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Chapter 5
Transportation

Charles County's transportation system requires special consideration for growth management. This element of the Comprehensive Plan sets the transportation framework for the County's growth management efforts. Background for transportation planning is provided through an assessment of the existing transportation network, highway capacity, and planned improvements to identify the issues, problems and opportunities. Finally, this element develops short and long term strategies to satisfy Charles County's 2025 transportation needs.

Actions since adoption of the 1997 Comprehensive Plan

1. In 2004 the US 301 Southern Corridor Transportation Study restarted. This Study was initiated in 1998 after completion of the 1993 US 301 Transportation Study that recommended that a western Waldorf Bypass be constructed along with other transportation improvements to increase mobility throughout the southern region. The 1998 study was put on hold in 2002.
2. In 2004 the Maryland Transit Administration (MTA) in conjunction with Charles and Prince George's Counties completed a Transit Service Staging Plan feasibility study, a modeling effort to forecast the potential transit ridership for 2025. This study is described below in this chapter.
3. In 2003 the County revised its Road Ordinance, including revised access management standards.
4. Construction of the Cross County Connector between MD 5 and MD 210 continued. In 2004, Phase III of this seven phase project was completed between the Conrail railroad tracks and St. Patricks Drive.
5. In 2004 construction of a bypass road around Hughesville began.
6. In 2003 the County adopted a three-year right-of-way reservation policy for public use (highway, transit, public buildings, recreation site, other public uses), giving the County time to acquire needed land for facilities.
7. In 2003 the County adopted a new Transit Development Plan.
8. In 2002 the County Commissioners adopted a Comprehensive Transportation Strategy addressing state roads, county roads, transit, and other transportation options. Guiding principles for the strategy were:
   - Providing timely transportation infrastructure to accommodate the County's growth.
   - Coordinating transportation planning with land use planning in the Comprehensive Plan and Sub-Area plans.
   - Creating a transportation network that maximizes citizens' choice in transportation options.
   - Minimizing negative impacts of transportation projects on existing neighborhoods and businesses.

   With respect to US 301, the Strategy recommended a limited US 301 upgrade and the preservation of right-of-way for a western bypass alternative in the long-term.
9. In 2001 the County updated its Adequate Public Facilities manual, which was first adopted in 1997.
10. In 2001 the Southern Maryland Trails and Bikeways Study, a regional on- and off-road trails study, was completed.

11. In 2001 the MTA completed a park and ride feasibility study and site identification report for the US 301, MD 5, MD 228 corridors forming the basis for an acquisition and development program.

Goals and Objectives

Historically, Charles County's circulation system served largely rural and agricultural settlements. In recent years Waldorf, La Plata, and Bryans Road have grown into major centers, and growth has occurred throughout much of the rest of the County. In order to address these issues, Charles County has the following goal:

Develop and maintain a multi-modal transportation system to provide for the safe and efficient movement of people and goods on both an inter and intra County basis.

The transportation objectives of Charles County are as follows:

Roadway network/capacity

5.1 Maintain and enhance the existing quality of the road system to assure an acceptable level of service.

5.2 Direct the highway program toward the preservation of peak period capacities at acceptable levels along arterials such as US 301, MD 210, MD 228, and MD 5 through the careful application of access management and the development of a supporting network to separate local traffic.

5.3 Provide the public with adequate transportation facilities while simultaneously providing the opportunity for new development to continue in the County.

5.4 Develop a circulation system that encourages the separation of through and local traffic.

5.5 Require land developers to pay for any alterations, improvements, or additions to public roads and other facilities that will be needed to support the proposed development and will not be provided by normal County programming, including, but not limited to roads, entrances, deceleration and turning lanes, inter-parcel connections for subdivisions, signals, and park-and-ride lots.

Land Use

5.6 Concentrate development density and intensity in mixed use districts and in the Urban Core to help limit and manage the spread of traffic congestion and encourage and support alternate modes of transportation.

5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan.

5.8 Develop and coordinate land use and transportation improvements that focus on reducing the imbalance of jobs/housing in Charles County.

5.9 Concentrate transportation improvements in the form of new roads and transit systems which support new development in the Development District and in Town Centers.

5.10 Limit transportation improvements in Rural Conservation and Agricultural Preservation Districts to essential capacity improvements as well as maintenance and upgrading of non-standard roads and under-capacity bridges. This objective will provide for a safe and functional road system while limiting development in these rural areas.

Alternate Transportation Modes

5.11 Adopt land use and transportation policies and capital investment strategies designed to increase the share of trips handled by transit.

5.12 Reduce the number of single occupant vehicles through Transportation Demand Management programs, expanded commuter bus systems, ridershare programs, carpool and vanpool programs, and additional park-and-ride lots.

5.13 Provide incentives that encourage commuters to switch to higher occupancy alternatives.

5.14 Develop a bicycle and pedestrian network which provides adequate and safe recreational and functional transportation connections between residential, employment, recreational, shopping and transit centers.

Capital Programming, Coordination

5.15 Structure the financial policy for the transportation system to achieve the overall goals of the County. A proactive approach to road construction is essential. In addition to federal and state funding sources, innovative mechanisms, including private cooperation and financial support by developers should be incorporated into financial policies.

5.16 Foster close coordination between the County, Maryland Department of Transportation, and the Tri-County Council for Southern Maryland on matters related to planning and programming improvements transportation systems management, and whenever necessary, pursue legislative incentives on a coordinated basis.

Issues and Policy Considerations

Charles County's transportation system for the year 2025 requires special consideration in view of several issues:

- Local and regional motor vehicle traffic continues to increase. The primary effects of this are felt in Waldorf where a high volume of traffic, both local and through traffic is traveling on the few roads that run continuously through the area.
- The capacity of the County's arterial highways is key to growth management of the County and should be carefully conserved. This implies strict access control and residential and non-residential design standards that emphasize internal circulation systems.
- Development along the US 301, MD 5, MD 5 Business, MD 210, and MD 228 corridors continues to threaten safe and efficient operation along these routes. Congestion along these corridors is not solely the product of increasing traffic volume, but also of conflicting turning movements at intersections and driveways.
- In designated growth areas, pre-planned expansion of the highway system is required to ensure that the function and viability of the growth centers do not have negative impacts on traffic.
- The reduction in federal funding for roadways places more financial responsibility at the state and local levels, as well as on private developers, to fund new roadways, roadway improvements, and transit service.
- A multi-modal and inter-modal system will be needed to serve the County's future transportation needs. A multi-modal transportation system is comprised of highway, transit, pedestrian and bicycle facilities, airport and rail facilities; together with interconnections between each mode.
- Transit, while growing in importance in Charles County, continues to carry a relatively low volume of trips.

- Beyond a strict capacity based approach to highway systems evaluations, the community character impacts of roads and traffic also need to be considered. This is particularly true in the rural villages where historically development has been highway oriented. Residential and non-residential development along the rural roads of the County will result in a loss of the rural character that the County wants to retain.
- The private sector will increasingly be part of the solution of transportation issues, including financing and other transportation system modifications.

Transportation planning concepts

Before discussing the Charles County transportation system, it is necessary to first describe several transportation planning and capacity analysis concepts. The first, **functional classification**, relates a particular highway facility to the type of service it is intended to provide. The second, **capacity**, is a measure of traffic flow that can be accommodated on a given segment of road or at an intersection of two or more roads. Because traffic facilities tend to operate poorly at or near capacity, and are not usually designed or planned to operate in this range, level of service is used in the analysis of capacity. **Level of service** is a qualitative measure of operating conditions which a driver will experience while traveling on a particular roadway segment or through an intersection. Level of service reflects driver satisfaction with the following factors that influence the degree of congestion: speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and delays. The following six levels of service are used to describe highway flow conditions:

LOS A represents a free flow where individual users are virtually unaffected by others in the traffic stream. LOS A describes a condition with low traffic volumes and high speeds with little or no delays. There is little or no restriction in maneuverability due to the presence of other vehicles. Drivers can maintain their desired speeds and can proceed through signals without having to wait unnecessarily;

LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. LOS B affords above the average conditions, and is typically used for design or evaluation of rural highways;

LOS C is also in the range of stable flows, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. LOS C is normally utilized as a measure of "average conditions" for design of facilities in suburban and urban locations. It is also considered acceptable in rural locations;

LOS D represents high density, but stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort. Small increases in traffic flow will generally cause operational problems at this level. LOS D is considered acceptable during short periods of time and is often used in large urban areas;

LOS E represents operating conditions at or near the capacity level. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point and queues from behind the point. LOS F is characterized by demand volumes greater than the roadway capacity as complete congestion occurs and, in an extreme case, the volume passing a given point drops to zero. Under these conditions motorists seek other routes in order to bypass congestion, thus impacting adjacent streets.

Levels of service are often utilized as measures of system performance in transportation planning analysis to define public policy concerning highway performance. They are also used in traffic impact analysis to determine local traffic impacts of proposed developments (see Adequate Public Facilities Requirements, below in this chapter). Definitions of level of service differ for intersections and roadway segments, for city streets, and for controlled access highways. In urban and suburban areas, where intersections are closely spaced, traffic signals usually govern arterial and street capacity. US 301 in the Waldorf area is an example of this situation. Thus, in urban and suburban locations, roadway adequacy is addressed at intersections in the traffic impact analysis process.

Highway Classifications

Charles County is served by approximately 1,100 miles of highways, of which the County maintains approximately 700 miles. Each highway is categorized according to the County's functional classification system that categorizes a facility according to the type of service it is intended to provide. The type of service varies according to the type of trip, including local versus through trips, and magnitude of trips accommodated on a facility. The following are definitions and characterizations of the highway functional classifications:

Principal Arterial Carries a high volume of traffic for interstate and intrastate travel, as well as inter-county travel. Also serves the major centers of activity of the urbanized area. Flow is usually uninterrupted from origin to destination.

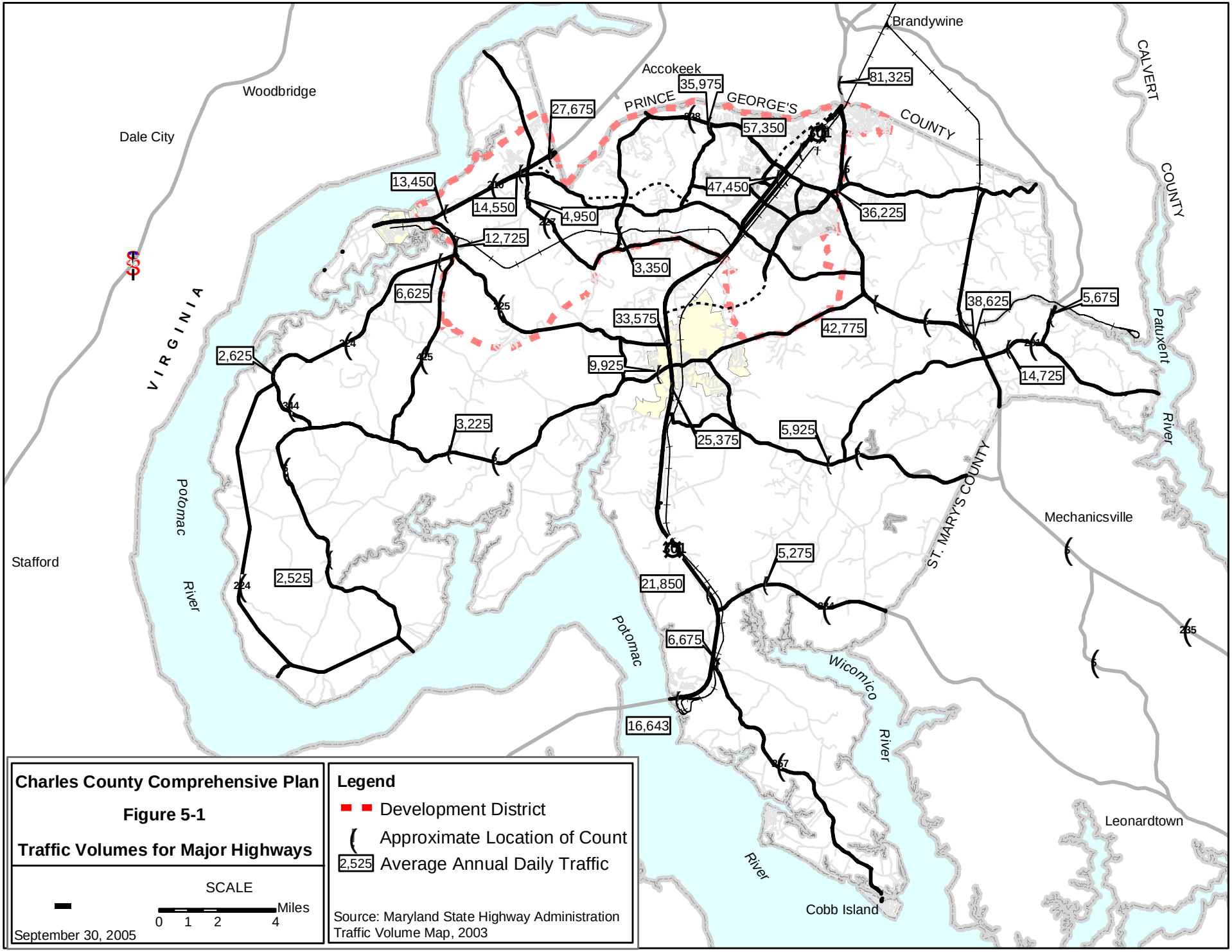
Intermediate Arterial Carries a high volume of traffic for travel within the county, or for travel to and from adjacent counties. Usually provides a connection to the Principal Arterial. Traffic on this type of road normally has the right-of-way. Controls are used only in areas of high hazard.

Minor Arterial Carries moderate to high volume of traffic usually for travel within the County. These roads normally serve the higher classification roads providing access to and from the arterials.

Major Collector Serves as a link between the arterial system and lower classified roadways. Collects and distributes traffic. Auxiliary lanes for turning traffic are usually provided along the Major Collector. Access is not directly from this road but from a sub-road connected to the collector. They may serve community shopping areas, schools, parks, and cluster developments.

Minor Collector Serves intra-community travel at a traffic volume lower than that of a Major Collector.

Local Provides direct access to abutting properties. Designed to handle relatively low traffic volumes.


Brandywine
Accokeek
Woodbridge
Dale City
PRINCE GEORGE'S COUNTY
CALVERT COUNTY
VIRGINIA
Potomac River
Patuxent River
ST. MARY'S COUNTY
Mechanicsville
Stafford
Leonardtown
Cobb Island
Wicomico River
81,325
35,975
27,675
57,350
13,450
14,550
4,950
47,450
36,225
12,725
3,350
6,625
33,575
42,775
38,625
5,675
2,625
9,925
14,725
3,225
25,375
5,925
5,275
2,525
21,850
6,675
16,643
Charles County Comprehensive Plan
Figure 5-1
Traffic Volumes for Major Highways
SCALE
0 1 2 4 Miles
September 30, 2005
Legend
Development District
Approximate Location of Count
2,525 Average Annual Daily Traffic
Source: Maryland State Highway Administration
Traffic Volume Map, 2003

Traffic Volumes

Traffic volumes for major highways are shown on Figure 5-1. Volumes from 1994 to 2003 for locations representative of major highway routes for commuting and regional traffic are shown on Table 5-1. The largest volume was on US 301 and MD 5 just north of Waldorf which had a 23 percent increase between 1994 and 2003. Though not as high a volume route, MD 210 just south of the Prince George's County line experienced a 57 percent increase in traffic volume between 1994 and 2003.

Table 5-1 Selected Traffic Counts for Major Highways Charles County, 1994 to 2003 Annual Average Daily Traffic

Location	1994	2003	Change 1994 to 2003	
			Number	Percent
US 301 - north of Prince George's County line	66,375	81,325	14,950	23%
US 301 - north of MD 228	45,350	57,350	12,000	26%
US 301 - La Plata	30,950	33,575	2,625	8%
US 301 - Nice Bridge	13,804	16,643	2,839	21%
MD 210- north of Bryans Road	17,576	27,675	10,099	57%
MD 5 - east of MD 488	28,450	42,775	14,325	50%

Source: Maryland Department of Transportation, Traffic Volume Maps

Traffic on all major highways grew between 1994 and 2003 consistent with regional and statewide trends. Growth was particularly apparent on MD 5 and MD 210. Total Annual Average Daily Traffic (AADT) on US 301 just north of the Charles County/Prince George's County line exceeded 81,000 vehicles per day in 2003, reflecting the importance of this route as a major connector to Prince George's County, and as a commuter route to work locations in Washington D.C., Northern Virginia, and points north of the County.

Adequate Public Facilities Requirements

Adequate Public Facilities (APF) requirements were added to the Charles County Zoning Ordinance in 1992. An Adequate Public Facilities Manual was compiled in 1997 and updated in 2001. Under the APF Requirements, most subdivision, site plan, or zoning permit applications must submit an Adequate Public Facilities study to the County that includes the proposed development's impact on transportation facilities. Developers must demonstrate that adequate infrastructure and services exist, are part of an approved CIP project, or will be provided through a mitigation strategy to serve the new development. A facility is considered inadequate if the proposed development would cause the LOS to drop below the following standards:

Table 5-2 Level of Service Standards

Comprehensive Plan District	Peak hour
Development District	C
Mixed Use Districts/Urban Core	D
Village Centers	C
Rural/Agricultural Conservation District	B

Source: Adequate Public Facilities Manual, 2001

Access Controls

Access controls along a roadway serve to maintain and enhance the existing quality of the road system. Access controls are particularly important in the Development District where the County is targeting new growth to ensure that the road system meets the demands of the growing population. By implementing access controls, either through partial control of access or access management, the County can prevent the proliferation of driveways and individual access points which would intensify traffic hazards and adversely affect the function of arterial and major collector roads. Once effective access controls have been implemented, and the number of conflict points has been minimized, the roadway system will allow for higher speeds, fewer delays, and improved safety at a lower capital investment than the construction of a new highway.

Access management plans for several roads have been developed as part of the 2002 Transportation Strategy. Based on these plans, tables in the County Road Ordinance designate access point locations for existing and future development. Roads with completed plans are:

- Cross County Connector
- Middletown Road
- Rosewick Road
- St. Charles Parkway
- Western Parkway; MD 228 to Hamilton Road (Hamilton Road to County line anticipated by end of 2005)

Partial Control of Access

Partial control of access involves limiting access points along a roadway to only public roads either at an at-grade intersection or a grade separated interchange. All private driveways and entrances directly on the roadway are eliminated or tied into either a public road or a service road. Under Maryland law, property owners immediately adjacent to a highway have the right to direct access to a highway. This right may be acquired from the property owners by one of the following methods:

- When a parcel is located along a secondary road, access from the primary road may be purchased, and access to the property is shifted onto the adjacent roadway.
- When the parcel is not located adjacent to another roadway, a service road may be constructed to provide access.
- If a parcel is land-locked and it is not feasible to construct a service road, the parcel would need to be acquired.

During the 1990s, the US 301 Transportation Study Task Force analyzed partial control of access options along the US 301 corridor. The Task Force proposed that partial control of access programs be implemented along the entire length of US 301, from US 50 to the Potomac River, except for built-up commercial areas such as Waldorf and La Plata. In these built-up commercial areas, an

overwhelming number of access points already exist and the building setbacks do not allow enough right-of-way to construct service roads. In these areas the Task Force recommended an access management program. In 2002 the County Commissioners' Comprehensive Transportation Strategy endorsed Alternative 1A for US 301 which would upgrade key intersections along US 301 in Waldorf without denying access to local businesses between interchanges.

Access Management

Access Management involves controlling traffic movements and the spacing, design, location and number of access points along a roadway to manage access to adjacent land uses while simultaneously preserving the flow of traffic on the roadway system. Effective access management improves the safety and capacity along densely developed roadways by reducing the friction between local and through traffic.

In 1992, Charles County adopted access management regulations in the highway corridor overlay zone section of the zoning ordinance that currently applies to US 301, MD 5 (formerly MD 205), MD 210, MD 5 Business, and MD 228. These regulations include standards for minimum driveway spacing, driveway widths, access locations, turning lanes and for the reservation of right-of-way for service roads within the corridors.

Charles County and SHA coordinate access management on a case-by-case basis for new development and redevelopment projects. There are several good examples of where access management has been implemented along US 301. South of Plaza Drive the majority of the businesses along US 301 are accessed either from the internal circulation road for the St. Charles Towne Center or from adjacent roads such as St. Patrick's Drive and Smallwood Drive. The few access points which are directly on US 301 along this segment (northbound side of US 301, north of Smallwood Drive) are shared between several businesses and the parking lots are connected allowing cars to travel from one to another without traveling on US 301. North of MD 228 along US 301 there are many examples where no access management has taken place. Access drives are located very close together with two or more per business.

The County will continue to coordinate with the SHA on access management programs along US 301, MD 228, MD 5, MD 5 Business, and MD 210. The proposed service road system concept for MD 210 in Bryans Road mentioned in the 1997 Comprehensive Plan was deferred after the State purchased the Chapmans Landing property.

As part of the 1997 Comprehensive Plan, additional access management control guidelines were developed to supplement the requirements in the zoning ordinance. These guidelines were refined and adopted into the County's Road Ordinance in 2003. They address the locations and spacing of intersections, access points, and median openings, and inter-parcel connections.

Local Traffic Safety Plan

A Charles County Community Traffic Safety Task Force was formed to implement a Federal 402 funded grant from the Maryland Highway Safety Office division of the Governor's Office for Highway Safety. Traffic safety problems in Charles County are identified using statistics from the Highway Safety Office, local traffic data, and citizen concerns. The goal of the program is to reduce the number of traffic safety related crashes, injuries and fatalities following the "3E's" of traffic safety: enforcement, education, and engineering.

The task force is comprised of members from local law enforcement, public health, local government, businesses and private citizens interested in traffic safety. All activities funded by the grant must support the National Highway Traffic Safety Administration priority areas and be

approved by the Governor's Office for Highway Safety through the State Highway Administration Office of Traffic Safety. Each year an annual report is prepared that evaluates the effectiveness of each program area. Based on this evaluation and current data, planning for next year's grant funded projects may begin.

Current priority program areas are impaired driving, occupant protection, young driver safety, older drivers, aggressive driving, distracted driving, motorcycle safety and pedestrian/bicycle safety. Programs to address each of these identified program areas will be initiated to decrease crashes and reduce injuries and fatalities.

The State Highway Administration monitors motor vehicle crashes that occur at each at-grade intersection on the state maintained highway system and every year develops a list of high crash intersections for each county. This list enables the County Government and the SHA to prioritize where intersection improvements are required.

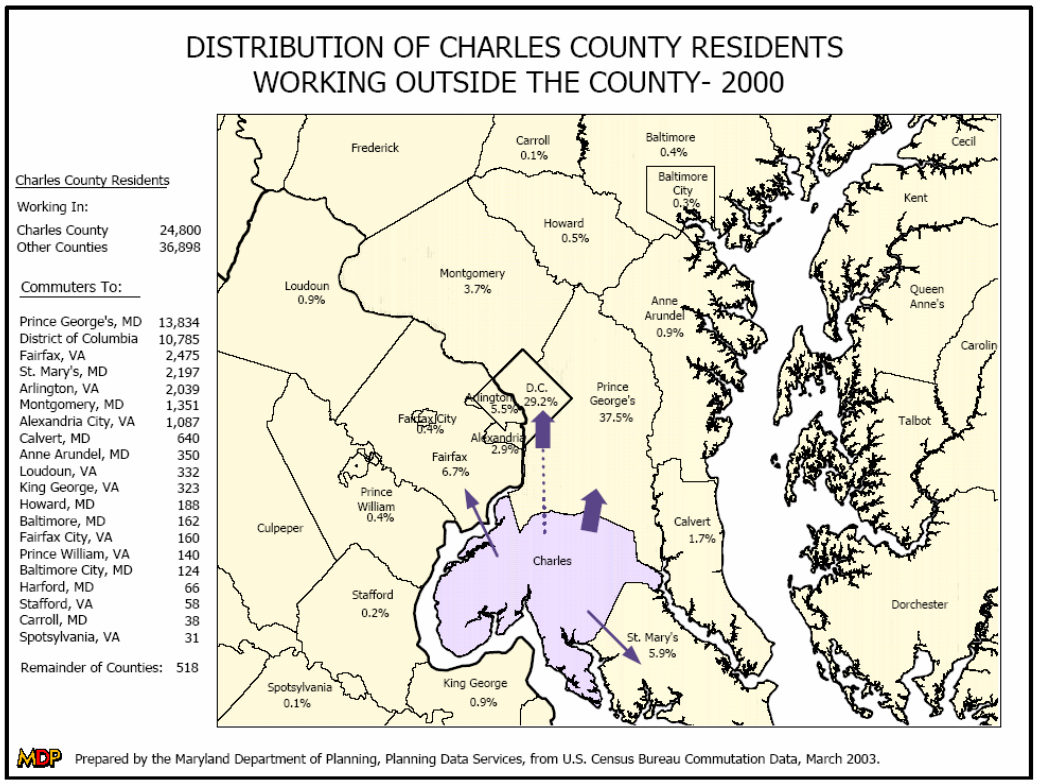
Commuter Patterns

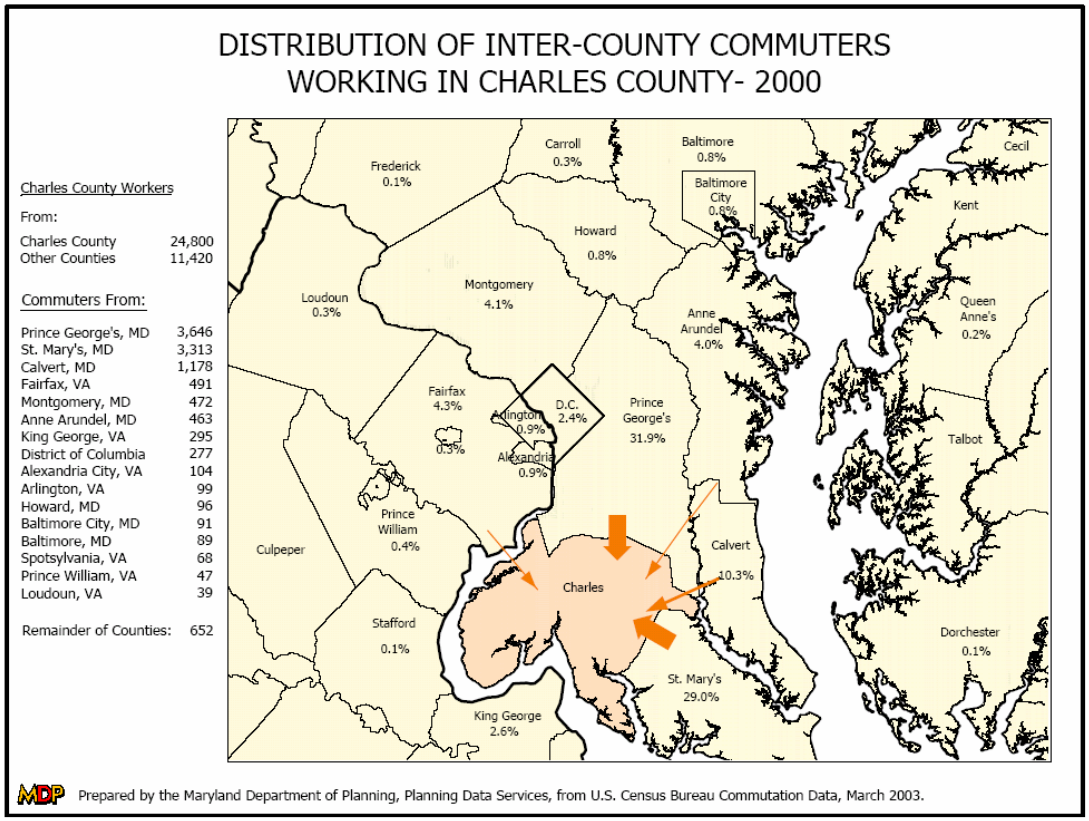
Although work trips only represent a portion of all trip purposes, they occur during times of the day when transportation facilities are most heavily used. Commuting patterns using origin/destination information for Charles County work trips in 2000 are shown on Figure 5-2. Charles County continues to be a net exporter of commuters. Of the 61,698 commuters who resided in Charles County in 2000, 36,898 (60 percent) commuted to work outside of the county and 24,800 (40 percent) commuted within the county. Approximately 11,420 workers commuted into Charles County. Compared to 1990 commuter data, the share of workers working outside the County increased slightly from 58 percent in 1990 to 60 percent in 2000.

The greatest number of commuters leaving Charles County are destined for job locations in Prince George's County (13,834 commuters or 38 percent). An additional 29 percent commute to Washington D.C. Of the 11,420 commuters who travel into Charles County from other locations, the largest percentage (32 percent) originate from Prince George's County. An additional 29 percent originate from St. Mary's County.

The US 301 Transportation Study found that the key factor for the existing and projected transportation congestion was the imbalance between the number of jobs and the number of households in Southern Maryland. Key highways experience congestion each day because they are used by commuters to access jobs across the Prince George's County line. These numbers were expected to increase significantly through 2020. Within the immediate US 301 Study Area, generally outside of the Capital Beltway and south of US 50, the Task Force found that the number of households was projected to grow by about 90 percent, while the number of jobs was projected to grow by only 50 percent. This projected growth imbalance would create a 450 percent increase in the number of daily trips across the Charles-Calvert County border with Prince George's County. The Task Force determined that improving the jobs/housing imbalance would do more to reduce congestion than any single transportation construction project.

Figure 5-2 Commutation





Future Highway Improvements

This section identifies future highway system improvements to US 301, state, and county roads. The improvements are listed on Table 5-4 beginning on page 5-14 and are shown on Figure 5-3. They are derived from the following sources:

Maryland Department of Transportation (MDOT) Consolidated Transportation Program (CTP). Each year the Maryland Department of Transportation (MDOT) works with local officials and the public to determine priority County transportation projects. These projects are funded and are programmed in the MDOT's six-year Consolidated Transportation Program (CTP).

Charles County Budget and Capital Improvement Program (CIP). The five year budget and CIP is updated annually by the Charles County Department of Fiscal Services and is coordinated with the Comprehensive Plan and the CTP.

Maryland Department of Transportation (MDOT) Highway Needs Inventory (HNI). The HNI identifies future highway improvements that warrant major construction or reconstruction. The HNI is not a construction program, and inclusion of a project on the HNI is not a commitment to implementation. Over time a project may move from the HNI to the CTP.

Charles County Planning Documents. The transportation elements of several Charles County and Town planning documents identify future highway system improvements:

- Charles County Comprehensive Plan
- Charles County Commissioners Comprehensive Transportation Strategy, 2002
- Waldorf Sub-Area Plan
- Bryans Road – Indian Head Sub-Area Plan
- Vision Plan for Greater La Plata
- Town of La Plata Comprehensive Plan
- Town of Indian Head Comprehensive Plan

The projects in Table 5-4 are divided into three categories:

- **Funded projects.** These projects are funded for construction in the CTP, the CIP, or by developers; denoted by an "F" on Table 5-4.
- **Projects in active planning.** These are County projects are in the CTP, the CIP, or in the County Commissioners' 2002 Transportation Strategy; denoted by an "A" on Table 5-4.
- **Longer range projects.** These projects derive from the HNI and Charles County Planning Documents. Table 5-3 identifies the source document(s) that provide a more detailed description of each project. These projects are; denoted by an "L" on Table 5-4.

On Table 5-4, projects to be done by the State are denoted by an "S", projects by the County by a "C" and projects by the Town of La Plata by a "P". The table also indicates where the project is on a pedestrian-bicycle route as shown on Figure 5-5. Table 5-4 does not include the following project types:

- Resurfacing and rehabilitation projects
- Safety/spot improvements
- Streetscapes
- Bridge projects
- Town of La Plata projects that are internal to the Town and do not affect the County.

Highway projects are identified in the following time frames:

- Short: To be completed by 2010
- Mid: To be completed by 2020
- Long: To be completed after 2020

Table 5-3 lists projects from the 1997 Comprehensive Plan that have been modified or deleted in this 2006 Plan update.

Charles County would like to develop a transportation model to help identify the functional classification of roads, identify problem links in the road network, and assist in preparing advanced planning studies.

Table 5-3 1997 Comprehensive Plan Road Projects Deleted or Modified by 2006 Comprehensive Plan

1997 Comprehensive Plan Project		Rationale
M-9	Add a right turn lane on northbound MD 925 to MD 5.	Complete
M-13	Reconstruct MD 925/Old Washington Road from US 301 north to MD 5 as a three lane cross section	Modified in this Comprehensive Plan to apply only to northern portion of MD 925 just south of MD 5 Business.
C-1	Develop access management plans for the US 301 corridor through Waldorf and La Plata, as part of a sub area plan	Partially complete; will be addressed through US 301 Corridor Transportation Study
C-3	Eastern Parkway	Modified in the Waldorf Sub-Area Plan. Now referred to as Post Office Road extension.
C-8	Provide an additional connection from US 301 to MD 925 between Smallwood Drive and Billingsley Road	Deleted in the Waldorf Sub-Area Plan.
C-19	Extend St. Patrick's Drive from Billingsley Road to Jaybee Lane (or to Theodore Green Boulevard)	Deleted in the Waldorf Sub-Area Plan
C-21	Coordinate with the Town of La Plata to complete an upgrade and extension of Willow Lane south of MD 6 and to US 301	Entire project is now in the Town of La Plata. The project is shown in the Town of La Plata Comprehensive Plan.
C-23	Smallwood Drive extension to MD 228 Corridor	Modified in the Waldorf Sub-Area Plan, now envisioned as extension between Middletown Road and Mill Hill Road (see Table 5-4, project A-C-3).

Table 5-4 Road Improvements

Number	Project	Description	Funding Source/ Plan Document	Ped/Bike Route (Figure 5-5)	Time Frame
F= Funded, A= Active Planning, L = Longer Range Projects. S = State Project, C = County Project, P = Town of La Plata Project					
Funded					
State Projects					
F-S-1	MD 5 at Hughesville	New roadway including bypass around intersection of MD 5 and MD 231. County recommends design imporvements to exsiting MD 5 through Hughesville to enhance its function as a local road.	Consolidated Transportation Program, 2006 Comprehensive Plan		Short
County Projects					
F-C-1	Mill Hill Road, Davis Road, Lexington Drive	New/upgrade for area around North Point High School.	Capital Improvement Program/ North Point High School	Yes	Short
F-C-2	Middletown Road	Upgrade to four travel lanes from MD 228 to Cross County Connector. To be built in phases: Phase Ib McDaniel Road to Smallwood Drive Phase II Smallwood Drive to Cross County Connector	Capital Improvement Program	Yes	Short
F-C-3	Cross County Connector	New four-lane road from Middletown Road to MD 210. To be built in phases: Phase IV St. Patricks Drive to Middletown Road Phase V Middletown Road to MD 229 Phase VI MD. 229 to Mattawoman Creek Phase VII Mattawoman Creek to MD 210	Capital Improvement Program	Yes	Short
F-C-4	Acton Lane	Upgrade from Western Parkway northwest to the County line to improve capacity and safety.	Capital Improvement Program		Short
F-C-5	Rosewick Road	New road between US 301 and St. Charles Parkway. To be built in phases: Phase I Rt. 301 to Washington Ave Phase II Washington Ave. to Radio Station Road Phase III Radio Station Road to St. Charles Parkway	Capital Improvement Program/ACPT	Yes	Short

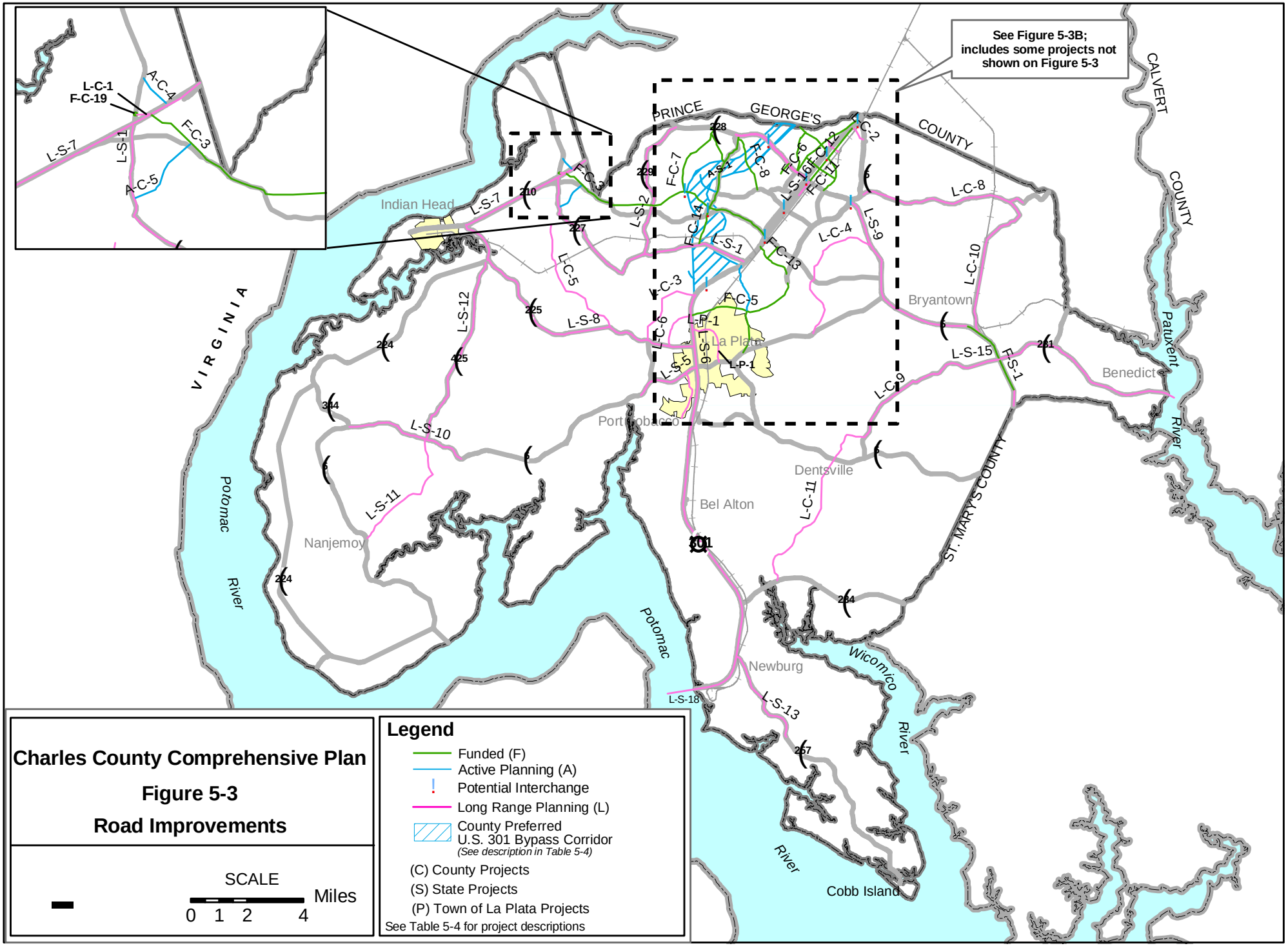
Number	Project	Description	Funding Source/ Plan Document	Ped/Bike Route (Figure 5-5)	Time Frame
F= Funded, A= Active Planning, L = Longer Range Projects. S = State Project, C = County Project, P = Town of La Plata Project					
F-C-6	Western Parkway	New road between MD 228 and US 301. To be built in phases: IA Rt. 228 through the Manekin Property IB Hamilton Road to Acton Lane II Acton Lane to Pierce Road III Pierce Road to US 301	Capital Improvement Program	Yes	Short
F-C-7	Mill Hill Road	Extension from Super Place to the Cross County Connector.	Capital Improvement Program	Yes	Short
F-C-8	McDaniel Rd	Reconstruct and extend from Middletown Road to Smallwood Drive.	Developer 1997 Comprehensive Plan, Waldorf Sub-Area Plan	Yes	Short
F-C-9	Demarr Road	Improve US 301 Demarr Road intersection, (White Plains Business Park Road Improvement). Realignment at St. Charles Parkway.	Capital Improvement Program/ACPT		Short
F-C-10	Graphics Drive	Demarr Rd to Cross County Connector.	Developer agreement.		Short
F-C-11	Post Office Road Extended	Extension of Post Office Road to provide an alternative North-South arterial roadway east of US 301. Referred to in 1997 Comprehensive Plan as Eastern Parkway (project C-3). Envisioned in Waldorf Sub-Area Plan as an extension to Acton Lane (major collector), with minor collector connections to White Oak Road and MD 5 (Table 3-3 project 14)	Capital Improvement Program	Yes	Mid
F-C-12	Old Washington Road	Reconstruct, 3-lane section north of MD 5 Business	Capital Improvement Program	Yes	Mid
F-C-13	Demarr Road	Reconstruct Demarr Road to provide adequate access for industry-related traffic.	Capital Improvement Program		Short
F-C-14	Middletown Road/Turkey Hill Road	Upgrade from US 301 to Cross County Connector. Several options are possible as this is part of the US 301 study bypass corridor.	Capital Improvement Program	Yes	Mid
F-C-15	Hamilton Road	Between Western Parkway and Acton Lane. Add turn lanes/by-pass lanes to improve safety and traffic flow	Capital Improvement Program	Yes	Short
F-C-16	Holly Lane West	Extension/overpass between Post Office Road extended (former Eastern Parkway) and Western Parkway.	Capital Improvement Program	Yes	Mid

Number	Project	Description	Funding Source/ Plan Document	Ped/Bike Route (Figure 5-5)	Time Frame
F= Funded, A= Active Planning, L = Longer Range Projects. S = State Project, C = County Project, P = Town of La Plata Project					
F-C-17	Radio Station Road	Reconstruct as 4-lane parkway between MD 488 and Rosewick Road. Create 4-way intersection at Jaybee Lane. Town and County project.	Capital Improvement Program		Short
F-C-18	Stavors Road	Upgrade road to support traffic volumes & provide safety improvements.	Capital Improvement Program		Short
F-C-19	Bryans Road Town Common	Construct a traffic circle and green/park area in Bryans Road Town center.	Capital Improvement Program		Short
Projects in Active Planning					
State Projects					
A-S-1	US 301 Corridor Study	Upgrade of existing US 301; interchanges along US 301 and at MD 5/St. Charles Parkway. Possible new road; US 301 bypass. Include consideration of additional lanes between Smallwood Drive and MD 227. Note that Figure 5-3 shows the County's preferred bypass route extending north to the Prince George's County line, north of the MD 228 terminus shown in the 2002 Commissioners' Transportation Strategy. This reflects the restarting of the US 301 Southern Corridor Transportation Study in 2004 under which all options would be evaluated. The County has selected a preferred alignment for a bypass. Maps showing this alignment can be viewed at the County Department of Planning and Growth Management. See also Chapter 3 under Land Use Implications of the US Route 301 Corridor Study for the County's position on the alternatives for US 301.	Consolidated Transportation Program US 301 Study; County Commissioners' Transportation Strategy; 2006 Comprehensive Plan.	Yes	Mid
A-S-2 (not shown on Figure 5-3)	Traffic signals	Continue to monitor the need for traffic signal timing and synchronization improvements along all state and County roads in the Development District.	2006 Comprehensive Plan.	No	On-going
County Projects					
A-C-1	Jaybee Lane	Rosewick Road to US 301. Upgrade to provide an alternative north-south route from US 301 into La Plata. Build as parkway style road.	Transportation Strategy /Capital Improvement Program (not funded in FY 2005)		Mid

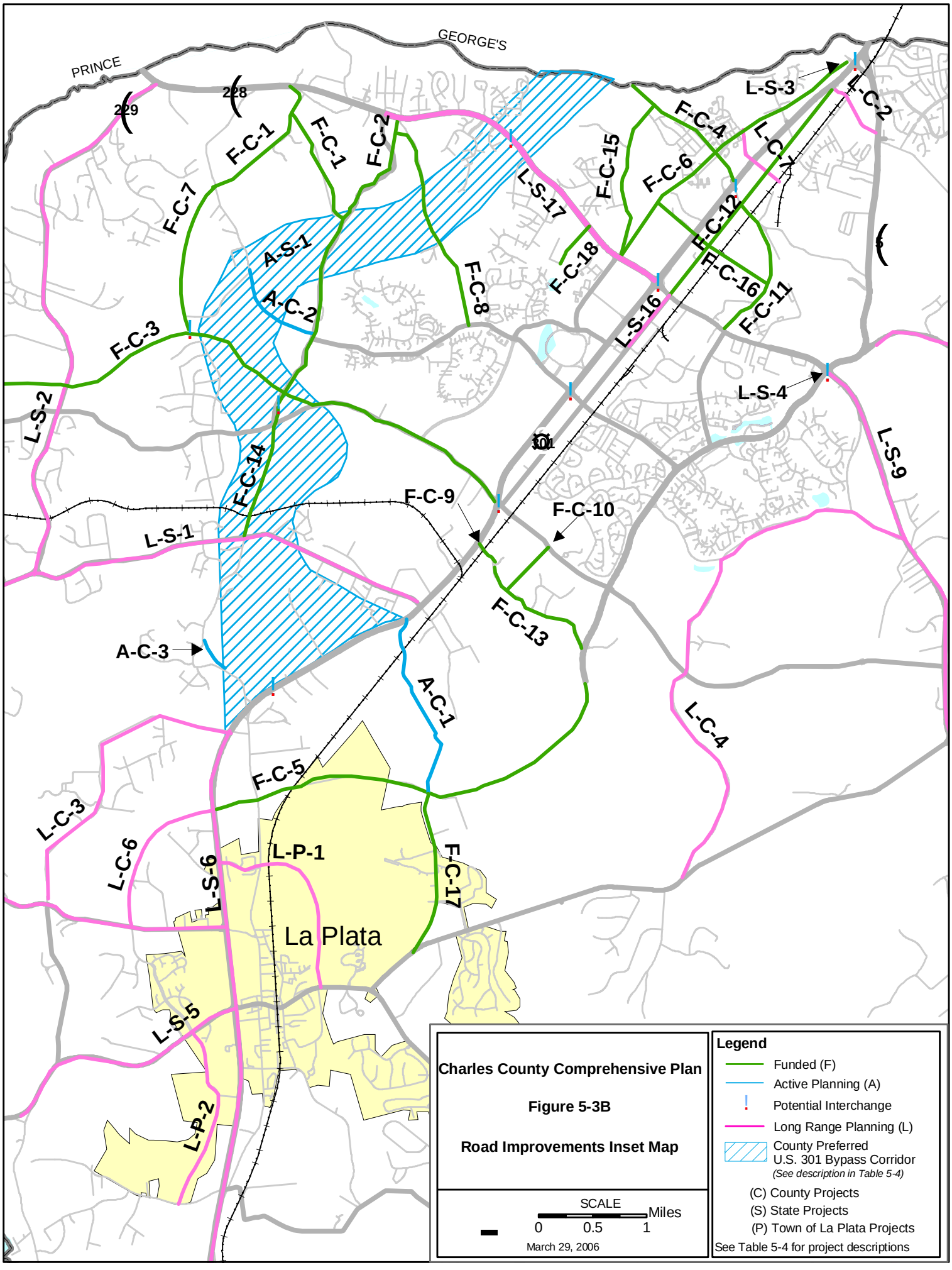
Number	Project	Description	Funding Source/ Plan Document	Ped/Bike Route (Figure 5-5)	Time Frame
F= Funded, A= Active Planning, L = Longer Range Projects. S = State Project, C = County Project, P = Town of La Plata Project					
A-C-2	Smallwood Drive	Extension of Smallwood Drive between Middletown Road and Mill Hill Road. Envisioned in Waldorf Sub-Area Plan as a revision of the 1997 Comprehensive Plan project C-23 to extend Smallwood Drive to MD 228	Capital Improvement Program (not funded in FY 2005).		Mid
A-C-3	Turkey Hill Road	Realignment to eliminate sharp 90 degree bend. See also long range project L-C-6 to upgrade Middletown Road/Turkey Hill Road south of Cross County Connector.	Capital Improvement Program (not funded in FY 2005)	Yes	Mid
A-C-4	Camp Hedges Place	Extension of Camp Hedges Place between MD 210 and MD 227. Developer built. Allows Marshall Hall traffic to bypass Bryans Road Town Center.	Capital Improvement Program		Mid
A-C-5	Pomonkey to Cross County Connector	New road between MD 227 and the Cross County Connector. Direct connection between employment area and the Cross County Connector	Capital Improvement Program		Mid
Longer Range Planning Projects					
State Projects					
L-S-1	MD 227	Reconstruct (2 lanes) between MD 210 and US 301. County recommends bypass lanes where needed between MD 210 and MD 224.	Highway Needs Inventory		Mid
L-S-2	MD 229	Reconstruct (2 lanes) between MD 227 and MD 228. County recommends bypass lanes where needed between MD 228 and Cross County Connector.	Highway Needs Inventory		Mid
L-S-3	MD 5 – US 301	Construct an interchange	Highway Needs Inventory		Mid
L-S-4	MD 5 – MD 5 Bus	Construct an interchange	Highway Needs Inventory		Mid
L-S-5	MD 6	Multi-lane reconstruct between Chapel Point Road (Port Tobacco) and US 301.	Highway Needs Inventory	Yes- major trail	Mid
L-S-6	US 301	Potomac River to south of La Plata - access control improvements	Highway Needs Inventory		Long
L-S-7	MD 210	MD 225 to MD 227 - access control improvement MD 227 to County line – divided highway reconstruct with access control improvement	2006 Comprehensive Plan	Yes- major trail	Long
L-S-8	MD 225	MD 210 to US 301 - multi-lane reconstruct. County recommends increased capacity between MD 224 and MD 210.	Highway Needs Inventory	Yes	Long
L-S-9	MD 5	Between St. Mary's County line and MD 5 Business. Divided highway reconstruct with access control	Highway Needs Inventory	Yes- major trail	Long
L-S-10	MD 6	MD 344 to east of Wards Run. Two-lane reconstruct.	Highway Needs Inventory	Yes	Long

Number	Project	Description	Funding Source/ Plan Document	Ped/Bike Route (Figure 5-5)	Time Frame
F= Funded, A= Active Planning, L = Longer Range Projects. S = State Project, C = County Project, P = Town of La Plata Project					
L-S-11	MD 425	Reconstruct (2 lanes) between MD 6 at Grayton (south of Nanjemoy) and MD 6 at Ironsides	Highway Needs Inventory		Long
L-S-12	MD 425	Reconstruct (2 lanes) between MD 224 and MD 6 at Ironsides	Highway Needs Inventory		Long
L-S-13	MD 257	Increase capacity between Newburg and Cobb Island	1997 Comprehensive Plan	Yes	Long
L-S-14	MD 231	Increase capacity from Patuxent River Bridge (Benedict) to MD 5. HNI limits are MD 5 to MD 381.	Highway Needs Inventory	Yes	Long
L-S-15	MD 231 (Burnt Store Road)	Increase capacity from MD 5 to Olivers Shop Road	2006 Comprehensive Plan	Yes	Long
L-S-16	MD 925	Increase capacity from vicinity of Terrace Drive to MD 5 Business	2006 Comprehensive Plan. Modification of 1997 Comprehensive Plan project M-13	Yes	Long
L-S-17	MD 228	US 301 to Middletown Road. Reconstruct as divided highway.	Highway Needs Inventory	Yes	Long
L-S-18	Governor Harry Nice Bridge	Increase capacity.	2006 Comprehensive Plan	Yes	Long
County Projects					
L-C-1	Matthews Road	Extend the Cross County Connector from its currently planned terminus at MD 210 north, across MD 210 to Matthews Road. Allows additional access to Bryans Road Town Center.	Bryans Road - Indian Head Sub-Area Plan		Short
L-C-2	Substation Road	Reconstruct between US 301 and MD 5.	1997 Comprehensive Plan		Mid
L-C-3	Mitchell Rd	Upgrade. Alternating through-traffic bypass lanes where needed.	1997 Comprehensive Plan		Mid
L-C-4	Piney Church Road	MD 488 to MD 5. Upgrade (4 lanes plus realignment)	1997 Comprehensive Plan, Waldorf Sub-Area Plan	Yes	Mid
L-C-5	Bumpy Oak Road	Upgrade between MD 224 and MD 225. Alternating through-traffic bypass lanes where needed. Provides an additional north-south route west of La Plata.	1997 Comprehensive Plan	Yes	Mid
L-C-6	Quailwood Parkway	Extend Quailwood Parkway between MD 225 and Rosewick Road.	1997 Comprehensive Plan. Vision Plan for Greater La Plata.		Long

Number	Project	Description	Funding Source/ Plan Document	Ped/Bike Route (Figure 5-5)	Time Frame
F= Funded, A= Active Planning, L = Longer Range Projects. S = State Project, C = County Project, P = Town of La Plata Project					
L-C-7	Holly Tree Lane	Extension/overpass between Post Office Road extended (former Eastern Parkway) and Western Parkway. Holly Lane and Holly Tree Lane are envisioned as overpasses of US 301 (not interchanges) allowing local traffic to cross US 301 between interchanges. Extensions to Eastern Parkway involve a railroad crossing. If this is not feasible, eastern terminus should be Old Washington Road.	1997 Comprehensive Plan, Waldorf Sub-Area Plan	Yes	Long
L-C-8	Poplar Hill Road	MD 5 to Malcolm Road/Iowa Road. Upgrade. Alternating through-traffic bypass lanes where needed.	2006 Comprehensive Plan	Yes	Long
L-C-9	Wheatley Road/Olivers Shop Road	Upgrade between MD 6 and MD 231.	2006 Comprehensive Plan	Yes	Long
L-C-10	Gallant Green Road, Woodville Rd.	Upgrade between MD 5 and Iowa Road.	2006 Comprehensive Plan		Long
L-C-11	Penns Hill Road	Upgrade between MD 234 and MD 6. Alternating through-traffic bypass lanes where needed.	2006 Comprehensive Plan	Yes	Long
Town of La Plata Projects					
L-P-1	MD 6 to Rosewick Road (MD 6 connector)	New road between MD 6 and US 301 (Willow Lane to Heritage Green Parkway), with branch up to Rosewick Road.	Highway Needs Inventory, La Plata Comprehensive Plan, Waldorf Sub-Area Plan.	Yes	Mid
L-P-2	Quailwood Parkway	Extension south of MD 6 to Old Stagecoach Road.	La Plata Comprehensive Plan		



March 29, 2006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228
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Charles County Comprehensive Plan
Figure 5-3B
Road Improvements Inset Map
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March 29, 2006
Legend
Funded (F)
Active Planning (A)
Potential Interchange
Long Range Planning (L)
County Preferred U.S. 301 Bypass Corridor
(See description in Table 5-4)
(C) County Projects
(S) State Projects
(P) Town of La Plata Projects
See Table 5-4 for project descriptions

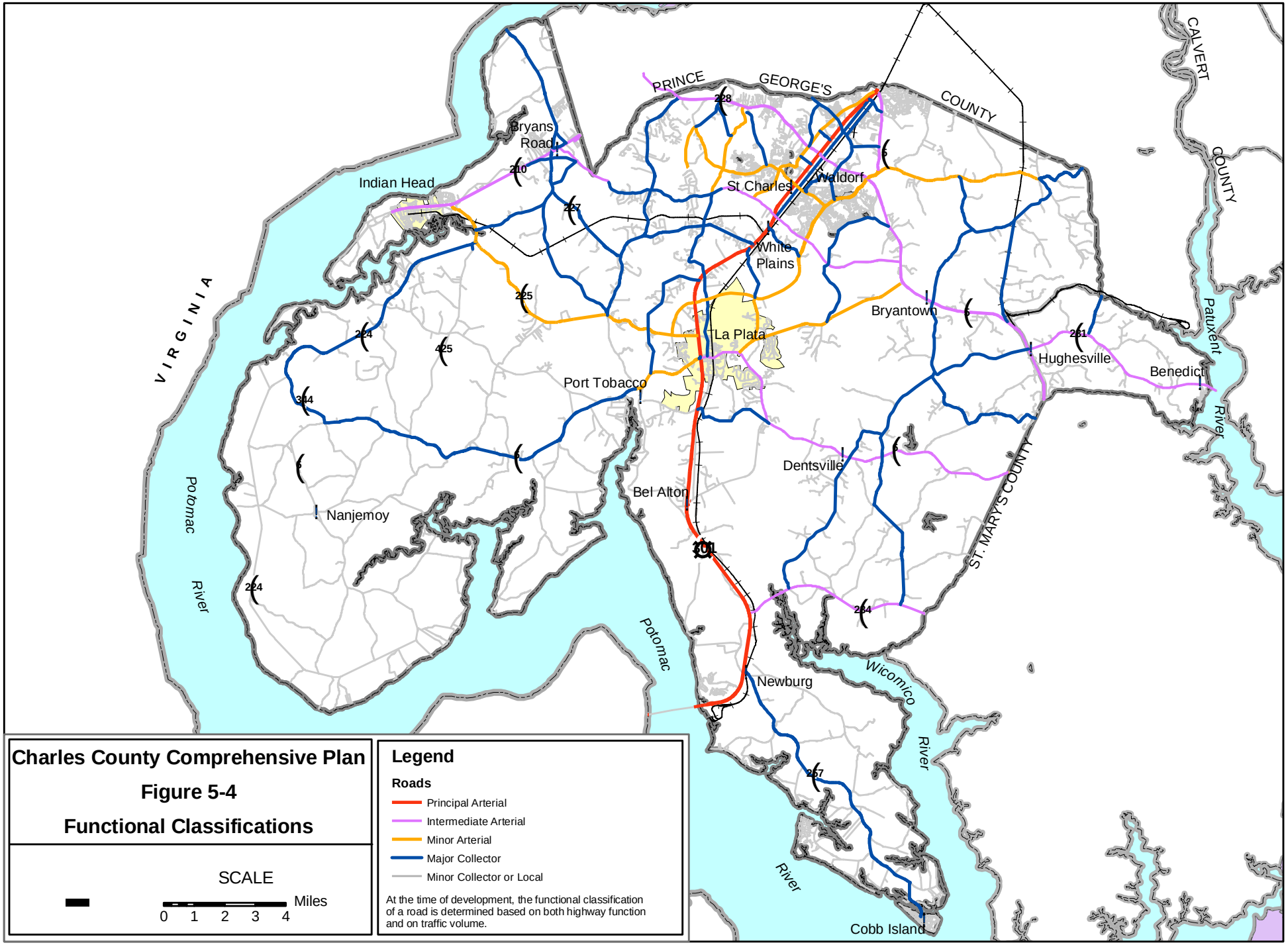
Transportation System 2025

The Functional Classification Map for the year 2025 (Figure 5-4) results from the planned transportation improvements and implementation of the Plan's policies guiding future development. Table 5-5 lists the roads by classification as defined above in this chapter.

At the time of development the functional classification of a road is determined based on both its highway function and on traffic volume (see Section 72 of the County Subdivision Regulations). The County is developing a transportation model. Use of the model or changes in traffic conditions, patterns, or development may result in changes to the road classifications in Table 5-5.

Table 5-5 Functional Classification of Highways

Road/Class	From	To	Road/Class	From	To
Principal Arterial			**Major Collector, continued**		
US 301	Prince George's County line	Potomac River	Burnt Store Road	Olivers Shop Road	MD 5
Intermediate Arterial			Camp Hedges Place	MD 227	MD 210
MD 5	Prince George's County line	St. Mary's County line	Covington Road	Poplar Hill Road	Prince George's County line
MD 5 Business			Demarr Road	US 301	Rosewick Road
MD 6	US 301	St. Mary's County line	Doctor Samuel Mudd Road	Poplar Hill Road	Bryantown Road
MD 210	US Naval Surface Warfare Center	Prince George's County line	Gallant Green Road	Woodville Road	MD 5
MD 228	Prince George's County line	MD 5	Hamilton Road	Western Parkway	Acton Lane
MD 231	MD 5	Patuxent River	Holly Lane	US 301	Western terminus
MD 234	US 301	St. Mary's County line	Hungerford Road	MD 227	MD 210
Cross County Connector	MD 210	MD 5	Industrial Park Drive	Post Office Road	Copley Ave
			Iowa Road	Poplar Hill Road	Woodville Road
Minor Arterial			Jaybee Lane	Rosewick Road	US 301
MD 6	Rose Hill Road	US 301	Marshall Corner Road	MD 227	MD 225
MD 225	MD 210	La Plata	Matthews Road	MD 227	MD 210
MD 488	La Plata	MD 5	McDaniel Road	Middletown Road	Smallwood Drive West
Middletown Road	MD 228	Cross County Connector	Middletown Road	Cross County Connector	MD 227
Mill Hill Road Extended	Smallwood Road	Cross County Connector	Mill Hill Road	MD 228	Smallwood Road Extended
Poplar Hill Road	MD 5	Covington Road	Mitchell Road	US 301	MD 225
Radio Station Road	MD 488	Rosewick Road	Oaks Road	County Line	Olivers Shop Road
Rosewick Road	US 301	Cross County Connector	Old Washington Road	MD 228	Sub-Station Road
Saint Charles Parkway	Rosewick Road	MD 5	Olivers Shop Road	MD 5	MD 6
Saint Patricks Drive	US 301	Cross County Connector	Penns Hill Road	MD 6	MD 234
Smallwood Drive East	US 301	Saint Charles Parkway	Piney Church Road	Renner Road	MD 488
Smallwood Drive West	Middletown Road	US 301	Plaza Drive	Western Parkway	US 301
Western Parkway	US 301	Saint Patricks Drive	Pomonkey to Cross County Connector (new road)	MD 227	Cross County Connector
Major Collector			Post Office Road	St. Charles Parkway	MD Bus 5
MD 6	MD 344	Rose Hill Road	Post Office Road Extended	MD 228	Old Washington Road/ MD 5
MD 224	MD 344	MD 225	Quailwood Parkway	Old Stage Coach Road	US 301
MD 224	MD 225	MD 227	Renner Road	Piney Church Road	MD 5
MD 227	Potomac River (Marshall Hall)	US 301	Springhill Newtown Road	MD 6	MD 301
MD 229	MD 228	MD 227	Sub-Station Road	MD 5	US 301
MD 257	US 301	Wicomico River (Rock Point)	Trinity Church Road	MD 6	MD 234
MD 344	MD 224	MD 6	Turkey Hill Road	MD 227	US 301
MD 381	MD 231	Prince George's County line	Valley Road	MD 225	MD 6
MD 925	Cross County Connector	MD 228	Washington Avenue	MD 301	La Plata
Billingsley Road	MD 227	Cross County Connector	Wheatley Road	Olivers Shop Road	MD 6
Bryantown Road	Doctor Samuel Mudd Road	MD 5	White Oak Drive	Post Office Road Extended	Sub-Station Road
Bumpy Oak Road	MD 224	MD 225	Woodville Road	Iowa Road	Doctor Samuel Mudd Road



March 29, 2006

Other Transportation Facilities & Services

Since the early 1990s when Congress passed the Intermodal Surface Transportation and Efficiency Act (ISTEA), there has been strong emphasis on developing a multi-modal and intermodal transportation system that is economically efficient and environmentally sound, and that focuses on the efficient movement of people and goods, rather than vehicles. This section discusses other transportation modes that can supplement the motor-vehicle system.

Pedestrian and Bicycle Facilities

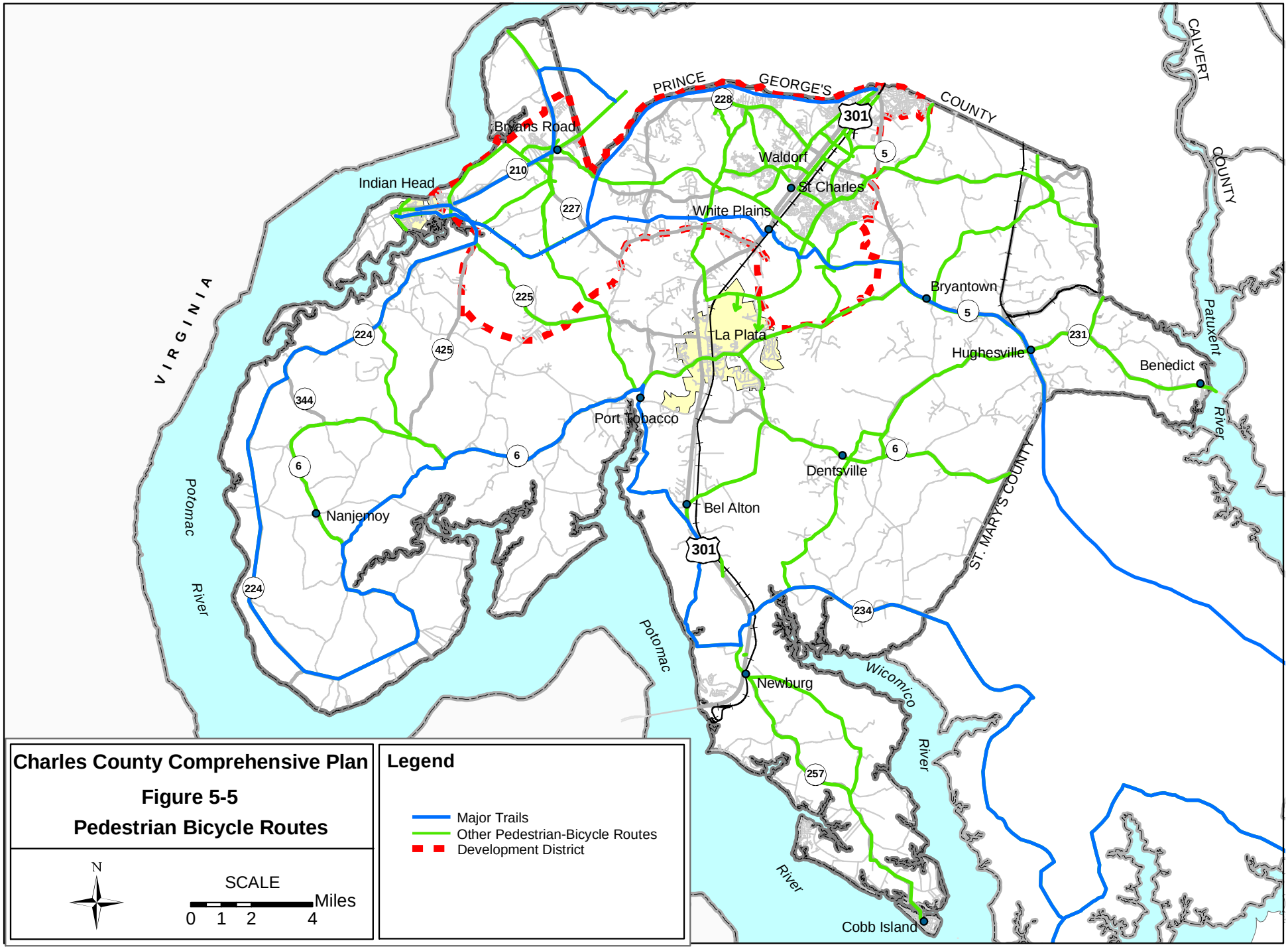
Bicycle and pedestrian facilities can be an important element of the transportation network. With a few exceptions, conditions for pedestrians and bicyclists in Charles County are poor. St. Charles has a well-developed system of sidewalks and trails although safe crossings of major roads are lacking. Some of Waldorf's older residential neighborhoods, such as Pinefield and White Oak Village and an increasing number of new ones also have sidewalks. However, they tend to serve only the individual neighborhoods, and do not interconnect with each other to form a true network. Charles County's rural roads are attractive to bicyclists and recreational bicycling is popular. Rural roads with shoulders and/or low traffic volumes are the most attractive but many have hazards such as narrow horizontal sections, lack of paved shoulders, narrow bridges, poor shoulder maintenance (with debris collecting in the shoulders) and, on occasion, hostility from motorists.

The main barriers to creating a useful, functional pedestrian-bicycle network are distance and separation of uses, lack of pedestrian-bicycle facilities in commercial and employment areas, and the difficulty of safely crossing main roads. A pedestrian/bicycle network should provide continuous connections between residential, employment, recreational, shopping, and transit centers. These facilities must be designed to ensure the safety of the pedestrians and cyclists including adequate access across highways and bridges.

In 2002, bicycle lanes and a pedestrian trail were incorporated into the upgrade for Middletown Road, the first County road to be built with these facilities. The Cross County Connector is to include a hiker/biker trail. A considerable amount of pedestrian and bicycle facility planning has been undertaken since the 1997 Comprehensive Plan:

- Bryans Road – Indian Head Sub-Area Plan pedestrian-bicycle element
- Waldorf Sub-Area Plan pedestrian-bicycle element
- Southern Maryland Trails and Bikeways Study (SMRTABS), a regional on- and off-road trails study.
- Feasibility Study for four trail alignments: Mattawoman Trail, US Navy Railroad Trail (NSWC trail), Popes Creek Railroad Trail, and Gilbert Run Trail.

The combined results of this planning are shown on Figure 5-5, which shows three major trails and other major recommended pedestrian and bicycle routes. Funding for pedestrian-bicycle facilities needs to come from a range of sources. The State has bicycle and sidewalk retrofit programs.



Charles County Comprehensive Plan

Figure 5-5

Pedestrian Bicycle Routes

N

SCALE

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Legend

- Major Trails
- Other Pedestrian-Bicycle Routes
- Development District

March 29, 2005

The three major trails are:

1. **Potomac National Heritage Trail.** This on-road, regional route enters the County near Bryans Road and runs roughly parallel to the Potomac River around the western and southern sides of the County and on into St. Mary's County.
2. **Indian Head (NSWC) to Hughesville Trail.** This partly on-road, partly off-road trail follows the U.S. Government Railroad from Indian Head to White Plains following Old Woman's Run, connects to White Plains Regional Park, and follows MD 5 to Hughesville. From Hughesville the route heads towards Lexington Park via the Three Notch Trail (the former Southern MD Railroad right-of-way).
3. **Mattawoman Trail.** This off-road trail branches off from the NSWC trail and follows Mattawoman Creek up to Waldorf.

The major pedestrian and bicycle routes on Figure 5-5 complete a countywide spinal system. Key elements of the system are as follows:

1. Routes along major roads serving key destinations, especially mixed-use centers in the urban core.
2. Connections between the east and west sides of US 301.
3. Connections to Bryans Road, Indian Head, and La Plata.
4. Scenic routes connecting villages on low automobile-volume roads.

Neighborhood and community sidewalks and pathways are not shown on Figure 5-5 but are important locally and should connect where possible to the countywide system.

Bus Service

Bus service is increasing in importance in Charles County especially in the La Plata/Waldorf areas. Both commuter and regular bus service is available.

Commuter Bus Service

The Maryland Transit Administration (MTA) operates four routes in Charles County. The Washington Metropolitan Area Transit Authority (WMATA) operates two routes (Table 5-6).

Table 5-6 Commuter Bus Routes

Route		From	To	Trips per day (2004)
MTA	901	La Plata/Waldorf	Washington D.C.	49
	907	La Plata/Waldorf	Washington D.C.	16
	903	Charlotte Hall/Waldorf	Washington D.C.	10
	905	Charlotte Hall/Waldorf	Washington D.C.	39
WMATA	C18	Waldorf	Branch Avenue Metrorail	17
	W19	Indian Head	Southern Avenue Metrorail	14

Sources: Maryland Transit Administration MD5/US 301 Transit Service Staging Plan (TSSP), Final Report October 2004; Charles County Transportation Development Plan, Final Report, January 2003.

Charles County Department of Community Services Public Transportation

The Department of Community Services has been providing public transportation since 1986. Two bus services are offered:

- General Public Transit (VanGO) - deviated fixed service provides transportation throughout the County to shopping and business centers primarily within the Waldorf/St. Charles and La Plata areas (see Figure 5-6).
- Demand Response Service - Utilizes paratransit vehicles to provide general transportation for senior citizens and disabled persons .

Ridership increased 166 percent between FY 2001 and FY 2004 (Table 5-6).

Table 5-7 VanGO Ridership

	Annual Ridership		
	FY 1998	**FY 2001**	**FY 2004**
Fixed/Deviated Fixed Route	42,360	146,326	388,587
Demand Responsive	18,460	20,336	19,288
Total Ridership	**60,820**	**166,662**	**407,875**

Source: Charles County Transportation Development Plan, Final Report, January 2003; Maryland Transit Administration, 2005.

Charles County's 2003 Transit Development Plan (TDP) creates a blueprint for transit development in the County over the next five years. Improving the efficiency of the current system is a top priority as well as increasing service frequency and expansion of services to growth areas. The TDP found that there was little coordination between the land use approval process and VanGO planning of bus routes. The TDP recommended that VanGO participate in reviews for new residential and commercial development along existing and future routes.

Ridesharing/Commuter Assistance Services

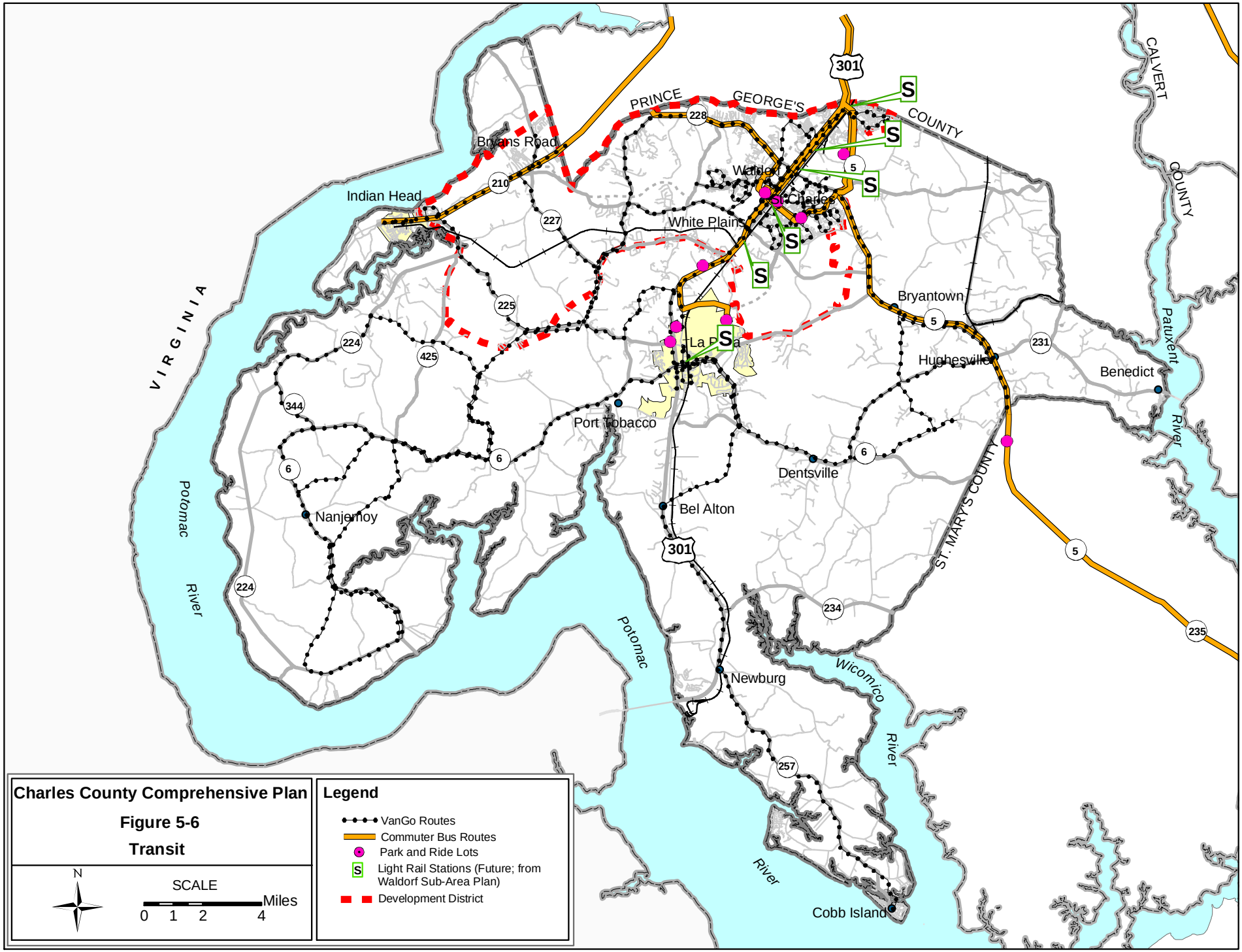
Regional Rideshare of Southern Maryland provides a computerized matchlist for carpool/ vanpool/commuter bus schedules, rates, and services information for residents and employees of Charles County. The Program also provides information on commuter bus schedules, rates and other transportation services for the region and commuting to Washington, D.C., Northern Virginia, and suburban Maryland.

Park-and-Ride lots

Park-and-ride lots decrease traffic congestion and improve air quality. Park and ride lots provide convenient transfer points for carpools, van pools, and commuter buses, are located in the following eight locations (Figure 5-6):

- MD 5 (Mattawoman Beantown Road)*
- St. Charles Towne Center*
- Smallwood Village*
- US 301 at Smallwood Drive*
- Food Lion in La Plata*
- Laurel Springs Park
- MD 225 Armory
- South Potomac Church

* Utilization over 80 percent in 2001.



March 29, 2005

MD 5/US 301 Transit Service Staging Plan

In 2004, the Maryland Transit Administration in conjunction with Charles and Prince George's Counties completed a transit feasibility study, the Transit Service Staging Plan (TSSP). The TSSP is the most recent of several transit studies since the mid 1990s, of which the most relevant are:

- Southern Maryland Regional Strategy, Tri-County Council for Southern Maryland, 1999.
- Maryland Comprehensive Transit Plan, Volume IV Southern Maryland, 2001.
- US 301 Policy Oversight Committee final report, 2001. Recommended that viable transit options be developed in the US 301 Corridor.
- Southern Maryland Mass Transportation Alternatives Study, 1996. Evaluated a full range of mass transportation alternatives serving Southern Maryland via the MD 5/US 301 corridor. Four alternatives were recommended as having sufficient merit to be considered as a feasible transit option: light rail, busway, and two high occupancy vehicle (HOV) alternatives.

The TSSP was primarily a modeling effort to forecast the potential transit ridership for 2025 for four transit alternatives. Table 5-8 shows the results. The study recommended that in the short term (through 2015) efforts should focus on the Enhanced Commuter Bus Service Alternative and that planning for one or more of the other alternatives should begin in 2015.

Table 5-8 Transit Service Staging Plan Summary

Alternative	Feature	Projected 2025 Ridership (daily boardings)	Capital Cost ($ 2003)	Annual Operating Costs ($ 2003)
Enhanced Commuter Bus	Additional bus service and park and ride lots	6,800	$255 million	$27 million
Bus Rapid Transit, Moderate level	Shuttle bus service, expanded express and limited stop service, shared and exclusive bus lanes	19,500 to 23,600	$429 million	$32 million
Bus Rapid Transit, High level	Bus Rapid Transit, moderate level, plus exclusive bus lanes, grade separation.	26,400 to 31,000	$1.2 billion	$32 million
Light Rail Transit	Two directional light rail service to Branch Avenue Metrorail using the Pope's Creek Railroad Corridor and an exclusive right-ot-way in the MD 5 corridor	22,600 to 26,800	$1.1 to $1.5 billion	$34 million

Rail Service

Freight

The only rail service in the County is provided by the Pope's Creek Branch of CSX and is used primarily for freight. This line serves stations at Waldorf, Indian Head Junction, and La Plata. A spur from Brandywine to Chalk Point runs through eastern Charles County north of Hughesville. The Potomac Electric Power Company is a chief user of these railroad lines transporting coal to its Chalk Point and Morgantown power plants.

A US government railroad line from the Naval Surface Warfare Center, Indian Head Division connects at Indian Head Junction with the Pope's Creek Branch of Conrail at White Plains. As discussed above under bicycle and pedestrian facilities, the County is working to create an off-road trail along this route.

Rail Transit

There is currently no commuter rail service in Charles County. There is interest in light rail service but, as discussed in the previous section, the Transit Service Staging Plan found that costs would be very high for the projected ridership and concluded that, at least through 2015, efforts should focus on enhanced commuter bus service. The Waldorf Sub-Area Plan found that suitable sites for light rail stations were limited and recommended that sites be reserved in the short term before they become more difficult and costly to obtain.

Air transportation

National and international airlines operate from Ronald Reagan Washington National Airport, Dulles International Airport, and Baltimore Washington International Airport (32, 54, and 65 miles from La Plata, respectively). Maryland Airport, a small local privately owned airport at Pomonkey provides charter service for Charles County but is not currently large enough to handle commercial aircraft. In 2002 the Federal Aviation Administration approved concept plans for capital development at the airport with three major components:

- A longer runway and parallel taxiway to better accommodate larger aircraft and to allow the airport to serve as a reliever to Ronald Reagan airport.
- Construction of a corporate aviation facility – parking aprons, hangars, automobile access and parking.
- Expansion of T-hangar facilities to accommodate general aviation growth.

As of 2005, the airport was working to obtain the necessary permits to begin construction.

Around Maryland airport, and extending beyond the airport boundaries, are “imaginary surfaces”, as defined in Maryland’s Code of Regulations. Under state law, obstructions (including structures, trees, or other objects) that would cause airport or air navigation hazards are prohibited within these imaginary surfaces. In view of the planned airport expansion, the County should consider adopting an overlay zoning district around the airport that would alert county staff, residents, and businesses regarding the potential for off-airport navigation hazards, and a requirement for review of proposed development projects by the Maryland Aviation Administration.

The County does not support any new airport in the County.

Water transportation

There are presently no commercial port facilities located in Charles County; however, there is a barge loading operation for gravel export located at Goose Bay on the Potomac**.** The Port of Baltimore, about 65 miles north of the County, is the closest port facility. The U.S. Army Corps of Engineers maintains navigable waters in the Potomac River and at the mouth of several rivers along the southern and western boundary of Charles County.

The possibility exists for use of the Potomac River for privately sponsored commuter transportation to Washington, D.C., and sites in Virginia. In 2000 the Virginia Department of Transportation completed a passenger ferry boat feasibility study for locations between Quantico, VA and Georgetown, including a potential stop at Indian Head. The study found that ferry boat service is

technically feasible though it would have to operate at a speed competitive with other modes of travel which was not attainable at the time of the study due to restrictions in the District of Columbia. The study concluded that the cost of operating a ferry did not justify a publicly operated service, but that the public sector could help facilitate a privately operated service.

Implementation Strategies

1. Continue to pursue inter-jurisdictional efforts to address transportation issues in key corridors. The most critical corridor is US 301, and Charles County will work with the Maryland Department of Transportation to complete the US 301 Southern Corridor Transportation Study.

2. Continue to develop advanced planning studies in priority areas to prepare conceptual plans, identify future roadway corridors, existing roadways to be improved, and other measures such as access management, or transit improvements. This will allow the County to use the Adequate Public Facilities requirements, subdivision regulations, and zoning ordinance requirements to preserve right-of-way and implement improvements in an orderly manner over time. Priorities should be:

- ⇨ A circulation plan for Bensville, see also discussion in Chapter 13.
- ⇨ Plans for roads in Waldorf.

3. Develop a transportation model for the County. Many larger jurisdictions use transportation modeling software. Such software can help identify the functional classification of roads, be used to identify problem links in the road network, and assist in preparing advanced planning studies thereby supplementing the Comprehensive Plan and the ongoing work of the Planning Commission.

4. Implement needed pedestrian/bicycle improvements in existing communities and incorporate pedestrian-bicycle facilities into future road projects using Figure 5-5 as a guide for location. Pedestrian-bicycle facility design should be tailored to the road function, available right-of-way, safety, and cost; for example, shared use paths in neighborhood areas, on-road bicycle lanes in more urban areas, maintained shoulders in rural areas. Decisions on the types of facilities to use should be based on bicycle and pedestrian level-of service-measures which are quantitative measures of how comfortable a pedestrian or bicyclist feels under different conditions. Other considerations include:

- ⇨ As development occurs, ensure through the development review process that connections to the pedestrian- bicycle network are made.
- ⇨ Retrofit existing roads to accommodate pedestrians and cyclists. This should occur over time as road projects occur.
- ⇨ Make use of pathways (asphalt trails) that can serve both cyclists and pedestrians. Sidewalks should still be used where appropriate, but many segments of the network may best be completed with a single dual-purpose pathway rather than a sidewalk and a separate pathway.

5. Consider requiring that when a waiver is given to the need to provide sidewalks, a fee-in-lieu (perhaps partial) be paid the County to provide needed pedestrian facilities.

6. Adopt an overlay zoning district around Maryland Airport. The purpose of the district would be to alert county staff, residents, and businesses regarding the potential for off-airport navigation hazards and noise, and a requirement for review of proposed development projects by the Maryland Aviation Administration.

7. Incorporate VanGO into reviews for new residential and commercial development along existing and future transit routes. The role would include:

- ⇨ Ensuring that new development is designed to accommodate transit services.
- ⇨ Identifying new transit trip generators.
- ⇨ Planning for pedestrian and bicycle access around bus stops.

8. Continue to develop access management plans for County roads and incorporate these plans into the County road ordinance.

9. Continue to coordinate with the State Highway Administration on access management programs along US 301, MD 228, MD 5, and MD 210, and on a case-by-case basis when new development and redevelopment plans are proposed.

10. Preserve right-of-way and require road improvements consistent with the Road Improvements Map, Functional Classification Map, and the concept circulation plans to be developed for specific areas. Sections 75, 76, and 83 of the Subdivision Regulations provide for reservation and dedication of right-of-way and roadway upgrades and Section 38 of the Zoning Ordinance limits construction of buildings in planned acquisition limits.

11. Preserve right-of-way for future transit ways and acquire parking lots/park and ride sites at future rail stations. Acquire parking lots/park and ride sites at future rail stations. The stations are shown on Figure 5-6 and three are in the Waldorf Sub-Area plan's "activity centers". Locations are at:

- US 301 near Substation Road (Waldorf Gateway activity center)
- Old Washington Road and Acton Lane (Acton Center activity center)
- Old Washington Road and MD 5 Business (Waldorf Center activity center)
- Old Washington Road at Smallwood Road
- US 301 near Demarr Road (White Plains)
- La Plata

The Sub-Area plan discusses how use of these sites for shared parking can help stimulate economic development in the activity centers in the short term before being converted to parking for transit.

12. Promote and expand existing Transportation Demand Management (TDM) programs including telecommuting and teleservices which directly reduce commuter trips. Examples of TDM programs include employee vanpool programs, home-based ridesharing programs, local area paratransit program, new and improved park and ride lots, flexible work hours, transit-oriented developments, bicycle /pedestrian facilities, and telework centers.