

Results from Future Calvert Survey: Transportation System

Overview

The following is a compilation and analysis of the responses collected by the Future Calvert Transportation survey. This includes demographic information provided by the respondents, questions asked, and answers received via the survey. There were a total of 17 respondents. Some respondents did not respond to all questions.

Summary of Results

Many of the respondents were vocal on various issues. Many of these dealt with allowing easier modes of transportation via additional bus routes, walkways, and bike paths. While some noted that they commute from their home to the shopping centers, or commute out of the county to work, it was highly noted that additional walking and biking paths around the Town Centers was desired. When it came to how the respondents believe the county should invest its time and money on five different issues, the highest priority was noted as “improving through county movements on MD 4 and MD 2/4 by limiting access along it and building over/under passes and interchanges.” Overall, while multiple concerns and potential solutions were addressed, the top priorities seemed to be consistent with improving MD 4 and 2/4 and local road connections, as well as making the county more pedestrian and bicycle friendly.

Question 1

Think about where and how you currently travel through and around the county. What would you need to change for you to use a different method (such as taking transit, walking, or biking) to make those trips?

Answers:

- I'd have to move
- Would take bus if scheduled more frequently and routes covered more areas, and overlapped better

- more access than just 2/4
- would use bike or scooter if Owings had Town center with market
- I would gladly take a bus from North Beach to Prince Frederick for my commute if: I had more information about schedules and the times of the trips were convenient.
- Safe walking and biking paths would be a huge plus, especially in Prince Frederick where automobile traffic is fairly heavy during rush hour. Making paths safe for pedestrians by using barriers between the road and paths would be ideal. I have tried to run on Dares Beach Road. It can get pretty dangerous in some areas as motorists will pass on the shoulder instead of waiting for left-turning vehicles. Having a barrier between those walking/running/biking would make these paths safer and would be an incentive to get folks to use them.
- Side walks would make walking between businesses on Old Town Rd in Huntingtown easier. I walk now, just with caution.
- I already do about 20% of the time.
- My driveway is 2 miles long. I don't think any of these options are viable
- Although it is unlikely that a full transit system throughout the county would make any dents in the number of vehicles on MD 2/4, possibly getting Metro to come to Prince Frederick, would alleviate traffic north of the city. Additionally, there needs to be a complete Prince Frederick bypass, similar to Hughesville in St Marys county. Then, at least until this is completed, all traffic lights in Prince Frederick from the Hospital to the north and Rt 231 to the south need to be flashing yellow during high volume times in the morning and evening rush and signs stopping cross traffic and left turns into and out of the shopping areas. All traffic needing to turn left would need to go to the north of the hospital or south of Rt 231 where they could do a U-turn or travel to the next traffic signal to turn around. The amount of inconvenience for the shoppers would be more than made up for with the quick flow of traffic through the town center.
- Sidewalks! I once tried walking around Prince Frederick and had to stop/turn back because it was too dangerous! Most nice town centers have a "walkability" score. PF score is ZERO. Biking would be nice, if it was safe.

- Walking or biking would require larger access lanes on the road. There are not many sidewalks.
- Expand the hours of commuter buses to DC. Van pooling and/or ride sharing to other areas. I work in Baltimore just outside the city but go to D.C. At least once a month.
- More bike paths and sidewalks. Even on Rt 2/4.
- Unfortunately, all retail is too far away to consider an alternative form of travel other than by vehicle. My job is out of the county. More jobs/retail in the county is the answer. If there were a Huntingtown town center plaza I could consider alternate forms of travel.
- The commuter bus #850 needs more frequent service and expanded hours.

Synopsis: Many of the respondents mentioned a great desire for more walking and biking paths. While multiple respondents specifically pointed out more paths in Prince Frederick, there were requests made for additional paths throughout the county, including Huntingtown. Additionally, multiple suggestions included a desire for the current bus schedule to have more frequent and additional routes, as well as to expand the bus hours to DC.

Question 2

What steps could be taken to create more walkable, bikeable Town Centers? What particular Town Centers or sections/areas of Town Centers should be prioritized for improvement? Why?

Answers:

- Make an access to Walmart off of Prince Frederick Blvd.
- Create town and or village center
- Prince Frederick and Dunkirk need more crosswalks at intersections. Lusby needs more sidewalks along MD765, there are broken connections. Lusby should also have more crosswalks across MD765. St. Leonard should have sidewalks and/or a shared path along Calvert Beach Road.

- Safe crosswalks/ paths from the Fox Run shopping center to the Weis or Safeway side would be great in Prince Frederick. The same ideas could be used in Dunkirk as well.
- PF and Dunkirk as major town centers should go first.
- bike lanes on streets and wider paved shoulders. finish sidewalks in town centers. Prince Frederick has some good sidewalks but there are gaps.
- The Lusby town center plan that was discussed and approved looks nothing like the travesty that it has become. There is no town center, just shopping centers which do no lend easily to a "town center" with a walkable, bikeable environment. Go back and look at the approved plan and start to make the north south one way streets with business establishments so people can park, walk to these shops and enjoy the time out and about.
- Sidewalks the entire length of Rt 2/4 in PF so people can bike/walk from place to place without worrying about being run over.
- 1. Sidewalks in those areas. Slowing traffic in those areas to make it safer for bikers. Possibly walking over passes crossing 4 and 2/4 for walkers and bikers.
- 2. Dunkirk and Prince Frederick at the lights and side streets. There are a lot of apartments in Prince Frederick and the senior center. It would be great if people could safely walk and bike in those area. Dunkirk has no sidewalks on most side streets.
- Prince Frederick is too crowded now. I don't see why we need to expand it.
- Dunkirk by the CVS could use a Wegmans, Target. No more Walmart in the county is needed.
- A centralized retail town center where there is a dedicated bike path and possible footbridges? A footbridge over route 4 could be a showcase piece if done properly.
- I don't see the point since we have to drive there from our houses.

Synopsis: The main areas of interest for additional sidewalks and bike paths were Prince Frederick and Dunkirk. However, there was mention of a need to add sidewalks to Lusby. One suggestion was to add sidewalks throughout all of Route 2/4. Some suggested focusing

on town centers in Prince Frederick and making them easier to access from each individual shopping center. A few suggestions entailed an overpass walkway between centers.

Question 3

How can the county make it easier to get between Town Centers and other population centers in the county? What are the ways to encourage more of these trips be by bus or bicycle?

Answers:

- not riding a bus and to dangerous to bike
- Bus schedules need to be adjusted so that wait times between connecting routes are shorter.
- Make town or village centers more appealing and closer together by developing more town centers
- More County run transit busses would help and better information about the existing ones would be good. Plus operating them later into the evening and on weekends would help. Bicycle would be more difficult due to MD2/4 being the only road option for many areas between the Town Centers.
- I think having an overhead bridge across Rt. 4, between Town Centers would be awesome. These could be for bikes or walking.
- Encourage businesses looking to move to CC to fill in unoccupied space/buildings already available. Building new will only increase vehicular traffic on Rt 4.
- Perhaps a shuttle or trolley between town centers which runs in a loop during certain hours.
- prevent strip commercial development and more access cuts. provide some protection for cyclists on MD 4
- A free transit traveling from one town center to the next, such as one from solomon to Lusby, one from Lusby to St Leonard, etc, so you can go from one town center to the next and continue north or south, stopping to see and experience what is at each area and then can continue on your way.

- Small buses that travel back and forth at certain locations. Would only work if the town centers were more walkable.
- Transportation between town centers are more likely to be by bus than bicycle as they are located too far from one another. That would also require sidewalks being installed down route 4 to accommodate safe walk/bike passage. Shuttle buses to and from the town centers is an excellent idea! I would certainly hop on the shuttle to get down to solomon's island so that I do not have to drive. However, there needs to be much more happening at the town centers for this idea to not only be feasible, but economically significant. Question: who it cost to take the shuttle? If so, it should be so nominal-- like \$1.00 per person. Your goal should be to get people on transport, not make money. The businesses in the town center should pay for the cost of the shuttle.
- 1. More buses.
- 2. More convenient bus stops. I live in Huntingtown and I would not walk some side streets because there is no shoulder and would not be safe.
- Bus transportation to go thru out Calvert on a regular 20 minute schedule. More bike paths on main routes.
- The roads are WAY too narrow. In many instances there are no shoulders. Too dangerous for foot or bicycle travel. A massive infrastructure overhaul is needed. We are suffering for the sins of the past 'good enough' thinking.
- This is not needed since we would have to drive from our house to Town Center "A". Trying to get people to take a bus from Town Center "A" to "B" and back and then drive back home sounds overly complicated and waste of taxpayer money.

Synopsis: Many respondents suggested that a routine shuttle bus be provided between the town centers. Some suggested that the hours of the bus be extended as well as have more convenient locations for the bus stops. Some also continued to suggest better biker protection on Route 2/4 as well as an overpass walkway between some areas.

Question 4

How should MD 4 and MD 2/4 be treated when they bisect a Town Center? What improvements, if any, could/should be made to turn MD 4 and MD 2/4 into a connection rather than a barrier between the different parts of a Town Center?

Answers:

- overpass at 231 and auto drive
- Both roads need to bypass town centers. When approaching a town center access ramps to the town with thru lanes not impacted by being in the town.
- Please make the bisect look appealing and not like a concrete jungle
- The opportunity for parallel access roadways for MD4 MD2/4 for Town Centers that are bisected by these roadways has passed. Buildings and shopping centers already exist up to the ROW. Connections across the roadways can be made by installing crosswalks. Overpasses and underpasses, in most cases, have already been ruled out (formally, in writing).
- YES to parallel access roads! We all know, living in the county, that one little accident or incident on Rt. 4 can cause miles of back-up. Providing parallel access roads (on both sides of Rt. 4) would help eliminate through traffic and provide an alternate route if the main road becomes congested. It would also provide safe evacuation routes.
- Unsure about the cost, an underground tunnel could allow pedestrians to reach the other side of 2 or 4 w/o affecting above ground traffic at all.
- Overpasses or underpasses. They will improve traffic flow.
- The road that travels between 231 and Stokely Road is very useful. However, why was Walmart not connected to it? A missed opportunity.
- Definitely widening the roads is a start. However, there is a need to review US RT 301 in the eastern shore. There instead of traffic lights for every intersection, there is a right turn only from the intersecting street and then a short distance from there, they have a U-turn area for proceeding in the opposite direction, if that is where you intend to go. There are left turns at the intersections, but no traffic lights.

- I think 2/4 is good between the towns. Traffic lights and merging lanes make it easy to navigate. I'd like to see more police on the road though, and speed cameras.
- I am not sure. I would have to think more about this question.
- Maybe more connecting back roads. Many would be against that because they would not want more traffic near their homes.
- Look at Reston town center. Much like Rt 4 and Rt 2, it is between the Dulles access Road and 266. Why can't we have this?
- More retail centers period would stop the feeling of isolation between sections. Right now it seems there is an insurmountable lock on the status quo.
- MD4/2 should be a limited access highway with speed limit raised to 65mph, which is the current average rush hour speed.
- Parallel roads should provide access to businesses.

Synopsis: The main suggestions from the respondents were to add additional access roads and connecting back roads. Additional suggestions included widening Route 2/4 and creating underpasses and overpasses between shopping centers.

Question 5

Allocate 100 points across the following five areas where Calvert County should invest its time and funding. The more desirable the approach, the more points should be allocated to it.

1. Improve through county movements on MD 4 and MD 2/4 by limiting access along it and building over/under passes and interchanges
2. Improve local roads that connect residential areas to Town Centers
3. Continue/improve bus service that connects the Town Centers
4. Make the Town Centers more walkable/bikeable
5. Improve/expand transit services that circulate within the Town Centers

Answers:

Respondent	Improve through county movements	Improve local road connection	Bus service	More walkable/bikeable	Improve transit
1	75	25	0	0	0
2	40	30	0	30	0
3	25	0	25	25	25
4	25	20	10	25	20
5	0	25	25	25	25
6	40	15	5	20	10
7	75	5	10	5	5
8	80	10	0	0	10
9	10	50	5	30	5
10	50	15	15	10	10
11	10	40	5	40	5
12	85	15	0	0	0

Average scores out of 100:

Improve through county movements: **42.9**

Improve local road connection: **20.8**

Bus service: **8.3**

More walkable/bikeable: **17.5**

Improve transit: **9.5**

Synopsis: The highest average of the points given by those who answered question five went to the category of “improve through county movements.” Thus, of the respondents, the top priority where they believe the county should invest its time and building funding is

to, “improve through county movements on MD 4 and MD 2/4 by limiting access along it and building over/under passes and interchanges.” The second and third highest averages were for the categories of “improve local road connection,” and “more walkable/bikeable.”

Demographics

Total number of respondents: 16

