have a complete transportation network that is safe, equitable, and accessible for all users. This plan will provide guidelines for the development and implementation of transportation projects to ensure that these needs are being met.



COMPLETE STREETS

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 mechanism to connect people to places while accommodating all individuals and modes instead of being simply a transportation route for vehicles. Complete Streets are roadways that are designed to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists. 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 helps to ensure streets are safe for all people of all ages and abilities, balance the needs of different modes, and support local land use economies, cultures, and natural environments.”*** The concept of Complete Street 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.

On a Complete Street, it is safe and easy to walk or bike to school, cross the streets, and access shops and restaurants. Depending on the road context, which includes the surrounding roadway features and land uses, the approach to Complete Streets will vary throughout the MPO. A Complete Street in a more rural location, near St. Mary’s Park for example, will look different than a Complete Street in the more commercial Lexington Park area. Some streets may offer different bike and pedestrian facilities based on these distinctions. Complete Streets function as a system, ensuring that the transportation network as a whole provides safe and efficient access for all roadway users, and provides designated spaces for each mode when needed.

CONTEXT ZONES

The Maryland Department of Transportation State Highway Administration (MDOT SHA) Context Driven Guide (CDG) is a planning and design resource that offers guidelines centered on establishing safe and effective multimodal transportation systems. These guidelines help present a growing opportunity to deliver safer and more efficient transportation alternatives to Maryland residents by designing roadways based on the built environments and user characteristics that define their context.

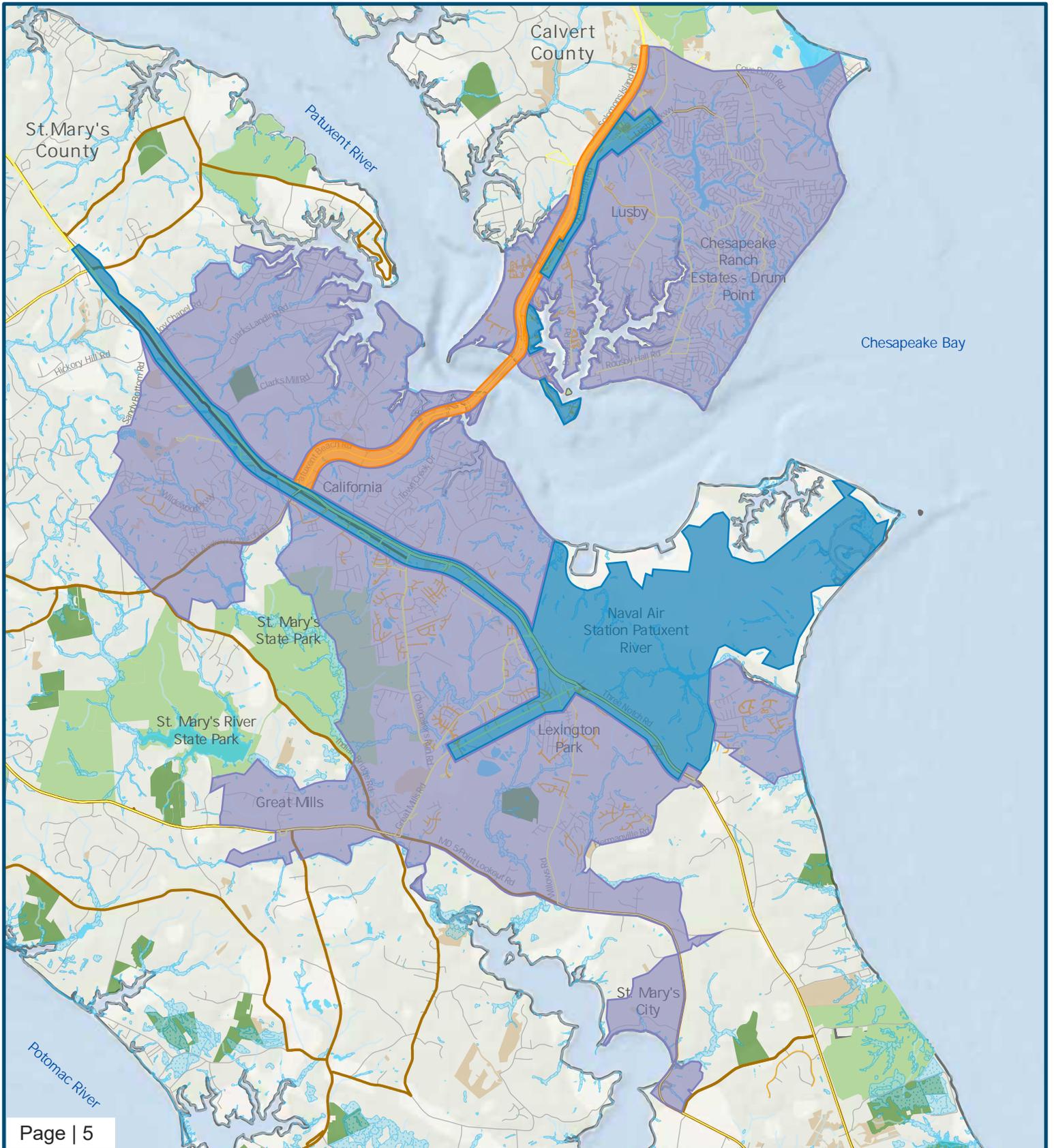
The CDG balances two priorities: access and mobility. Historically, the primary design function of roadways has been auto-mobility, regardless of land-use context. This approach put all non-motorized modes at an inherent disadvantage by not considering the needs of the diverse set of users. This disadvantage can create significant safety issues and compromise accessibility for pedestrians, bicyclists, and transit riders. To proactively address this historical imbalance, the CDG recommends that engineers and planners consider safety, land use, environmental





issues, culture, and community livability as critical factors in the planning, design, construction, and operation of transportation infrastructure. Because these elements vary significantly throughout the state of Maryland, the guidelines established six unique context zones that provide the first step toward a functional, safe, and equitable transportation network throughout the state.

The C-SMMPO area is defined by the CDG as being within the **Suburban** context. According to the CDG, this context represents approximately 21% of the land area in the State, and typically contains primarily single-family residential developments, office parks, commercial strip retail areas, and neighborhood-level civic and cultural facilities. These developments generally focus on off-street parking and discourage non-automobile trips. Roadway configurations offer increased mobility but have fewer destinations that are accessible by foot or bike.



C-SMMPO Complete Streets Plan
 Figure 1: Context Zones

Legend





C-SMMPO CONTEXT ZONES

This Complete Streets Plan expands on the contexts that are defined by MDOT SHA in the CDG, to provide additional guidance for incorporating a context-sensitive Complete Streets approach to current and future transportation projects within the C-SMMPO area. Within the Suburban context, this plan identifies three MPO-specific context zones; Suburban Arterial, Suburban Commercial, and Suburban Residential (**Figure 1**). Each of these context zones has specific characteristics related to land use, travel modes, and traffic patterns which can be used to identify the differences between them. The context zones do not directly correspond to land use zoning because they, also incorporate traffic related features to define the context.

Suburban Arterial

This context zone is concentrated around major through-highways within the MPO and comprises the least dense portions of the MPO. Roadway corridors within the Suburban Arterial context zone share many of the following characteristics:

- Surrounding land use is low-density single-family homes, forests, or agricultural uses
- Transportation facilities have a heavy focus on vehicle and transit mobility
- Low levels of pedestrian and bicycle activity
- Wider roads that accommodate high levels of truck traffic
- Street frontage is limited access – building entrances do not have direct access

Examples: MD 4 (Patuxent Beach Road, Solomons Island Road), Governor Thomas Johnson Bridge

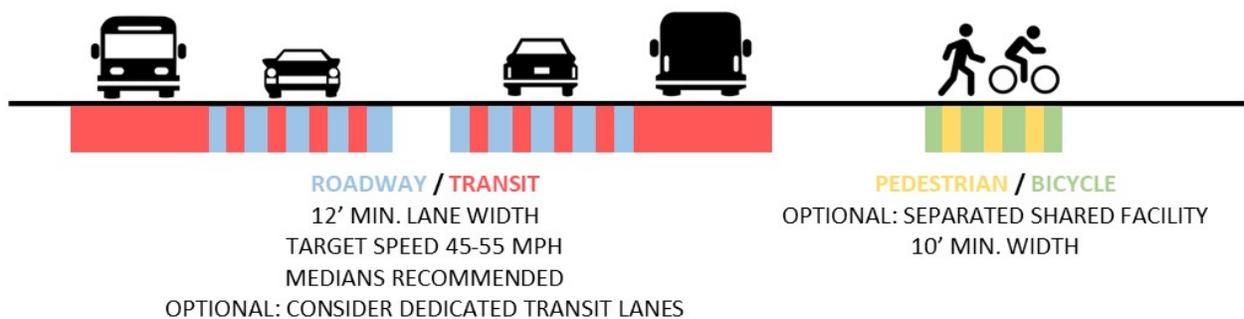


Figure 2: Suburban Arterial Typical Section

A typical roadway section within the Suburban Arterial context zone might not provide distinct spaces within the right of way for every mode of transportation – multiple modes may share the same space. **Figure 2** shows a conceptual typical section for a roadway in this context zone. It is anticipated that roadway vehicles and transit operations would operate together where dedicated transit facilities do not exist. Similarly, pedestrians and bicycles would be expected to operate in the same space where appropriate facilities are proposed.



Suburban Commercial

This context zone encompasses town centers, retail activity centers, employment centers, and mixed-use development areas. Roadways within the Suburban Commercial context zone share many of the following characteristics:

- Surrounding land use is medium-to-high density commercial and mixed-use
- High levels of pedestrian and bicycle activity
- Moderate or frequent transit service
- Buildings have direct access to road frontage, or are in commercial strip retails areas

Examples: Three Notch Road, Great Mills Road, HG Trueman Road, Future Lusby Parkway

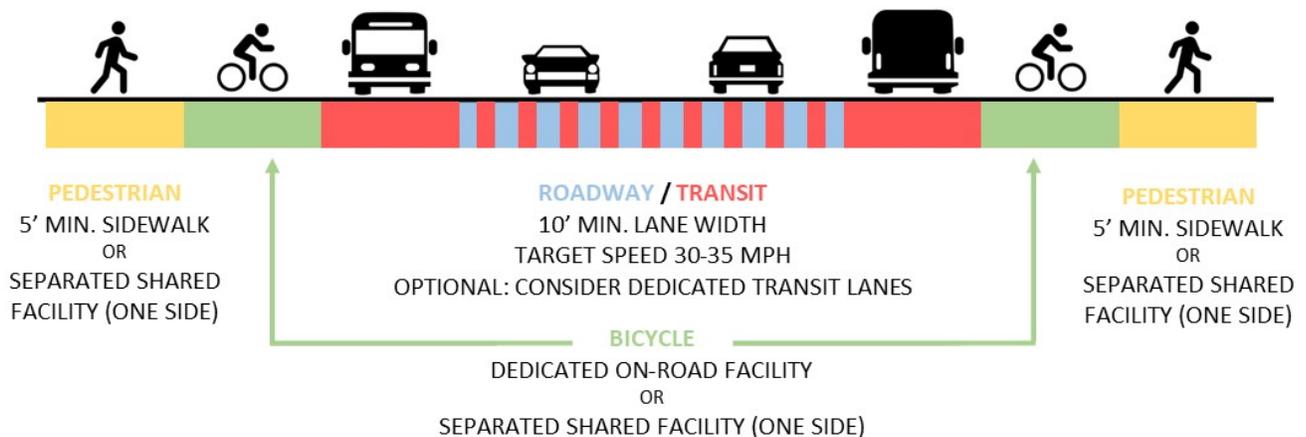


Figure 3: Suburban Commercial Typical Section

A typical roadway section within the Suburban Commercial context zone should consider providing distinct spaces within the right of way for every mode of transportation that is present or anticipated to be present. **Figure 3** shows a conceptual typical section for a roadway in this context zone. In some cases, it may be acceptable for roadway and transit vehicles to operate in the same space where dedicated transit facilities do not exist. Similarly, bicycles and pedestrians may be expected to operate on shared facilities.

Suburban Residential

The Suburban Residential context zone is comprised of residential roads and collector streets. Roadways within this context zone share many of the following characteristics:

- Surrounding land use is residential or otherwise rural
- May include isolated retail or institutional establishments
- Low to medium levels of pedestrian and bicycle activity
- Low to moderate transit service, except along transit corridors



- Low levels of truck traffic
- Street frontage access by individual driveways

Examples: Chancellors Run Road, Cove Point Road, Dowell Road

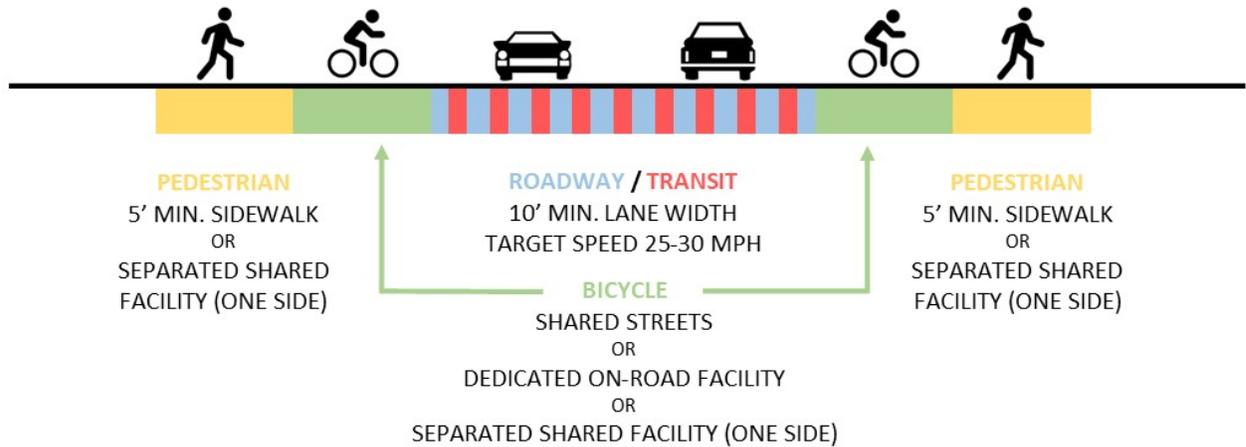


Figure 4: Suburban Residential Typical Section

A typical roadway section within the Suburban Residential context zone should consider providing distinct spaces within the right of way for pedestrians and bicycles. It is expected that roadway and transit vehicles would operate in the same space. **Figure 4** shows a conceptual typical section for a roadway in the Suburban Residential context zone.



DESIGN ELEMENTS AND TREATMENTS

Within each context zone, there are a variety of design elements and treatments that can be applied to create a safe, equitable, and accessible transportation network for users of all applicable transportation modes. This plan provides guidance on specific street design elements that are desired or appropriate within each context zone. Street design elements shown in **Table 1** are categorized by mode as Roadway, Pedestrian, Bicycle, and Transit. These guidelines are intended as a reference to inform project development for individual streets, however final design decisions will be project specific.

Table 1: Context Zone Street Design Elements and Treatments

	Element	Context Zone		
		Suburban		
		Arterial	Commercial	Residential
Roadway	Min. Lane Width	12'	10'	10'
	Target Speed (MPH)	45 - 55	30 - 35	25 - 30
	Roundabouts	X	O	O
	Medians	✓	O	X
	On-Street Parking	X	O	O
	Speed Humps / Cushions	X	X	O
	Lighting	✓	✓	O
Pedestrian	ADA-Compliant Sidewalks (5' min, 6' desired)	X	✓	✓
	Continental Crosswalks	X	✓	✓
	ADA-Compliant Curb Ramps	X	✓	✓
	Raised Crosswalks	X	X	O
	Raised Intersections	X	X	O
	Pedestrian-Scale Lighting	X	✓	O
	Curb Extensions / Bulb Outs	X	O	✓
	Shared Use Path	O	O	O
	Off-Road Trails	O	O	O
	Pedestrian Wayfinding	X	O	O
Bicycle	Shade Trees	X	O	O
	Shared Streets (unmarked)	X	X	O
	Sharrows	X	X	O
	Wide Bikeable Shoulders	X	X	O
	Striped On-Road Bike Lanes (5' min, 6' desired)	X	O	O
	Buffered Bike Lanes	X	O	O
	Separated Bike Lanes	X	O	X
	Protected Intersections	Consider at intersections with bicycle facilities		
	Bicycle Signals, Bike Boxes, Turn-Queue Boxes	X	O	O
	Shared Use Path	✓	O	O
Transit	Off-Road Trails	✓	X	O
	Bicycle Parking	X	✓	O
	Bicycle Wayfinding	X	O	O
	Transit Shelters	Consider at stops with high ridership		
	Seating at Transit Stops	O	✓	O
Recycling / Trash Receptacles at Transit Stops	O	✓	O	
Dedicated Transit Lanes / Corridors	O	O	X	
Pedestrian / Bicycle Connectivity to Transit Stops	✓	✓	✓	
Transit Wayfinding	✓	✓	✓	

LEGEND: ✓ = Recommended O = Optional X = Not Recommended or Not Applicable





SEGMENT-SPECIFIC CONCEPTS

IDENTIFIED PROJECT LOCATIONS

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 project locations are shown in **Figure 5** and listed in **Table 2**. These projects are examples of how this Complete Streets Plan can be used to identify design elements and treatments and develop context-sensitive transportation improvements within the C-SMMPO.

The recommendations included in the segment-specific concept alternatives reflect ideal and desirable conditions. Final design for these projects may differ from these concepts based on site conditions, available right-of-way, and coordination with local residents and developers.

Additional future project recommendations are included in the Implementation section.

Table 2: Identified Project Locations			
Project Name	County	Status	Context Zone
Cove Point Park Trail	Calvert County	Concept	Suburban Residential
Appeal Lane Sidewalk	Calvert County	Concept	Suburban Residential
Lusby Parkway	Calvert County	Concept	Suburban Commercial
Dowell Road Sidewalk Extension	Calvert County	Design	Suburban Residential
Patuxent Parkway Crosswalks	Calvert County	Concept	Suburban Commercial
Solomon’s Island Sidewalk Phase 2	Calvert County	Concept	Suburban Commercial
St. Mary’s Park Bike and Trail Routes	St. Mary’s County	Concept	Suburban Residential
Three Notch Trail and Linkages	St. Mary’s County	Concept	Suburban Commercial
Tulagi Place / Naval Air Station Patuxent River	St. Mary’s County	Concept	Suburban Commercial
FDR Boulevard / Shangri-La Drive	St. Mary’s County	Concept	Suburban Commercial
Great Mills Corridor	St. Mary’s County	Concept	Suburban Commercial



CALVERT COUNTY PROJECTS

Six of the eleven proposed project locations are within Calvert County. Descriptions of the proposed improvements and alternatives are located below. Display maps showing the segment-specific project alternatives for Calvert County are included in **Appendix D**.

1. Cove Point Park Trail

Cove Point Park is a public park with recreational facilities including sports fields, tennis courts, basketball courts, a playground, and a public pool. This project analyzed the proposed Cove Point Park concept from the Cove Point Park and Dominion Energy Regional Park Master Plan to provide six multi-modal complete streets considerations for the concept.

Cove Point Park and Dominion Energy Regional Park Master Plan

The Cove Point Park and Dominion Energy Regional Park Master Plan was created by WBCM and includes a wide variety of recommended improvements to the existing park. Proposed improvements include items such as:

- Expanded parking facilities
- New tennis, pickleball, and basketball courts
- New indoor recreation center
- Secondary park entrance
- Unpaved/natural trail system
- Improvements to the existing dog park and water park

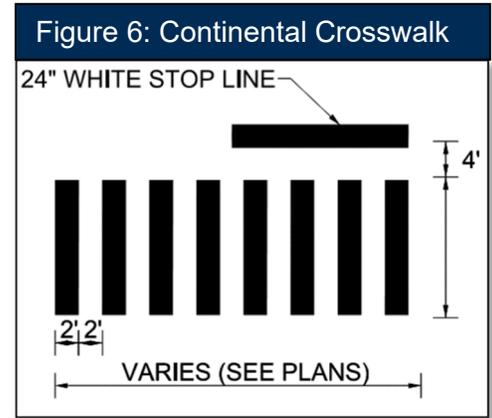
Cove Point Park Concept Review

The concept review of the Cove Point Park Plan includes six considerations to improve the Complete Streets functionality of the park for both the short and long term. These recommendations will improve the multi-modal network in and around the park.

1. **Connect the paved trail system to Cove Point Road (MD 497) at both park entrances.** There are no existing pedestrian or bicycle facilities along the Cove Point Park entrance roads from Cove Point Road. The residents along Cove Point Road have no means to safely access the park without a vehicle. Providing this connection between Cove Point Road and the trail within the park will encourage multi-modal usage for people at these nearby residences.
2. **Add pedestrian and bicycle facilities along Cove Point Road (MD 497) to connect with the surrounding neighborhoods.** Currently, Cove Point Road has Share-the-Road signs for bicyclists but no existing sidewalks for pedestrians. Installing additional pedestrian and bicycle facilities along the roadway will encourage people from the nearby neighborhoods to safely visit the park using multi-modal transportation opportunities.



3. **Add striped continental crosswalks at pedestrian crossings of the park roadway.** Adding crosswalks at roadway crossings within the park will increase safety by consolidating pedestrian crossings into highly visible locations where vehicles are expecting pedestrians to be. In addition, studies have shown that the continental crosswalk is both more visible to drivers, and that drivers are more likely to stop for pedestrians within continental crosswalks than other styles of crosswalks. The dimensions of a continental crosswalk are shown in **Figure 6**.
4. **Add a paved trail connection between the two central parking lots, and a trail crossing to connect the parking lot north of the existing maintenance facility with the water park.** These connections will help to improve connectivity between all areas of the park. The additional crossing of the main park roadway will provide a safe connection from the parking lots to the amenities on the north side of the roadway.
5. **All proposed paved trails should be a minimum of 10-foot-wide.** A 10-foot-wide trail allows for safe and comfortable two-way bicycle traffic throughout the park.
6. **Consider changing the intersection northwest of the proposed indoor recreation center to a roundabout.** A roundabout will help to lower speeds within the park, and roundabouts have been shown to decrease vehicular collisions. In addition, the vehicular collisions that do happen at roundabouts are generally at lower speeds and less likely to cause significant injuries.



2. Appeal Lane Sidewalk

Appeal Lane is an approximately 2,000-foot-long roadway located 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 are accessed from Appeal Lane. This project proposes to add six-foot-wide sidewalks along Appeal Lane and continental crosswalks to provide pedestrian connections between these community facilities and the nearby town center.

Appeal Lane is located within a suburban residential context zone. The posted speed limit is 30 mph. People riding bicycles on Appeal Lane will share the roadway with vehicles.

There are two proposed alternatives for the installation of new sidewalk system along Appeal Lane. Alternative A includes new sidewalk along the southwest side of the roadway, while Alternative B includes new sidewalk along both sides of the roadway.

Alternative A

Alternative A begins at the signalized H.G. Trueman Road (MD 765) / Town Square Drive / Appeal Lane intersection. There are two existing crosswalks at this intersection, crossing the southeast leg of Town Square Drive and the southwest leg of H.G. Trueman Road.

The new six-foot wide sidewalk will tie into existing sidewalks at the northwest corner of the signalized intersection and continue along the southwest side of Appeal Lane to the entrance to Patuxent Elementary



School. There will be new continental crosswalks and a sidewalk connection installed at the entrances to both Patuxent Elementary School and Appeal Elementary School.

A new mid-block crossing to cross Appeal Lane will be installed at the intersection with the Southern Pines II neighborhood to provide pedestrian access for the residents. A continental crosswalk will also be installed across Appeal Lane at the intersection with the Patuxent Elementary School entrance to cross to the northeast side of Appeal Lane. The sidewalk will continue along the east side of Appeal Lane to the Southern Community Center entrance. New sidewalk will be installed along the southern side of the entrance road and parking lot for the Southern Community Center. that will provide pedestrian access to the community center. An existing sidewalk provides pedestrian connectivity between the Southern Community Center and the Southern Pine Senior Center.

Alternative B

Alternative B begins at the signalized H.G. Trueman Road (MD 765), Town Square Drive, and Appeal Lane intersection. There are two existing crosswalks at this intersection, which are crossing the southeast leg of Town Square Drive and the southwest leg of H.G. Trueman Road. Alternative B proposes two additional continental crosswalks to provide pedestrian crossings across all legs of the intersection.

The new six-foot-wide sidewalk will begin at this signalized intersection and continue north along both sides of Appeal Lane to the entrance to Patuxent Elementary School. There will be new continental crosswalks and sidewalk connections installed along both sides of the entrances to Appeal Elementary School, Patuxent Elementary School, and the Southern Pine Senior Center.

A new mid-block crossing with a continental crosswalk will be installed to cross Appeal Lane at the entrance to the Southern Pines II development. A new continental crosswalk will also be installed to cross Appeal Lane at the intersection with the Patuxent Elementary School entrance to cross to the northeast side of Appeal Lane. The sidewalk will continue along the northeast side of Appeal Lane to the Southern Community Center entrance. New sidewalk will be installed along both sides of the Southern Community Center entrance that will provide access to the community center.

3. Lusby Parkway

Lusby Parkway is a roadway project that will provide a new roadway connection parallel to H.G. Trueman Road between Appeal Lane and Dowell Road, which will bypass the town center of Lusby and alleviate congestion for through traffic on H.G. Trueman Road. The project will be primarily new construction with modifications to some existing roads.

Lusby Parkway is located within a suburban commercial context zone.

Beginning from the north end of the project, this project proposes to widen Gunsmoke Trail for approximately 450 feet from Town Square Drive to Thunderbird Drive to accommodate the proposed typical section. A new section of roadway, approximately 270 feet long, will be built to connect Gunsmoke Trail with the existing Lusby Parkway. The project proposes widening on the existing Lusby Parkway to incorporate the full typical section.



The proposed Lusby Parkway will cross Rousby Hall Road and continue south using an existing utility corridor. A new four-way signalized intersection will be installed at the intersection of Rousby Hall Road and Lusby Parkway.

At Margaret Taylor Road, the proposed Lusby Parkway alignment will continue straight through to tie perpendicularly into Southern Connector Boulevard at a stop-controlled intersection. The existing Margaret Taylor Road will be realigned from a tee intersection on Southern Connector Boulevard to a tee intersection on Lusby Parkway.

The proposed roadway alignment will continue south beyond Southern Connector Boulevard along the existing utility corridor to a stop-controlled tee intersection at Dowell Road.

Lusby Parkway is located within a suburban commercial context zone.

Alternative A

Alternative A proposes a complete roadway from Town Square Drive to Dowell Road that will include two 12-foot travel lanes, five-foot bike lanes in both directions, and six-foot sidewalks along both sides for the entire length of the roadway. The alternative proposes five-foot wide grass buffers between the curb and the sidewalks on both sides.

Alternative B

Alternative B proposes a complete roadway from Town Square Drive to Dowell Road that will include 12-foot travel lanes, a ten-foot-wide shared use path on one side of the roadway, and a six-foot wide sidewalk on the other side. The alternative proposes five-foot wide grass buffers between the curb and proposed sidewalk and shared use path. The shared use path and sidewalk can be located on either side of the roadway. Future detailed design stages will determine the best layout for these facilities.

4. Dowell Road Sidewalk Extension

Dowell Road is located within a suburban residential context zone. Calvert County is in the process of constructing the Dowell Road Widening Project. The project was split into three phases: Phase 1 and Phase 2 have been completed and constructed, and Phase 3 will extend the sidewalk limits from their current terminus near Oyster Bay Place and Grandmother’s Store antiques shop to the end of public right-of-way at The Harbours at Solomon. The typical section for Phase 3 will match what has been constructed for Phases 1 and 2. This will include approximately 800 linear feet of new six-foot wide sidewalk along the western edge of the roadway and 1,300 linear feet of new sidewalk along the eastern edge of the roadway. In addition, 5-foot bike lanes will be installed along the roadway in both directions.

Coordination with developers in the area will be required during the design process for this project for the location of roadway entrances into the new development from Dowell Road. It is recommended that the proposed improvements remain within existing right-of-way, but coordination may be required with property owners for potential right-of-way acquisitions or easements. Dowell Road is located within a suburban residential context zone.



5. Patuxent Parkway Crosswalks

The intersection of Patuxent Parkway with Solomons Island Road (MD 4) is an at-grade crossing 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. This project proposes to provide a crossing for the residents on the west side of MD 4 to access the Solomons Towne Centre.

The Patuxent Parkway Crosswalks project is located within a suburban commercial context zone.

There are two proposed alternatives for the Patuxent Parkway Crosswalks project. Alternative A proposes the construction of new sidewalk, while Alternative B proposes the construction of a new shared-use path across MD 4.

The Patuxent Parkway Crosswalks project is located within a suburban commercial context zone.

Alternative A

Alternative A proposes a new six-foot wide sidewalk from Swaggers Point Road to H.G. Trueman Road. At Swaggers Point Road, the project proposes a continental crosswalk and ADA-compliant curb ramp to connect the new sidewalk to an existing shared-use path on the north side of Patuxent Point Parkway. Continental crosswalks, curb ramps, and a pedestrian refuge island are proposed across Solomons Island Road. The proposed sidewalk continues east across H.G. Trueman Road with a proposed at-grade crossing which will include new continental crosswalks, ADA-compliant curb ramps, and a pedestrian signal. This crossing will connect to the existing sidewalk along H.G. Trueman Road that leads into the Solomons Towne Centre.

Alternative B

Alternative B proposes a new ten-foot-wide shared use path from Swaggers Point Road to H.G. Trueman Road. At Swaggers Point Road, the project proposes a continental crosswalk and ADA-compliant curb ramp to connect the new shared-use path to an existing shared-use path on the north side of Patuxent Point Parkway. Continental crosswalks, curb ramps, and a pedestrian refuge island are proposed across Solomons Island Road. The shared use path continues east across H.G. Trueman Road with a proposed at-grade crossing which will include new continental crosswalks, ADA-compliant curb ramps, and a pedestrian signal. This crossing will connect to the existing sidewalk along H.G. Trueman Road that leads into the Solomons Towne Centre.

6. Solomons Island Sidewalk Phase 2

The Solomons Island Sidewalk project is located within a suburban commercial context zone.

This project will add approximately 400 linear feet of new five-foot wide sidewalk along the eastern side of Solomons Island Road to fill a gap in the pedestrian network between Solomons Island Methodist Church and the Solomons Island Bridge. The new sidewalk will extend across the Solomon's Island Bridge, adjacent to the Calvert Maritime Museum, to connect with the existing sidewalk on the other side. There will be depressed curbs installed at three locations to allow for access into the existing dumpsters and parking lots for local businesses.



The existing street parking located in front of JC Lore & Sons Oyster House and Calvert Marine Museum will be maintained. The historic sign marker in front of the Marine Museum will need to be relocated to accommodate the new sidewalk behind the on-street parking. A new crosswalk and ADA-compliant curb ramp is proposed for a mid-block crossing of Solomon's Island Road that will connect the existing parking lot and playground to the new sidewalk. Two existing curb ramps located near the playground are recommended for removal to consolidate pedestrian crossings to locations with striped crosswalks. The Solomons Island Sidewalk project is located within a suburban commercial context zone.



ST. MARY'S COUNTY PROJECTS

Five of the eleven proposed project locations are within St. Mary's County. Descriptions of the proposed improvements and alternatives are located below. Display maps showing the segment-specific project alternatives for St. Mary's County are included in **Appendix E**.

7. St. Mary's Park Bike and Trail Routes

The St. Mary's Park Bike and Trail Routes project is located within a suburban residential context zone. This project will provide a system of trails and bike facilities in and around St. Mary's Park by proposing a network of new trails along existing utility corridors, new shared use paths along existing roadways, and shared street facilities on residential roadways. The trail system will serve as a recreational facility as well as an important connection between several areas and amenities in the community including the businesses along Airport View Drive, the Three Notch Trail, St. Mary's Regional Airport, St. Mary's Lake, St. Mary's Lake Loop Trail, St. Mary's Park, Point Lookout Road, and multiple residential neighborhoods. There are two alternatives for the St. Mary's Park Bike and Trail Routes.

The St. Mary's Park Bike and Trail Routes project is located within a suburban residential context zone.

Alternative A

Alternative A focuses on using existing utility corridors wherever possible, along with residential roadways, to provide multi-modal connectivity in the area. This alternative proposes a closed loop of off-road trails located primarily in existing utility corridors. The proposed trails are recommended to be 14 feet wide where possible to comfortably accommodate both pedestrians and bicyclists. Three segments of the closed loop run along existing road corridors. The southern portion of the closed loop that runs along Point Lookout Road (MD 5) for approximately 1.75 miles, and a segment along Indian Bridge Road that is approximately 2,000 linear feet are recommended to be a 10-foot-wide shared use path with a 5-foot grass buffer between the path and the road based on the higher posted speed limits on those roads. An on-road shared street bike facility (sharrows) is proposed along Camp Cosoma Road from Point Lookout Road to the St. Mary's Lake boat ramp and parking lot, which has a 25 mph posted speed.

There are several proposed connections from the closed loop to local neighborhoods, businesses, and existing multi-modal facilities. At the northeast corner of the closed loop, a connection will be provided along Old Rolling Road to tie the trail into the existing bike facilities along FDR Boulevard. At the southwest corner of the closed loop, an off-road trail facility is proposed to provide a connection to the existing residences on Heritage Drive.

A proposed 14-foot-wide trail is proposed along an existing utility corridor that extends approximately 1.8 miles from the northwest corner of the closed trail loop towards Evergreen Elementary School and an existing neighborhood along Thornbury Drive. From there, an existing shared use path along the entrance to the elementary school connects to the Wildewood neighborhood. On-road bicycle facilities are proposed along Primevere Drive and Tallwood Road, with connections to the existing bike lanes on Wildewood Parkway.

North of the Wildewood neighborhood, a shared use path is recommended along Lawrence Hayden Road due to limited sight distance and existing travel lane widths. Past Lawrence Hayden Road, on-road bicycle facilities in the form of shared lane markings on Airport View Drive will provide a bicycle connection to



local businesses and Phase VII of the Three Notch Hiker/Biker Trail Project. Segments of proposed on-road bicycle facilities should also include sidewalks to provide pedestrian access to the trail network.

Alternative B

Alternative B uses many of the same existing roadways and utility corridors as Alternative A, but also provides some alternatives for the trail alignments using some new and different residential roads. This alternative also proposes a different facility type for segments of on-road bicycle facilities.

This alternative proposes a closed loop of off-road trails located in existing utility corridors and along existing roadways. The proposed off-road trails are recommended to be 14 feet wide where possible to comfortably accommodate both pedestrians and bicyclists. Four segments of the closed loop run along existing road corridors. The southern portion of the closed loop that runs along Point Lookout Road (MD 5) for approximately 1.75 miles, and a segment along Indian Bridge Road that is approximately 2,000 linear feet are recommended to be a 10-foot-wide shared use path with a 5-foot grass buffer between the path and the road based on the higher posted speed limits on those roads. An on-road shared street bike facility (sharrows) is proposed along Camp Cosoma Road from Point Lookout Road to the St. Mary's Lake boat ramp and parking lot, which has a 25 mph posted speed. A segment near the northwest corner of the loop is proposed along Johnson Pond Lane as on-road bike lanes.

There are several proposed connections from the closed loop to local neighborhoods, businesses, and existing multi-modal facilities. At the northeast corner of the closed loop, a connection will be provided along Old Rolling Road to tie the trail into the existing bike facilities along FDR Boulevard. At the southwest corner of the closed loop, an off-road trail facility is proposed to provide a connection to the existing residences on Heritage Drive.

At the northwest corner of the closed loop, a series of on-road bike lanes continues along Johnson Pond Lane and other residential roadways to connect to an existing utility corridor that extends approximately 1.4 miles west towards Evergreen Elementary School and an existing neighborhood along Thornbury Drive. A proposed trail connection extends south from this utility corridor along an unmarked, unpaved roadway that terminates at the intersection of Fairgrounds Road and St. Andrews Church Road.

North of this utility corridor, an existing shared use path along the entrance to the elementary school connects to the Wildewood neighborhood. On-road bicycle facilities are proposed along residential roads between the Wildewood neighborhood and planned developments to the west, with connections to the existing bike lanes on Wildewood Parkway.

North of the Wildewood neighborhood, a shared use path is recommended along Lawrence Hayden Road due to limited sight distance and existing travel lane widths. Past Lawrence Hayden Road, on-road bicycle facilities in the form of marked bike lanes on Airport View Drive will provide a bicycle connection to local businesses and Phase VII of the Three Notch Hiker/Biker Trail Project. Segments with proposed on-road bicycle facilities should also include sidewalks to provide pedestrian access to the trail network.



8. Three Notch Trail and Linkages

Three Notch Trail is located within a suburban commercial context zone. An existing ten-foot-wide trail runs parallel along Three Notch Road (MD 235). The existing trail has several gaps between FDR Boulevard and Chancellors Run Road, which this project will fill to provide a complete trail network connecting the commercial businesses along Three Notch Road.

The trail improvements will begin at the intersection of Three Notch Road and FDR Boulevard / By the Mill Road. This intersection has connections with the existing bike lanes and sidewalk along FDR Boulevard. The ten-foot-wide trail will utilize the existing utility / railroad corridor for approximately 1,000 feet before shifting north to directly parallel Three Notch Road until reaching St. Andrew's Church Road. The proposed trail will cross St. Andrew's Church Road at the existing signalized intersection and then turn south to parallel St. Andrew's Church Road for approximately 200 feet. The proposed trail alignment then turns back east into the existing railroad / utility corridor. The trail will cross First Colony Boulevard at the existing signalized intersection with Three Notch Road, then continues east along the utility / railroad corridor to connect to the existing portion of trail near the west side of the South Plaza Shopping Center. The existing portion of trail at this location extends across the width of the South Plaza Shopping Center to Old Rolling Road.

Near Old Rolling Road, the design alternative recommends removing a portion of the existing trail and realigning it to connect to the existing signalized crossing at the intersection of Old Rolling Road and Three Notch Road. East of this intersection, the proposed trail alignment then continues along the utility corridor to connect to another portion of the existing trail west of Miramar Way. The design alternative proposes ADA-compliant curb ramps and continental crosswalks at all roadway and commercial driveway crossings.

9. Tulagi Place / Naval Air Station Patuxent River

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 along Tulagi Place that appears to be highly utilized. The primary goal for this project is to improve pedestrian and bicycle access between Naval Air Station Patuxent River and existing retail and commercial areas along Great Mills Road across Three Notch Road in the area around Tulagi Place. These improvements will include additional landscaping, continental crosswalks, signal upgrades, and geometric changes at the intersection to increase community access and use of the park. Additionally, St. Mary's County has a separate, on-going project that proposes crosswalks across the east leg of Three Notch Road and across the free-flow right-turn lane that directs traffic from westbound Three Notch Road onto Cedar Point Road.

Tulagi Place is located within a suburban commercial context zone. There are two proposed alternatives for this project location.

Alternative A

Alternative A will make pedestrian and bicycle upgrades at the existing intersection of Great Mills Road and Three Notch Road and provide connections to Tulagi Place. A new ten-foot wide shared-use path will



connect to the southwest corner of the intersection and tie into the proposed improvements along Great Mills Road (refer to the Great Mills Corridor project on page 22). New continental crosswalks and ADA-compliant curb ramps are proposed to cross both Three Notch Road and Great Mills Road on the south and west legs of the intersection. The crosswalk across Three Notch Road will provide a pedestrian connection to the existing sidewalk along the west side of Cedar Point Road heading towards the base.

C-SMMPO and the Naval Air Station Patuxent River submitted a grant proposal to the Defense Community Infrastructure Program (DCIP) for pedestrian improvements that include crosswalks across Three Notch Road on the east side of the intersection and across the westbound free-flow right turn lane into the naval base. Bicyclists will also use this crosswalk connection to cross Three Notch Road. A ten-foot-wide shared use path is proposed along the front of the Naval Air Station Patuxent River Main Gate Office building on the east side of Cedar Point Road to provide a bicycle connection to Gate 2.

Along the south side of Three Notch Road, a ten-foot-wide shared use path is proposed between Great Mills Road and Lei Drive. A High-Intensity Activated Crosswalk Beacon (HAWK) signal is proposed at the intersection of Lei Drive and Three Notch Road to provide an additional opportunity for pedestrians and bicyclists to safely cross Three Notch Road.

Alternative B

Alternative B will make the same pedestrian and bicycle upgrades to the existing intersection of Great Mills Road and Three Notch Road as proposed in Alternative A.

Alternative B also proposes removing the free-flow right turn lane on the eastbound direction of Three Notch Road toward Great Mills Road. The curb radius on the southwest corner of the intersection will be extended to remove the free-flow right turn lane, which will reduce the potential conflict points between vehicles, pedestrians, and bicyclists at this intersection.

10. FDR Boulevard / Shangri-La Drive

FDR Boulevard and Shangri-La Drive are located within a suburban commercial context zone.

Shangri-La Drive is an approximately 3,600-foot-long roadway connection between Three Notch Road (MD 235) and S Essex Drive, including a signalized crossing of Great Mills 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, and one of the goals of this project will be to complete the missing links of FDR Boulevard. 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 Shangri-La Drive roadway and provide additional connections to the commercial area.

There is an on-going design project in the area, the Concept Stormwater Management Road Improvement Plan for St. Mary's County Shangri-La Drive (South), that proposes new 5' wide sidewalks along both sides of S. Shangri-La Drive from Great Mills Road to the intersection with Willows Road. This on-going design project also proposes a sidewalk on the east side of Willows Road from the intersection with S



Shangri-La Drive down to John G. Lancaster Park. After review of these design plans, recommendations to incorporate bicycle facilities within the on-going design project along Willows Road and S. Shangri-La Drive are included in the alternatives developed for this project.

There are two proposed alternatives for this project location. Alternative A proposes standard stop-controlled intersections along FDR Boulevard and at the intersection of S Shangri-La Drive and Willows Road, while Alternative B proposes two roundabouts along FDR Boulevard and at the intersection of S Shangri-La Drive and Willows Road to help with traffic calming and improved safety along the corridor.

FDR Boulevard and Shangri-La Drive are located within a suburban commercial context zone.

Alternative A

Alternative A proposes a typical section on FDR Boulevard that includes two 12-foot-wide travel lanes, a six-foot wide sidewalk on the east side of the road, and a ten-foot-wide shared use path on the west side of the road. This project will involve new roadway construction for approximately 3,000 linear feet along the proposed alignment for FDR Boulevard south of Pegg Road. An existing section of FDR Boulevard that currently connects Three Notch Road and Great Mills Road will be widened and upgraded to match the ultimate typical section for FDR Boulevard. New ADA-compliant curb ramps and continental crosswalks are proposed at all roadway crossings and commercial driveway entrances.

Along Shangri-La Drive, a new ten-foot-wide shared use path is proposed on the north side of the roadway with grass buffers where possible, and new six-foot sidewalk is proposed on the south side. A ten-foot-wide shared use path connection is also proposed along the east side of S Essex Drive from S Shangri-La Drive to Great Mills Road. Continental crosswalks are proposed at all intersections and commercial driveway crossings. There are existing sidewalks along both sides of Shangri-La Drive from Willows Road to Great Mills Road. The on-going design project in this area, the Concept Stormwater Management Road Improvement Plan, does not incorporate bicycle facilities along S. Shangri-La Drive or Willows Road from Great Mills Road to John G. Lancaster Park. To continue to expand the multi-modal network, this Plan recommends revising the on-going design to include bicycle amenities along this stretch. The on-going design plans should consider incorporating a 10-foot shared use path along one side of S. Shangri-La Drive and Willows Road to connect Great Mills Road to the John G. Lancaster Park, as shown in **Appendix E**.

Alternative B

Alternative B also proposes a typical section on FDR Boulevard that includes two 12-foot-wide travel lanes, a six-foot wide sidewalk on the east side of the road, and a ten-foot-wide shared use path on the west side of the road. This project will involve new roadway construction for approximately 3,000 linear feet along the proposed alignment for FDR Boulevard south of Pegg Road. An existing section of FDR Boulevard that currently connects Three Notch Road and Great Mills Road will be widened and upgraded to match the ultimate typical section for FDR Boulevard.

Alternative B recommends roundabouts along FDR Boulevard at the intersections of Valley Drive and Corporate Drive. The proposed roundabouts will improve safety for all users of the transportation network



by lowering vehicular speeds and reducing the number of conflict points. New ADA-compliant curb ramps and continental crosswalks are proposed at all roadway crossings and commercial driveway entrances.

The intersection of Willows Road and Shangri-La Drive is proposed to be converted to a roundabout to reduce vehicle speeds, encourage pedestrian movements, and reduce the number of conflict points at the intersection.

Along Shangri-La Drive, a new ten-foot-wide shared use path is proposed on the north side of the roadway with grass buffers where possible, and new six-foot sidewalk is proposed on the south side. A ten-foot-wide shared use path connection is also proposed along the east side of S Essex Drive from S Shangri-La Drive to Great Mills Road. Continental crosswalks are proposed at all intersections and commercial driveway crossings. There are existing sidewalks along both sides of Shangri-La Drive from Willows Road to Great Mills Road. The on-going design project in this area, the Concept Stormwater Management Road Improvement Plan, does not incorporate bicycle facilities along S. Shangri-La Drive or Willows Road from Great Mills Road to John G. Lancaster Park. To continue to expand the multi-modal network, this Plan recommends revising the on-going design to include bicycle amenities along this stretch. The on-going design plans should consider incorporating a 10-foot shared use path along one side of S. Shangri-La Drive and Willows Road to connect Great Mills Road to the John G. Lancaster Park, as shown in **Appendix E**.

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 and in poor condition in some locations. 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 pedestrian and bicycle facilities along the roadway, improved pedestrian crossings, and improved links between the surrounding neighborhoods and nearby schools.

Great Mills Corridor is located within a suburban commercial context zone.

There are two alternatives for the Great Mills Corridor project location. Alternative A focuses on improvement to the roadway's typical section that will provide better connectivity for pedestrian and bicycle users. Alternative B includes the same improvements as Alternative A for a majority of the roadway but proposes a collector-distributor road in one section of the project.

Alternative A

From Three Notch Road to Pacific Drive, the proposed typical section for Alternative A includes a 10-foot-wide shared use path along the northwest side of the roadway separated by a five-foot grass buffer where possible, four existing travel lanes, a Two-Way Left Turn Lane (TWLTL), and reconstruction of the six-foot wide sidewalk along the southeast side of the roadway. Continental crosswalks and pedestrian signals are proposed at all signalized crossings of Great Mills Road.



From Pacific Drive to Point Lookout Road, the proposed improvements also include a 10-foot-wide shared use path on the northeast side with a five-foot buffer where possible, four existing travel lanes, and reconstruction of the six-foot-wide sidewalk on the northeast side. A 10-foot-wide raised median is proposed in place of the TWLTL, with left turn lanes only as needed.

Alternative B

Alternative B includes the same proposed improvements as Alternative A from Three Notch Road to Saratoga Drive and from Pacific Drive to Point Lookout Road. Between Saratoga Drive and Pacific Drive, this alternative recommends the installation of a new collector-distributor (C-D) road northwest of and parallel to Great Mills Road.

The new proposed C-D road is located behind the existing shops and businesses along Great Mills Road and will provide a secondary connection between Saratoga Drive and Pacific Drive. Additional access will be provided to the businesses between the new C-D road and Great Mills Road. The C-D road is also anticipated to reduce congestion along Great Mills Road and improve safety by reducing the number of vehicles entering and exiting the main roadway.

Proposed bicycle facilities in this alternative are provided along the corridor as a ten-foot-wide shared use path along the northwest side of the C-D roadway. Providing bicycle facilities along a parallel road with lower speeds and lower volumes increases comfort and safety for bicyclists along the corridor. Sidewalks are proposed along both sides of Great Mills Road in this alternative. Commercial driveway entrances along Great Mills Road should be consolidated for businesses where access is provided from the C-D road. Reducing the number of driveway entrances will provide a more consistent pedestrian facility and improve pedestrian safety along Great Mills Road by minimizing the number of conflict points with vehicles.



PERFORMANCE BASED MEASURES

Performance based measures are fundamental to continuously assess the connectivity of a multi-modal network. The information and data collected from analyzing the performance based measures within the area will provide data to track progress toward established goals related to Complete Streets and promote the C-SMMPO’s ability to make effective and informed transportation decisions moving forward. **Table 3** provides the performance measures to consider as a way to quantify the progress and success of this Complete Streets Plan.



Table 3: Performance Based Measures

Item	Performance Measure	Notes
Pedestrian Facilities	Miles of Sidewalk	Monitor the total length of sidewalk installed.
Bicycle Facilities	Miles of Bike Facilities	Monitor the total length of bicycle facilities within the MPO. Bicycle facilities should be split by type (i.e. on-road, off-road, trails, etc.).
Transit Ridership	Number of People	Monitor the number of people utilizing transit within the MPO. As the population increases and transit accessibility increases, the number of transit riders should also increase.
Infrastructure Condition	Percent ADA Compliant	Use the recently completed ADA Transition Plan by St. Mary's County to measure the percent of sidewalk and bicycle facilities within the MPO that is ADA compliant and the rate of improvement to existing sidewalks. Additionally, perform field checks on newly installed or reconstructed sidewalks, bicycle facilities, and roadways to ensure that sidewalks are ADA Compliant and in good condition.
Infrastructure Condition	Pavement Condition Index	Monitor the Pavement Condition Index (PCI) of the roadways within the MPO.
Access to Transit	Number of People in Walk / Bike Zone	Monitor the number of people located within a radius of a one-mile walk or a three-mile bicycle ride of transit facilities.
Access to Transit	Percentage of Transit Facilities with Ped / Bike Connections	Monitor the percentage of transit facilities that have pedestrian and/or bicycle facilities within a radius of a one-mile walk or three-mile bicycle ride. This should include bike locker facilities for people biking to the transit stop
Access to Trip Generators	Number of Students Walking to Local Schools	Monitor the number of students that are walking to local schools, especially along the Great Mills Corridor. As pedestrian connectivity in the MPO increases, more students will be willing and able to walk to and from school.
Access to Trip Generators	Percentage of Major Trip Generators with Ped/Bike Connections	Monitor the percentage of other trip generators – libraries, retail, restaurants, and Naval Air Station Patuxent River, that have pedestrian, bicycle, and transit connections.
Safety	Number of Crashes	Monitor the number of vehicular crashes and pedestrian strikes to see if the projects being implemented are working as desired and that improvements to the existing conditions are occurring.
Congestion Reduction	AADT Values	Monitor the AADT values of the roadways in the MPO to determine where roadway improvements or improved multi-modal facilities are needed.
Economic Vitality	Number of Businesses	Monitor the number of businesses opening and closing within the commercial areas to identify freight access issues.
Travel Time Reliability	Average Travel Time	Conduct occasional origin-destination studies to determine average travel time for multi-modal trips to/from major generators like schools, churches, libraries, commercial areas, etc.



IMPLEMENTATION

The C-SMMPO should inform all relevant agencies including Naval Air Station Patuxent River, SHA, STS, and Calvert County and St. Mary's County Public Transportation officials, and utility companies of this Complete Streets Plan and coordinate with the necessary agencies regarding the identified projects when needed.

IDENTIFIED PROJECTS PRIORITIZATION

The 11 projects identified by the C-SMMPO were analyzed based on the project's estimated costs, the timeframe for coordination, design and construction, and the level of community impact that is expected for each project to determine the priority for each project. **Table 4** summarizes the findings of this analysis. Individual elements included in the table that were analyzed to determine prioritization are discussed in more detail below.

Cost Estimate

Feasibility level construction cost estimates were developed for each project. Unit costs were estimated using the 2017 MDOT SHA Highway Construction Cost Estimating Manual and the MDOT SHA Price Index dated July 2021. Percentage contingencies are used to account for project elements that will be more detailed in future design phases, and for anticipated property acquisition needs. Cost estimates for property acquisition are approximate and will vary based on individual property impacts and negotiations. Itemized cost estimates for each project are included in **Appendix F**.

Community Impact

The community impact of each project is ranked as 'Average', 'High', or 'Very High'. This ranking is based on an analysis of the number of people and businesses served by the project location, the proximity of the project to schools, commercial areas, neighborhoods, and workplaces, how the project would enhance the overall network connectivity, and existing safety concerns that the project would address. Projects that would most effectively benefit the surrounding community carried more weight in the overall project prioritization.

Timeframe

The time required for agency and property owner coordination, engineering design, and construction were estimated and used to determine the overall time frame for each project to be completed. The anticipated timeframes were broken into three categories: short term (0-5 years), medium term (5-10 years), and long term (10+ years).

Short Term (0-5 Years)

Projects are considered short term if the proposed improvements would be able to enhance the C-SMMPO network within the next five years. Recommendations within the short term timeframe are



those that would require minimal coordination, design, and construction time and cost. These projects should generally be considered the higher priority projects for the C-SMMPO. For example, the Solomons Island Phase 2 project is considered a short term project due to the limited design and construction time required.

Medium Term (5-10 Years)

Projects are considered medium term if their proposed improvements could be completed within the next five to ten years. Projects under the medium term timeframe are those that require greater coordination efforts and potentially a greater design and construction phase. An example of a medium term project is the Cove Point Park Trail project.

Long Term (10+ Years)

The long term projects are improvements that would take ten years or more to complete. Long term projects predominately include opportunities to expand multi-modal mobilities to their “ultimate” condition. These projects will require the most coordination, design, and construction time, and financially will be some of the largest projects. The Lusby Parkway project is considered a long-term project due to the anticipated coordination efforts with the utility companies to implement a roadway in their utility corridor.

When determining the priority of the projects listed in **Table 4**, projects with a short term timeframe, low costs, and “High” or “Very High” community impacts were prioritized first. These projects can provide a faster and greater benefit to the community while not consuming a lot of C-SMMPO resources. The projects with “High” or “Very High” potential for community impact that have higher costs and longer timeframes were ranked as the next priority. These projects will continue to use C-SMMPO resources towards projects that have the most community benefit. The lowest ranked projects have “Average” community impacts associated with their improvements.

This method of prioritization can be used as a guide when considering future multi-modal projects and analyzing available funding.



Table 4: Prioritization of C-SMMPO Identified Projects (Highest to Lowest)

Project Name	Estimated Costs	Timeframe			Community Impact	Priority (1-11)
		Short Term (0-5 Years)	Medium Term (5-10 Years)	Long Term (10+ Years)		
Tulagi Place/Naval Air Station Patuxent River	\$1.1M - \$1.2M				Very High	1
Solomon's Island Sidewalk Phase 2	\$100K				High	2
Patuxent Parkway Crosswalks	\$300K - \$400K				High	3
Appeal Lane Sidewalk	\$500K - \$1.1M				High	4
FDR Boulevard/Shangri-La Drive	\$20.1M - \$20.7M				Very High	5
Three Notch Trail and Linkages	\$2M				High	6
Lusby Parkway	\$43.1M - \$49.2M				Very High	7
Great Mills Corridor	\$12.9M - \$19.5M				High	8
Dowell Road Sidewalk Extension	\$3.1M				Average	9
St. Mary's Park Bike and Trail Routes	\$41.8M - \$72.4M				Average	10
Cove Point Park Trail	\$2.5M				Average	11

LEGEND: Coordination Design Construction



FUTURE PROJECT RECOMMENDATIONS

Beyond the 11 projects that have been identified by C-SMMPO for analysis, other future projects will continue to improve the multi-modal network for the surrounding community. Recommended future projects in **Table 5** have been identified by the project team based on a dashboard review of available GIS data and a field visit of the C-SMMPO area as well as feedback from the surrounding community during CAC meetings, public workshops, public meetings, and online surveys.

Table 5: Future Project Recommendations			
Project Name	County	Context Zone	Notes
Newtown Road Multi-Modal Connection	Calvert County	Suburban Commercial	Add pedestrian and bicycle facilities on Newtown Road
Firehouse Sidewalk Connection	Calvert County	Suburban Commercial	Complete sidewalk connection on H G Trueman Road from Dowell Road to Solomons Towne Centre
Solomons Island Street Plan	Calvert County	Suburban Commercial	Modify existing Solomons Island Road street plan, near the boardwalk, to better accommodate bicycles
Southern Connector Boulevard and Rousby Hall Road	Calvert County	Suburban Commercial	Add bike lanes or a shared use path along Southern Connector Boulevard and Rousby Hall Road to connect Chesapeake Ranch Estates
Cove Point Road Multi-Modal Connection	Calvert County	Suburban Residential	Provide multi-modal connection from Cove Point Park to Patuxent Business Park and Chesapeake Ranch Estates
H G Trueman Road Bicycle Facility	Calvert County	Suburban Residential	Add bicycle facilities along H G Trueman Road from Cove Point Road to Town Square Drive to connect to Lusby Parkway facilities
Dowell Road Bike Lane Widening	Calvert County	Suburban Residential	Widen 3' wide bike lanes along Dowell Road from H G Trueman Road to Oyster Bay to be 5' wide
Taos Trail and Little Neck Lane Connection	Calvert County	Suburban Residential	Provide roadway connection between Little Neck Lane and Taos Trail
Commanche Road Connection to Rudolph Lane	Calvert County	Suburban Residential	Provide roadway connection from Commanche Road to Rudolph Lane
Buffalo Road Connection to Santa Rosa Circle	Calvert County	Suburban Residential	Provide roadway connection from Buffalo Road to Santa Rosa Circle
Platinum Drive Connection to Sitting Bull Circle	Calvert County	Suburban Residential	Provide roadway connection from Platinum Drive to Sitting Bull Circle



Table 5: Future Project Recommendations

Project Name	County	Context Zone	Notes
Shady Mile Drive Connection to Patuxent Beach Road	St. Mary's County	Suburban Arterial	Extend Shady Mile Drive to connect to Patuxent Beach Road. Include bicycle facilities along Shady Mile Drive
McArthur Boulevard and Church Drive Connection	St. Mary's County	Suburban Residential	Provide a multi-modal connection between McArthur Boulevard and Church Drive
Midway Drive Trail Connection	St. Mary's County	Suburban Residential	Provide a bicycle facility along Midway Drive to connect future Pegg Road and Great Mills Road bicycle facilities.
Spring Valley Drive Sidewalk Connection	St. Mary's County	Suburban Residential	Add a sidewalk to connect Spring Valley Drive to Nicolet Park
Planters Court and Bryan Road Connection to Willows Road	St. Mary's County	Suburban Residential	Provide a roadway connection to Willows Road from Planters Court and Bryan Road
Wildewood Parkway Roundabout	St. Mary's County	Suburban Residential	Reconstruct intersection of Wildewood Parkway and Wildewood Boulevard as a roundabout
Bay Ridge Road Multi-Modal Connection	St. Mary's County	Suburban Residential	Provide a bicycle and pedestrian connection from Bay Ridge Road to Great Mills Swimming Pool and Great Mills High School
Hermanville Road Multi-Modal Project	St. Mary's County	Suburban Residential	Add bicycle and pedestrian facilities to Hermanville Road
Lexington Park Library Connection	St. Mary's County	Suburban Residential	Add a pedestrian connection from Patuxent Crossing apartment complex to Lexington Park Library
Pegg Road Pedestrian and Bicycle Facilities	St. Mary's County	Suburban Residential	Provide bicycle and pedestrian facilities along Pegg Road
Chancellors Run Road Bike Facilities	St. Mary's County	Suburban Residential	Add a shared use path or widen bike lanes to 5' wide along Chancellors Run Road
Wildewood Parkway Connections	St. Mary's County	Suburban Residential	Provide additional roadway connections to Wildewood Parkway from Three Notch Road and St. Andrews Church Road
FDR Boulevard from S Shangri-La Drive to Willows Road	St. Mary's County	Suburban Residential	Provide the FDR Boulevard connection from S Shangri-La Drive to Willows Road
FDR Boulevard Roadway Connections	St. Mary's County	Suburban Residential	Provide the roadway connection to FDR Boulevard from nearby roads such as, Patuxent Center Way, Immaculate Heart Way, Misima Court, Patuxent Road, FDR Lane, and Thomas Drive.



Table 5: Future Project Recommendations

Project Name	County	Context Zone	Notes
Misima Court Infill	St. Mary's County	Suburban Residential	Infill at each end of Misima Court to connect Willows Road and Lei Drive
S Shangri-La Drive Extension to St. Mary's Square	St. Mary's County	Suburban Residential	Extend S Shangri-La Drive to St. Mary's Square shopping center. Connect Morris Drive to extended S Shangri-La Drive
Scarborough Drive to Quatman Road Connection	St. Mary's County	Suburban Residential	Provide roadway connection from Scarborough Drive to Quatman Road.
Chapman Drive Extension	St. Mary's County	Suburban Residential	Expand Chapman Drive on both sides to connect to Sanners Lane and Sheriff Miedzinski Way
Bay Ridge Road Connection to Quatman Road	St. Mary's County	Suburban Residential	Extend Bay Ridge Road to Quatman Road. Connect Carver School Boulevard to Bay Ridge Road extension
Grand Harvest Lane Extension	St. Mary's County	Suburban Residential	Extend Grand Harvest Lane to Three Notch Road
Strickland Road to Pegg Lane Connection	St. Mary's County	Suburban Residential	Provide roadway connection from Strickland Road to Pegg Lane
Horsehead Road Connections	St. Mary's County	Suburban Residential	Provide roadway connections from Horsehead Road to Goldfinch Drive, Golden Triangle Boulevard, Pegg Lane, and Strickland Road
Abell House Lane Extension	St. Mary's County	Suburban Residential	Extend Abell House Lane to serve rear of parcels fronting on Three Notch Road.
Lawrence Hayden Road Extension	St. Mary's County	Suburban Residential	Extend Lawrence Hayden Road to Indian Bridge Road
Pegg Road Extension	St. Mary's County	Suburban Residential	Extend Pegg Road from Chancellors Run Road to Indian Bridge Road

POLICY RECOMMENDATIONS

Calvert County and St. Mary's County have not currently adopted a complete street policy or bicycle and pedestrian policy. MDOT SHA has adopted a Complete Streets Policy to "enhance the quality of life for Maryland's citizens by providing a balanced and sustainable transportation system for safe, efficient passenger and freight movement". It is recommended that the C-SMMPO either formally adopt the MDOT SHA Complete Streets Policy or develop a new supplemental policy document that follows the overarching MDOT SHA policy while incorporating additional MPO-specific policies. **Table 6** below provides several potential recommendations for policies to be incorporated into a future C-SMMPO Complete Streets Policy document.



Table 6: Policy Recommendations	
Policy	Purpose
Provide grass buffers between the curb and shared use paths or sidewalks when possible	This policy is intended to increase pedestrian and bicyclist safety by providing a horizontal separation of the users from the travel lanes.
Identify or include considerations for public vehicular parking near trail projects	This policy ensures that the trail projects can be easily accessed and enjoyed.
Identify or include considerations for secure bicycle parking locations	This policy is intended to provide secure and convenient facilities that encourage bicycling.
Identify or include considerations for electric vehicle charging stations	This policy is intended to provide roadways and amenities that are conducive with emerging technologies.
Identify or include considerations for travel and parking of electric scooters	This policy is intended to provide roadways and amenities that are conducive with emerging technologies.
Consolidate or remove extra commercial driveway entrances along roadways with pedestrian/bicycle facilities	This policy is intended to minimize pedestrian and bicyclist conflict points with vehicular traffic turning into and out of commercial entrances.
Reduce number of Right-Turn-On-Red opportunities	This policy is intended to reduce the instances of conflicts with motorists in crosswalks and otherwise improve safety at intersections
Limit truck deliveries in highly commercial areas to non-peak hours	This policy is intended to reduce potential conflicts related to lane encroachment. If this policy is implemented, indicate the restrictions with signs in the appropriate locations.
Implement turning restrictions where necessary	This policy is intended to restrict certain turning movements when alternative routes exist, if the turning movement creates a high conflict situation for pedestrians and cyclists.



Appendix A

Existing Conditions Report



Appendix B

Public Participation Plan



Appendix C

Public Participation Input Report



Appendix D

Segment-Specific Concepts Calvert County Projects



Appendix E

Segment-Specific Concepts St. Mary's County Projects



Appendix F

Cost Estimates for the 11 Identified Projects