

Southern Maryland Transportation Needs Assessment Status Review and Scope of Work

presented to:

**Commission to Study Southern Maryland
Transportation Needs**

presented on behalf of:

**Maryland Department of Transportation
State Highway Administration
Maryland Transit Administration
Cambridge Systematics, Inc.**

May 31, 2007



Presentation Overview

- **Review previous work**
 - **Southern Maryland Regional Strategy: An Action Plan for Transportation, December 1998**
- **Discuss accomplishments to date**
 - **State Highway Administration (SHA)**
 - **Maryland Transit Administration (MTA)**
- **Discuss new project – Southern Maryland Transportation Needs Assessment**
 - **Senate Bill 281**
 - **Led by Tri-County Council for Southern Maryland (TCCSMD) in partnership Maryland DOT (MDOT)**
 - **Scope of work**

Southern Maryland Regional Strategy: An Action Plan for Transportation, December 1998

- **Established a set of five goals**
 - **Goal 1 – Provide for safe and efficient mobility**
 - **Goal 2 – Facilitate commerce and retain/attract businesses**
 - **Goal 3 – Protects the natural and cultural environment**
 - **Goal 4 – Supports established communities and planned development**
 - **Goal 5 – Consistent with the regional goals while also cost effective**

Southern Maryland Regional Strategy: An Action Plan for Transportation, December 1998 (continued)

- **Presented a transportation trends summary**
 - **Projections indicated that the region is the fastest growing in the State**
 - **System usage is dominated by vehicular traffic**
 - **Concern over aging population**
- **Developed potential transportation improvement strategies**
 - **Roadway improvements**
 - **Transit enhancements such as light rail options, enhanced feeder transit services, and expanded park and ride locations**

State Highway Administration

Calvert County

Calvert County Projects	Status
MD 2, Anne Arundel County line to MD 4, corridor mobility enhancements	- No major capital improvements planned
MD 4, Anne Arundel County line to MD 2, corridor mobility enhancements with growth area improvements in Dunkirk	- Included in the Highway Needs Inventory (HNI) - Complete, at MD 260 – interchange construction - Feasibility Study, Dunkirk Area
MD 2/4, Sunderland to St. Mary's County line, corridor mobility enhancements with growth area improvements in Prince Frederick and Chesapeake Ranch Estates	- Included in the HNI - Complete, associated MD 765 service road (from south of Patuxent Point Parkway to south of Spinnaker Way) - Primary Construction Program, MD 231 intersection reconstruction - Secondary Construction Program, Lusby Connector – Portion from MD 2/4 to MD 765 - Primary Development and Evaluation Program <ul style="list-style-type: none"> • South of MD 765 to north of Stoakley Road • MD 4 from MD 2 to St. Mary's County line including Thomas Johnson Bridge and MD 235 intersection
MD 231, MD 2/4 to Charles County line, corridor mobility enhancements	- Included in the HNI - Complete, Patuxent River – bridge rehabilitation - Feasibility Study, MD 5 Rel. at Hughesville to MD 2/4 at Prince Frederick, right-of-way preservation corridor identified
MD 260, MD 4 to MD 261 at Chesapeake Beach, corridor mobility enhancements	- Included in the HNI - Complete, MD 4 at MD 260 interchange
Chesapeake/North Beaches, growth area improvement	- Portions included in the HNI (MD 261 from Old Bayside Road to 1 st Street in North Beach) - Part of the Community Safety and Enhancements Program

State Highway Administration

Charles County

Charles County Projects	Status
MD 5, U.S. 301 to St. Mary's County line, including Hughesville Bypass, corridor mobility enhancements	<ul style="list-style-type: none"> - Included in the Highway Needs Inventory (HNI) - Complete, (MD 205) U.S. 301 to MD 5 Business – four-lane divided reconstruction - Primary construction program, Hughesville Bypass
MD 210, Prince Georges County line to Indian Head, corridor mobility enhancements with growth area improvements	<ul style="list-style-type: none"> - Included in the HNI
MD 228, MD 210 to Charles County line (in Prince Georges County), system expansion	<ul style="list-style-type: none"> - Complete, MD 210 to Charles County line, four-lane divided reconstruction
MD 231, MD 5 to Calvert County line, corridor mobility enhancements	<ul style="list-style-type: none"> - Included in the HNI - Complete, Patuxent River – bridge rehabilitation - Feasibility Study, MD 5 Rel. at Hughesville to MD 2/4 at Prince Frederick, right-of-way preservation corridor identified
U.S. 301, Prince Georges County line to Virginia State line, corridor mobility enhancements with growth area improvements in Waldorf and La Plata	<ul style="list-style-type: none"> - Portions included in the HNI - Primary Development Evaluation Program <ul style="list-style-type: none"> • U.S. 50 to Virginia State line • MD 5 at T. B. to Washington Avenue north of La Plata - Maryland Transportation Authority Development and Evaluation Program, Harry W. Nice Bridge - Feasibility Study, Smallwood Drive to Potomac River, developed three access control concept plans

State Highway Administration

St. Mary's County

St. Mary's County Projects	Status
MD 4, MD 5 to Calvert County line, corridor mobility improvements with growth area improvements in Lexington Park/California	<ul style="list-style-type: none"> - Included in the Highway Needs Inventory (HNI) - Primary Development and Evaluation Program <ul style="list-style-type: none"> • MD 235 to Calvert County line including Thomas Johnson Bridge and MD 235 intersection
MD 5, Charles County line to south of MD 246, corridor mobility enhancements with growth area improvements in Charlotte Hall/Mechanicsville and Leonardtown (planning study)	<ul style="list-style-type: none"> - Included in the Highway Needs Inventory (HNI) - Secondary Development and Evaluation Program, MD 243 to MD 245 in Leonardtown - Part of the Community Safety and Enhancement Program (MD 5 Business in Leonardtown) - Feasibility Study, MD 243 to MD 245 right-of-way needs assessment and cross sections - Feasibility Study, MD 249 to MD 246 – developed cross sections and cost estimates
MD 5, Scotland Beach Road to Point Lookout State Park, upgrade	<ul style="list-style-type: none"> - Secondary Development and Evaluation Program, Camp Brown Road to Ranger Station
MD 235, north of MD 5 to south of MD 246, corridor mobility enhancements (widen to six lanes south of MD 4) with growth area improvements in Lexington Park/California	<ul style="list-style-type: none"> - Complete, MD 4 to south of MD 246 – six-lane divided highway with auxiliary lanes - Remaining portions included in the Highway Needs Inventory (HNI)
MD 237, MD 235 to MD 246, reconstruction	Secondary construction program
MD 471, MD 5 to end SHA, reconstruction	No major improvements planned, minor collector

Maryland Transit Administration

- **MTA introduced commuter bus service from Southern Maryland to Washington DC in 1989 with the No. 905.**
- **Started with 10 trips on one bus route in 1989 to present total of 210 trips on 8 bus routes.**
- **Demand for service continues to grow as more people move into this region. (Southern Maryland has been identified as one of the fastest growing regions in Maryland.)**
- **Plan to further expand service in 2007 on the No. 903 to accommodate the opening of the Southeast Federal Center in Washington D.C.**

Maryland Transit Administration

MTA Commuter Bus Lines

- **901 – Laurel Springs Park or Smallwood Village Center to South Potomac Church, US 301 Park & Ride, and St. Charles Towne Center Mall**
- **902 – St. Leonard or Prince Frederick to Calvert Fairgrounds, Prince Frederick, Sunderland and Dunkirk**
- **903 – Charlotte Hall to Mattawoman-Beantown lot, Suitland Federal Center, and Suitland Metro**
- **904 – North Beach or Pindell to Owings, Pindell, Bristol Park, Wayson's Corner and the Prince George's Equestrian Center**

Maryland Transit Administration

MTA Commuter Bus Lines (continued)

- **905 – California to Charlotte Hall and Mattawoman-Beantown lot**
- **907 – Laurel Springs Park to La Plata Food Lion, South Potomac Church and St. Charles Towne Center Mall**
- **909 – California to Charlotte Hall**
- **913 – South Potomac Church to US 301 Park & Ride, Mattawoman-Beantown lot, and Branch Avenue Metro Station**

Maryland Transit Administration

MTA Commuter Bus Performance

Route	Total Daily Trips				Average Daily Ridership			
	FY 03	FY 04	FY 05	FY 06	FY 03	FY 04	FY 05	FY 06
901	51	49	49	49	1,502	1,623	1,805	1,877
902	23	29	29	29	874	938	1,054	1,157
903	12	10	10	10	289	288	313	331
904	25	25	25	25	725	824	865	883
905	41	39	39	39	1,194	1,211	1,299	1,415
907	20	16	16	16	390	410	466	504
909	12	10	10	10	245	236	274	306
913	N/A	N/A	16	16	N/A	N/A	131	224
Total	184	178	194	194	5,219	5,530	6,207	6,697

Maryland Transit Administration

- **The MTA is proposing to build six park & ride facilities in the tri-County area – two in each of the three counties - Charles, Calvert and St. Mary's.**
- **Site selection was initiated in 2001 and in anticipation of future growth, the initial planning efforts looked at properties that could accommodate 500 spaces each to provide parking for MTA commuter bus riders.**
- **Past and present parking agreements have included spaces that are leased, shared, owned and even “gentlemen’s agreements.”**
- **MTA prefers to own the lots it serves since other arrangements are untenable and can be withdrawn with short notice leaving patrons without parking.**

Maryland Transit Administration

Current Status of Park & Ride Projects

Park & Ride Facility	No. of Spaces	Location/County	Transit Service	Current Phase	Anticipated Year of Operation
La Plata P & R	277	East of Washington Av. Just north of Heritage Green Parkway, Charles County	901, 907	Construct	Fall 2007
Waldorf P & R	500	Intersection of MD 925 & Smallwood Drive, Charles County	901, 907, 913	Design	Winter 2009
Prince Frederick P & R	380	Old fairgrounds in Prince Frederick, Calvert County	902	Design	Summer 2008
Dunkirk P & R	500	North of Dunkirk Town Center on the east side of MD 4, Calvert County	902	Planning	Spring 2011
New Market P & R	500	Northeast quadrant of MD at MD 6, St. Mary's County	903, 905, 909	Planning	Early 2010 Pending approval
Charlotte Hall P & R	500	MD 5 and Golden Beach Road, St. Mary's County	903, 905, 909	Planning	Late 2010 Pending no changes

Maryland Transit Administration

Transit Service Staging Plan

- **Completed in 2004**
- **Purpose of the plan – to guide the expansion of transit service in the MD 5/US 301 corridor through 2025.**
- **Four alternatives examined:**
 - **Alternative 1: Enhanced Commuter Bus**
 - **Alternative 2: Bus Rapid Transit Moderate Level**
 - **Alternative 3: Bus Rapid Transit High Level**
 - **Alternative 4: Light Rail Transit**

Maryland Transit Administration

Transit Service Staging Plan (continued)

● Key Findings and Recommendations

- 2004-2015 – Continually expand service as part of the Enhanced Commuter Bus Alternative, growing to 66 additional daily bus trips (190 total) by 2015.
- 2015-2025 – Continue to expand Enhanced Commuter Bus service to 246 total daily trips in 2025.
- 2015 – Initiate project planning for Alternative 2, 3, and/or 4 as determined appropriate.
 - Dependent upon availability of state/federal funding
 - Ridership performance of commuter buses (indicators of demand)
 - Project included in master plans for Charles and Prince Georges Counties

Maryland Transit Administration

Southern Maryland Transit Corridor Preservation

- **MTA will conduct a transit right-of-way preservation corridor study along the MD 5/US 301 corridor. Includes developing a feasible transitway alignment between the Branch Avenue Metrorail Station and White Plains in Charles County.**
- **Scope includes:**
 - **Identify station areas and parking sites that serve existing and identified areas that will generate commuter passengers.**
 - **Examine potential alignments that connect the stations both on existing roadways and on new right of way.**
 - **Identify major environmental features and potential impacts e.g. parklands, streams and wetlands, historic resources, known archeology, critical areas, etc.**

Maryland Transit Administration Southern Maryland Transit Corridor Preservation (continued)

- **Work will include sufficient conceptual design to establish the limits needed for the right of way to be reserved at this time, through local master plans with adequate ROW for construction and operation in the future.**
- **Assess major environmental constraints**

Transportation Needs Assessment - Preliminary Scope

- **Task 1 – Committee Coordination and Outreach**
 - Organization
 - Meetings
- **Task 2 – Existing Conditions**
 - Review of demographics and regional economics
 - Existing transportation system
- **Task 3 – Development of Study Goals and Objectives**
 - Goals and objectives for plan framework
 - Review county goals vis-à-vis plan goals

Transportation Needs Assessment - Preliminary Scope (continued)

- **Task 4 – Identification of Existing and Future Transportation Needs**
 - Transportation trends
 - Develop potential improvement strategies
 - Prioritization of needs
- **Task 5 – Cost Estimation**
 - Planning level capital and operating cost estimates
 - Funding strategy analysis
- **Task 6 – Report Preparation**
 - Develop documents
 - Reviews and revisions

Questions?