

THE ST. MARY’S COUNTY COMPREHENSIVE PLAN

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Chapter 11: TRANSPORTATION

11.1 INTRODUCTION

St. Mary's County has experienced rapid growth in population and employment over the last fifteen years. This growth has impacted the transportation system throughout the County. Quiet, pastoral two lane country roads have become commuter routes bustling with morning and evening commuters which need to share the roadway with other users such as buggies, bicyclists, and walkers. Congestion has developed at intersections where minimal delays have historically occurred. An unprecedented expansion of military and high technology activity has created a demand for commuter air service. An increase in the non-driving population has expanded the need for alternate transportation options throughout the County. An influx of residents from more developed areas has increased expectancy for quality transportation services and recreational opportunities. Congestion in other areas of the region has increased the need for and feasibility of ferry service. In order to meet present and future transportation needs, a well-maintained, multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers is required. Failure to adequately plan for the future will result in higher future transportation operational and improvement costs, reduced traffic safety, increased air pollution, reduced economic viability, and a lower quality of life for all residents.

11.2 ACTIONS TAKEN SINCE THE 2002 COMPREHENSIVE PLAN

11.2.1 ST. MARY'S COUNTY TRANSPORTATION PLAN AUGUST 29, 2006

The firm of Johnson, Mirmiran and Thompson was contracted by the Department of Public Works and Transportation to perform a study to evaluate proposed transportation improvements and to develop additional improvement projects based on the needs such as Level of Service and safety concerns identified in the Existing Conditions report and through analyzing year 2025 travel demand forecasts.

The development of the Transportation Plan is a collaborative effort of the following groups; Board of County Commissioners, Transportation Task Force, Departments of Public Works and Transportation, Recreation and Parks, Planning Commission, Land Use and Growth Management, Economic and Community Development, Town of Leonardtown, Tri-County Council, Maryland Department of Transportation and its agencies and various community representatives. It provides an integrated multi-modal transportation system with safe, efficient, economical, and sustainable alternatives including motor vehicles, mass transportation, horse and buggy, bicycles, pedestrians, waterways, and air transportation in support of the land use concept of this plan.

11.3 VEHICULAR TRANSPORTATION

11.3.1 ROADWAYS

The major linkage between home, work, shopping and schools in St. Mary's County is through the roadway network. Residents, commuters, and visitors utilize the various roadways to travel to and from their destinations. Virtually all commerce utilizes trucks to deliver goods to distributors and consumers. The use of mass transit has greatly increased over the past five years and will continue to experience growth in ridership, but the automobile is still the primary means of transportation. In order for the County to be able to move people and goods, an analysis of the future roadway system was required.

11.3.2 **Goal:** Provide an integrated, safe, and efficient roadway system.

- A. **Objective:** Provide safe, efficient, economical roads which support community revitalization, economic development, and environmental stewardship.

- i. **Policy:** Identify which locations will experience congestion in the future, and which roadway improvements will be required to ensure efficient travel through those areas.
 - a. *Action:* For all roadways with limited capacity, unsatisfactory levels of service, failing intersections and/or failing un-signalized intersection approaches, a detailed traffic study should be conducted to develop alternatives and identify appropriate improvements based on a detailed analysis.
 - b. *Action:* Utilize traffic and levels of service projections in the APF evaluation of proposed development projects.
 - c. *Action:* AASHTO recommends a minimum roadway width of 18 feet for all roadways, and a minimum width of 20 feet for roadways with traffic volumes over 400 vehicles per day. Not all substandard roadways need to be substandard narrow roadways less than 18 feet wide in St. Mary's County. If sufficient right-of-way exists and traffic volumes are greater than 400 vehicles per day, plans should be developed to widen these roadways.
 - d. *Action:* In growth areas, create local traffic roads parallel to but well back from arterial routes to combat strip development patterns by providing visible and accessible commercial and residential frontage, and to reduce local traffic impact on peak traffic flow on arterial roads.
 - e. *Action:* Pursue the acquisition and/or reservation of planned roadway corridors and right-of-ways as described in the approved Countywide Transportation Plan in accordance with the Annotated Code of Maryland Article 66B.
- ii. **Policy:** Require joint use access driveways for ingress/egress to contiguous properties. Require access driveway consolidation to reduce the existing number of ingress and egress points.
 - a. *Action:* Manage demand for direct access to major roads. Designate St. Andrews Church Road (MD 4) Point Lookout Road (MD 5) Budd's Creek Road (MD 234) and Three Notch Road (MD 235) as restricted access traffic arteries.
 - b. *Action:* Require safe and adequate shoulders. Shoulders should be provided for safety on all roadways in accordance with the appropriate design standard for their classification. In some cases, grass or gravel shoulders are required; in others, an improved (paved) shoulder is needed.
- iii. **Policy:** To develop and implement transportation plans and standards that support and promote resource protection, environmental stewardship, community revitalization, economic development, rural character, corridor preservation, and cost containment goals.
 - a. *Action:* Facilitate Transportation (or Transit) Oriented Development and mixed use/compact land use patterns that promote walking, biking, and taking transit. Require these alternative transportation modes to be components evaluated in all

major development proposals.

- b. *Action:* Require street tree plantings and furniture; reduce stormwater runoff and improve water quality resulting from new roadway construction.
- c. *Action:* In residential and rural areas reduce pavement and rights-of-way width requirements through the implementation of traffic calming measures.
- d. *Action:* Advocate the upgrade of vehicle fleets by implementing green fleet initiatives and purchasing cleaner, more energy efficient, reduced emission and/or alternative fueled vehicles.
- e. *Action:* Identified intersections will need minor improvements and obstruction removal. These improvements are needed either from a safety or capacity standpoint. The improvements would involve adding turn lanes or an additional lane on an approach. These improvements, in some cases, can be addressed through mitigation and adequate public facilities determinations in relation to proposed developments.
- f. *Action:* Be consistent in the implementation and support of roadway improvement priorities established for the County roadway system by project (Short 0-10 years, Medium 10-20 years, Long 20 or more). Below is an excerpt from the 2006 Transportation Plan.

Project	Priority
Widen MD 237 from Pegg Road to MD 235 to four lanes.	Short
Extend Pacific Drive to Pegg Road.	Short
Extend Lei Drive to the Shangri-la Drive/Willows Road intersection and Extend Tulagi Place from South Coral Drive to the Lei Drive extension.	Short
Provide for a divided highway or five lane sections along MD 5 in Leonardtown, between MD 245 and MD 243.	Short
Realign Strickland Road connection to MD 237 (Horsehead Road) to the south and extend to Pegg Lane.	Short
Widen MD 712 from MD 235 to PNAS to four lanes.	Long
Construct an urban diamond interchange at the MD 235 – MD 4 intersection.	Medium
Construct FDR Blvd. from MD 4 to Willows Road. Include a linkage between MD 4 and MD 235 north of the intersection. (Short term)	Medium
Construct a second span on the Thomas Johnson Bridge.	Medium

Project	Priority
Widen MD 4 from MD 5 to the Thomas Johnson Bridge to four lanes.	Medium
Extend Saint John's Road/Lawrence Hayden Road to MD 4 as a major collector road, intersecting MD 4 at the Indian Bridge Road intersection.	Medium
Implement the access management plan for the MD 235/MD 5 corridor, from MD 4 to the Charles County line.	Short
Widen MD 5 from MD 245 to MD 249 to four lanes.	Medium
Construct a parallel service road along MD 5 between New Market and Mohawk Drive.	Long
Extend Pacific Drive to proposed Bradley Boulevard/Bay Ridge Road.	Long
Construct Bradley Boulevard from Pacific Drive extended to MD 235 and Hermanville Road.	Long
Extend Bay Ridge Road to Pacific Drive extended.	Long
Extend Carver School Boulevard to Bay Ridge Road.	Long

11.3.3 FUNCTIONAL CLASSIFICATIONS

St. Mary's County classifies its roadways to function in a manner that meets the needs of its users. This system identifies arterials as the highest classification followed by collectors (major/minor) and finally local roadways. The higher the classification, the more the roadway acts as connecting other roadways and serving higher volumes. The classification designation dictates design and improvement strategies.

- A. **Goal:** Classify County roadways based on vehicular volume, speed, and geometric conditions.
 - i. **Objective:** Ensure adequate capacity and safety for the traveling public, and the appropriate level of access:
 - a. **Policy:** Develop a list of recommended upgrades and downgrades in the classification of St. Mary's County to assure that development and road improvement projects are planned in accordance with the transportation needs for the foreseeable future.
 - i) **Action:** To require infrastructure improvements, roadway upgrades and right-of-way dedication and adequate facilities findings based on the approved Countywide Transportation Plan.

11.3.4 AMISH AND MENNONITE ROUTES

Due to the difference in travel speeds, the mix of horse and buggy traffic and motor vehicle traffic can result in conflicts.

- A. **Goal:** Integrate the unique agriculture and culture of the Amish and Mennonite communities.
 - i. **Objective:** Identify conflicts between horse and buggy traffic and motorized vehicles by evaluating County roadways based on vehicular volume, speed, and geometric conditions.
 - a. **Policy:** Initiate improvements that improve safety and reduce the number of conflict locations, especially on roadways with insufficient passing opportunities, and where there are moderate to high motor vehicle volumes.
 - i) **Action:** Ensure road improvements do not adversely impact cultural, historical and environmental features and character of an area.
 - ii) **Action:** Continue to develop the Three Notch Trail where feasible, but not to accommodate motor vehicles.
 - iii) **Action:** Preserve network of private roadways established by the Amish through private properties. Improve and expand St. Mary's County Transit service.

11.4 MASS TRANSIT

11.4.1 COMMUTER TRANSIT

The firm of RLS and Associates in conjunction with the Maryland Transit Administration (MTA) was contracted to conduct an assessment and peer review of the St. Mary's Transit System. The result was the Transportation Development Plan of August 2007.

- A. **Goal:** Improve mobility and public transportation programs and service to the citizens of St. Mary's County.
 - i. **Objective:** Maintain a needs assessment and an evaluation of options, fare structure and supplemental funding sources for system improvement.
 - a. **Policy:** Meet or exceed the MTA performance standards developed for all transit systems in the State of Maryland.
 - b. **Policy:** Develop ridership and fare structures that limit the level of general fund subsidy.
 - i) **Action:** Implement the short and long-term service improvements, restructure and re-align routes as proposed in the adopted Transportation Development Plan.
 - ii) **Action:** Facilitate mobility coordination between public and private service providers to better serve the growing needs of the community.
 - ii. **Objective:** Incorporate Transportation Demand Management to address policies and actions which support telecommuting / telework, building park-and-ride lots for transit or car-pooling, ridesharing programs, parking and land use management measures, and incentive policies.

11.4.2 ST. MARY'S TRANSIT SYSTEM (STS)

The St. Mary's County Transit System is a rural transit service that makes stops on demand by passengers, transports the elderly and persons with disabilities, and provides

transportation to medical adult day service providers, senior centers, libraries and nutrition sites. The STS also has deviated demand response routes for handicap customers, evening and weekend service. The system has seen rapid growth in service over the last few years. Ridership, exclusive of ADA passengers, has increased from 57,000 passengers in 1998 to over 320,000 passengers in 2008. The Transportation Development Plan provided the basis for route and fare restructuring to improve overall service efficiency.

- A. **Goal:** Meet the rapidly growing transit demand to and from St. Mary's County by expanding routes and service opportunities.
 - i. **Objective:** Encourage use of transit in order to minimize trips, help reduce emissions, increase economic opportunities for persons without motor vehicles, and provide service to the elderly and those with medical needs.
 - a. **Policy:** Promote and advocate public transit systems and connections through local and regional cooperation and coordination.
 - i) *Action:* Develop employer outreach programs to increase the public awareness and benefits of traveling by non-single occupancy vehicles through educating the major employers in the region and other marketing campaign efforts.
 - ii) *Action:* Leverage Federal and State resources for capital and operational improvements to the local STS transit system.
 - iii) *Action:* Continue improving the STS connectivity with Charles County's Van-Go and the Calvert County public transportation service.
 - iv) *Action:* Provide an additional route to meet the demand for service of the western portion of the County.
 - v) *Action:* Evaluate efficiency of STS routes and passenger fare structures to meet Maryland Transit Administration performance measures.
 - vi) *Action:* Provide bus shelters and stop markers at STS bus stops.

11.4.3 **LIGHT RAIL / BUS RAPID TRANSIT**

The results of three State-sponsored studies have identified the MD 5 / US 301 corridor between White Plains and the Branch Avenue Metro station as a major light rail or rapid transit corridor for Southern Maryland. *The Transportation Action Plan* of the "Southern Maryland Regional Strategy" has recommended taking immediate actions necessary to meet the State and federal requirements to prepare for eventual implementation of light rail transit service in that corridor. This light rail transit service will benefit St. Mary's County commuters, and the general public that visits the Washington D.C. Metropolitan area. Bus rapid transit would be an alternative to light rail in this corridor.

- A. **Goal:** Identify which locations will experience congestion in the future, and which transit improvements will be required to ensure efficient travel through those areas.
 - i. **Objective:** Expand bus service to regional and metropolitan destinations and protect the old railroad right-of-way for possible future light rail use.

- a. **Policy:** Preserve the old railroad right-of-way for future light rail or rapid transit usage and for park and ride lots to support these facilities. The property should be protected for eventual implementation 50 or more years from the date of this Comprehensive Plan in support of the Maryland Department of Transportation’s report to the General Assembly, entitled “Hughesville to Lexington Park Right-of-Way Preservation Study”. In the interim, the Three Notch Trail is being constructed in the right-of-way.
- b. When feasible, have developers construct portions of the Three Notch Trail or pay a fee in lieu.

11.4.4 AIR FACILITIES

According to the St. Mary’s County Regional Airport Economic Impact Study, April 2007, the County is served by the St. Mary’s County Regional Airport located in California, Maryland. This airport provides important services to residents of St. Mary’s County as detailed in the “Economic Impact Study” prepared by the Maryland Aviation Administration. Some of the key points from the study include the following:

- Regional economic impacts including 105 jobs, \$6M in personal income, \$5.7M in business revenues, and \$618,000 in State and local taxes related to the airport and its tenants.
- Non-monetary impacts such as transportation benefits, stimulation of business, aero medical evacuation, and recreation.

To determine needed improvements at the St. Mary’s County Regional Airport, airport master plans have been developed. The current Master Plan was adopted by the Board of County Commissioners, and approved by the Maryland Aviation Administration and the Federal Aviation Administration.

- A. **Goal:** Encourage regional economic activities that support the airport, such as tourism, socioeconomic trends, industrial developments, and the Patuxent River Naval Air Station.
 - i. **Objective:** Continue to support the Federal Airport Capital Improvement Program (ACIP) and funding allocations for the continued expansion of the airport as a Category II (large) general aviation facility.
 - a. **Policy:** Ensure that construction and the design of towers do not impede or adversely affect the approach minimums to the St. Mary’s County Regional Airport.
 - b. **Policy:** Implement AICUZ and other zoning restrictions in support of non-encroachment policies relative to the Base Realignment and Closure (BRAC) decisions.
 - c. **Policy:** Revisit the current Letter of Authorization (LoA) between the County and the Naval Air Station regarding authorization to operate aircraft in Restricted Airspace.
 - d. **Policy:** Ensure that the established Airport Environs are utilized for zoning and the permitting of construction activities that does not create obstructions or incompatibility with adjacent development(s).
 - i) **Action:** Determine the needed additional infrastructure to

accommodate future commuter and commercial air service and other general aviation use.

- ii) *Action:* Recommend and develop a land acquisition program for the airport to accommodate general aviation and commuter air service development for the 20-year planning period.
- iii) *Action:* Define areas for additional general aviation apron and hangar (both T-hangar, conventional and corporate) development.
- iv) *Action:* Implement distance measuring equipment (DME), a localizer antenna, an Instrument Landing System (ILS), GPS, and / or other precision all-weather approaches and navigation aid systems to improve safety.
- v) *Action:* Lengthen runway 11-29 to 5,350 feet and strengthen in preparation for modest private commuter and corporate jet capacity and other general aviation use.

11.5 BICYCLE AND PEDESTRIAN ACCOMMODATIONS

11.5.1 BICYCLES

The scenic landscapes of the surrounding waterways, the area's relatively flat terrain, and the historic villages that mark the countryside are among the attributes that make St. Mary's County attractive to cycling enthusiasts. Over the last two decades, Southern Maryland has become one of the fastest growing regions in the State. The rapid increase in growth has created dramatic changes in land use and transportation.

The proposed bicycle plan network includes routes designed to showcase St. Mary's County attractions by following the most attractive routes while providing a safe and accessible transportation facility. The Maryland State Bicycle Map, Southern Maryland Bicycle Map, Southern Maryland Regional Trail and Bikeway System (SMRTABS), Three Notch Trail, Potomac Trail Council, Maryland Scenic Byways, Star Spangled Banner National Historic Trail Study and Southern Maryland Bicycle Routes ("To the Point Route", "Rolling Hills and Tall Timbers Route", "The Historic Seventh Route", and "Hollywood on the Patuxent Route") were compiled to provide a network of roads that were used as a foundation for the St. Mary's Bicycle Plan.

- A. **Goal:** Create and maintain an extensive network of bikeways that will enhance access to cultural resources throughout the County including residential, recreational, educational, institutional and commercial areas within St. Mary's County.
- B. **Goal:** Provide support for people and their bicycles once they reach their destinations.
 - i. **Objective:** To promote a safe, comfortable and bicycle friendly environment which encourages people to use bicycle facilities both for transportation and leisure purposes.
 - ii. **Objective:** To enhance public awareness of the bicycle so that it is considered a viable and safe mode of transportation.
 - a. **Policy:** Adopt design standards for bicycle facilities, off-street and multi-use trails. These should be included as part of the County's

Road Ordinance and the County's Manual of Design and Construction Standards.

- b. **Policy:** Coordinate with the St. Mary's Transit System to make provisions for bicycle accommodations on transit vehicles. Bicycling and public transit both provide transportation alternatives to the private automobile.
- c. **Policy:** Provide secure and convenient bicycle parking and storage facilities at all cycling destinations (such as schools, and recreation facilities) as well as at public facilities such as County parks, post offices, public libraries, health care facilities, visitor information centers and museums to encourage and support the use of a bicycle.
- d. **Policy:** Maintain continuity and consistency over County borders by coordinating with adjacent counties to include the proposed bicycle facilities in their master plans.
- e. **Policy:** Consider land use features such as parks, park and ride lots, off road trails, water access areas, schools, points of interests (farmers markets, historical landmarks/churches, museums) and County designated growth areas along County and State roadways to identify future trail locations.
 - i) **Action:** Research and develop demonstration projects for enhanced bicycle parking facilities.
 - ii) **Action:** Implement recommendations for bike to work alternates for workers.
 - iii) **Action:** Utilize a Bicycle Level of Comfort (BLOC) Model to assess County roads. Utilize a grading system the BLOC model reflects a perception of compatibility associated with road width, shoulder width, traffic volume, pavement surface condition, motor vehicle speed and type, and presence or absence of on-street parking. The BLOC model provides a grading system for rating bicycle riding conditions.
 - iv) **Action:** Implement bicycle lanes by: 1.) narrowing existing travel lanes; 2.) removing a travel lane; 3.) removing parking; 4.) shoulder widening and; 5.) including bike lanes in new construction. Bicycle lanes are recommended for roads that have high traffic volumes and speeds where it is necessary to provide the cyclist with the maximum amount of separation between the motor vehicle.
 - v) **Action:** Bicycle lane configuration for on road with no on-street parking – can be used for both rural roads and urban streets.
 - vi) **Action:** Multi-use trails are designed and designated to accommodate several different users at the same time.
 - vii) **Action:** Bicycle lane configuration on road with on-street parking. The minimum bike lane width should be 5 feet.

- viii) *Action:* Facilitate the marking of bikeways/lanes.

11.5.2 SIDEWALKS

Sidewalks are mainly located in the Lexington Park and Leonardtown areas.

- A. **Goal:** Evaluate and identify locations for sidewalks where new sidewalk connections should be constructed.
 - i. **Objective:** Construct sidewalk networks between neighborhoods, schools, parks and other activity nodes/centers.
 - ii. **Objective:** Require vehicular and pedestrian interconnection between adjacent parking lots and subdivisions to reduce the need to travel on primary and collector roads.
 - a. **Policy:** Continue improving ADA compatibility and mobility enhancement projects, and maintain sidewalk obstruction and repair programs.
 - b. **Policy:** All new residential developments zoned at less than 1 acre lots, all commercial developments, and all areas where curb and gutter is proposed and the main access of all residential subdivisions should include sidewalks.
 - c. **Policy:** Require pedestrian connections between adjacent parking areas at the time of infill or redevelopment activities.
 - i) *Action:* Consider reducing sidewalk requirements to one side of the roadway to help reduce increased impervious runoff to meet Maryland Department of the Environment stormwater management regulations.
 - ii) *Action:* Take advantage of Sidewalk Retrofit Funding for the construction of new sidewalks and reconstruction of existing sidewalks along State Highways in locations identified by the County.
 - iii) *Action:* High priority connectivity projects have been recommended in the adopted countywide transportation plan.
 - iv) *Action:* Sidewalk networks should also be constructed between neighborhoods, schools, parks, and other activity nodes/centers. There are several neighborhood streets with sidewalks but no connection to adjacent collector roadways.

11.5.3 TRAILS

The development and interconnectivity of a trail network provides many benefits. Approximately half of the St. Mary's County public schools have trails, with more trails planned within the upcoming planning period. Various State and County parks within the County have established a network of trails with various uses and purposes. Presently over nine parks have a trail system with additional parks proposing trails.

- A. **Goal:** Provide expanded pedestrian and bicycle recreational and transportation opportunities.

- i. **Objective:** Provide an alternative to driving without creating congestion and emissions.
- ii. **Objective:** Provide connections to neighborhoods, schools, and other activity centers to facilitate safe alternative access.
 - a. **Policy:** Leverage the use of County (County bonds, local transfer tax and impact fees), State POS development funds and Federal (TEA-21 National Recreation Trails Program) for trail system development.
 - b. **Policy:** Incorporate trails into the development of all new parks and community development projects with applicable design standards such as that shown below.
 - i) **Action:** Continue development of the proposed Three Notch Trail, which is approximately 28 miles long and runs from the Charles County line to Lexington Park.
 - ii) **Action:** Expand upon a trail network in St. Mary’s City that would incorporate St. Mary’s College and the historical sites.
 - iii) **Action:** Expand trails within St. Mary’s River State Park.
 - iv) **Action:** Provide for a trail along Mattapany Road if archeological/historical review allows for the improvement.
 - v) **Action:** Provide for a trail through Mill Field in St. Mary’s City.

11.6 WATER ACCESS POINTS

11.6.1 PUBLIC LANDINGS

One of the many assets of St. Mary’s County is its proximity to water. Residents can utilize one of the twenty-two public access points or numerous private locations to reach the Patuxent River, Wicomico River, Potomac River or Chesapeake Bay. Facilities range at the public access points from boat ramps to trailer parking to piers and beaches.

- A. **Goal:** Improve the number and condition of facilities at public access points which range from boat ramps to trailer parking to piers and beaches.
 - i. **Objective:** In addition to projects in the Capital Improvement Program (CIP), provide various longer term improvements throughout the County to improve public access to the water, especially along the Patuxent River.
 - a. **Policy:** Continue parkland, park development and waterfront park/public landing acquisition projects through the leveraging of Maryland Department of Natural Resources and Program Open Space funds.
 - i) **Action:** Provide additional public landings. Public landings are nonexistent in the central to north portion of St. Mary’s County along the Patuxent River and are needed.
 - ii) **Action:** The Cape St. Mary’s Landing is open for public use, but the lease agreement for this usage expires in 2019, an alternative location for a public landing on the Patuxent

River in the central part of the County should be acquired in the next ten years.

- iii) *Action:* A public landing for motorized boats is needed on the lower Patuxent River. Enhancements of facilities at Clarke's Landing Public landing would help address this need. A private/public partnership should be developed with the owner of Clarke's Landing Restaurant for additional parking.
- iv) *Action:* Provide additional and/or formalize long term parking at several wharfs and landings to accommodate additional public access.
- v) *Action:* Consider developing a boat ramp and parking area at Myrtle Point Park for public access to the Patuxent River.

11.6.2 **FERRY SERVICE**

At this time, there is no ferry service within the County. According to the Maryland Archives, ferries were the first form of transport covered by law. An Act of 1638 provided for a ferry service across St. George's River to enable folks to attend provincial assemblies in St. Mary's City; the toll was set at one pound of tobacco.

- A. **Goal:** Determine locations and deep water ports in St. Mary's County that may be suitable for ferry service.
 - i. **Objective:** Solicit proposals offered by private entrepreneur(s) to establish a ferry service in St. Mary's County.
 - a. **Policy:** Revisit House Bill 1376 from the 2002 Legislative Session (not enacted) that proposed a ferry franchise service between St. Mary's County and Somerset County. The State's Department of Transportation studied the feasibility of ferry service throughout the bay area in 2002.
 - i) *Action:* Consider public/private partnerships through requests for proposals and the identification for existing facilities that could be upgraded such as Abell's Wharf in St. Mary's County (Potomac Crossing) and the Solomon's Recreation Facility in Calvert County (Patuxent Crossing).

11.7 **HAZARD MITIGATION**

The firm of Greenhorne and O'Mara, Inc. was contracted to help develop a plan to mitigate natural hazards (i.e., coastal/shoreline erosion, drought, earthquakes, extreme weather, flooding, high winds, land failure and wild fire) and recommend measures that will reduce losses to life and property affected by the natural hazards that face the County. The result was issuance of the Multi-Jurisdictional Hazard Mitigation Plan of April 11, 2006.

11.7.1 **HAZARD MITIGATION PLAN**

- A. **Goal:** Minimize damage to County maintained roadways caused by flooding and shoreline erosion.
- B. **Goal:** Reduce or eliminate long-term risks to people and their property from the effects of natural hazards.

- i. **Objective:** Ensure adequate land management measures in shoreline erosion hazard areas.
- ii. **Objective:** Minimize damage to repetitive loss properties through proactive mitigation efforts.
 - a. **Policy:** Reduce the inventory of flooded conditions and number of roadway closures on County maintained roadways.
 - b. **Policy:** Utilize the prior Shoreline Conditions Assessment to evaluate areas requiring higher levels of protection.
 - c. **Policy:** Address existing storm conveyance systems and bridge structures that are inadequate to handle the runoff, which results in localized flooding, roadway closures, pavement failures and other potential safety concerns.
 - i) **Action:** Develop capital improvement programs that leverage local, State and federal funds to construct shoreline protection systems (bulkheads, revetments, jetties, etc.) to protect County maintained roadway.
 - ii) **Action:** Fund the appropriate mitigation measures, systematically replace, repair and / or upgrade them to handle the 10-year and 25-year storm events and safely pass the 100-year storm.
- iii. **Objective:** Ensure that building codes and standards follow FEMA's basic guidelines and are properly implemented and enforced.

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