

**TRANSPORTATION COMMENTS FROM MARYLAND
DEPARTMENT OF TRANSPORTATION AND MARYLAND
STATE HIGHWAY ADMINISTRATION**

Staff's Analysis of
Comments on the St. Leonard Town Center Master Plan
Reorganized and Updated Draft, May, 2010 (Second Draft)

The Planning Commission staff requested comments from the public on the draft plan. Below is a summary of the comments and staff's analysis of the comments. Comments are identified by box (■) and *italic text*, Staff's analysis is indicated by an arrow (►). Staff recommendations are in **bold text**.

Transportation

- Roadway improvement: *Comment that future development activities creating a need for changes or improvements along or to State highways or access onto State Highways to address operational, safety and capacity issues must be coordinated with the State Highway Administration.*

► Calvert County works closely with all appropriate state agencies when development activities are proposed which impact matters of jurisdiction for those agencies.

Staff recommendation: No changes from present policy and practice.

- Bicycle and pedestrian means of transportation: *Comment that the State Highway Administration recognizes bicycling and walking as important modes of transportation and their projects address the needs of bicyclists and walkers when appropriate and feasible. Also MD 4, in the area of St. Leonard, is a designated bicycle route. Finally, it was suggested that the section discussing complete streets include a message regarding ADA accommodation and that all pedestrian facilities within SHA right-of-way meet SHA ADA compliance requirements..*

► The current second draft of the Master Plan states: The National Complete Streets Coalition defines "complete streets":

"Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

(<http://www.completestreets.org/complete-streets-fundamentals/>, April, 2010)"

Inherent in that definition is "all ... abilities". By law, all projects that include pedestrian facilities or pedestrian access must comply with the Americans with Disabilities Act.

Staff recommendation: No changes from present wording.

- Transportation Action Items: *Suggestion to expand discussion beyond identification of agency or department responsible for ultimate implementation of road improvement to include a brief description of procedural steps/issues/coordination required to advance the actions. Also that some topics would benefit from a brief summary of existing issues, highlighting the need for any recommended actions or improvement.*

► Sections with actions might benefit from more detailed description and discussion but the format presented is consistent with other action areas in this plan as well as the 2004

Comprehensive Plan. More detailed descriptions and discussion are planned for inclusion in the Transportation Plan, now being updated.

Staff recommendation: No changes from present wording or detail.

- Traffic Analysis: Question “2008-09 update” on page 31. Is this in reference to the current (2010) update. And are there any actions, or if not, should a statement say so?

➤ Yes, reference to “2008-09” is being used to refer to the now “2010” update. There are no actions in this section, however the manner in which this was handled is consistent with the style used throughout the rest of the Master Plan.

Staff recommendation: Change this any other reference to “2008-2009 update” to “2010 update.” No change in how sections are handled when they do not have actions.

➤ Pedestrians and Bicyclists (Page 36): Suggestion to add a brief discussion of how residents and visitors currently use bicycles, plus issues that need to be addressed. Question of whether the County has a current bicycle plan or policies that would provide the basis for an existing or proposed bicycle network.

➤ A detailed analysis of how residents and bicycles are used has not been done.

➤ The County does not have an over-all plan for bicycles or policies other than those stated in this version of the update. A more detailed plan is part of the overall outline for the Transportation Plan update.

Staff recommendation: No changes at this time. More details should be provided by the Transportation Plan update.

- All subsections of the Transportation section: Suggestion to add policies such as found in the Pedestrians and Bicyclists subsection.

➤ Developing policies to lead to greater context for an existing or proposed transportation action items within St. Leonard was not within the scope of this update. It is planned that the Transportation Plan update will provide greater detail and policy.

Staff recommendation: No change at this time.

- Tourism (as it pertains to the “Star Spangled Banner” Scenic Byways route Page 56): 1) Suggestion to put language and recommendations in the plan that strongly support development of a community based corridor management plan which makes the scenic byway eligible for grants. 2) Address gradually replacing “front door” parking with on-street, parallel parking or off-street parking lots located behind building and appropriately screened from public scrutiny. This would lend St. Leonard a pleasing visual and/or functional traveler experience that would allow the town to benefit from being adjacent to the Scenic Byway.

➤ These suggestions are appropriate for St. Leonard, not only for tourism, but as a key to further development in the character it presently represents and is contained in numerous contexts throughout the plan. More detail pertaining to the Star Spangled Banner Scenic Byways route and utilizing that byway for the benefit of the entire County, as its scope is bigger than just St. Leonard, is appropriate for the Transportation Plan and this comment will be retained for use in the plan update.

Staff recommendation: Keep copies of the comment for use in the Transportation Plan update.

Prepared by Pat Haddon, AICP, July 9, 2010.