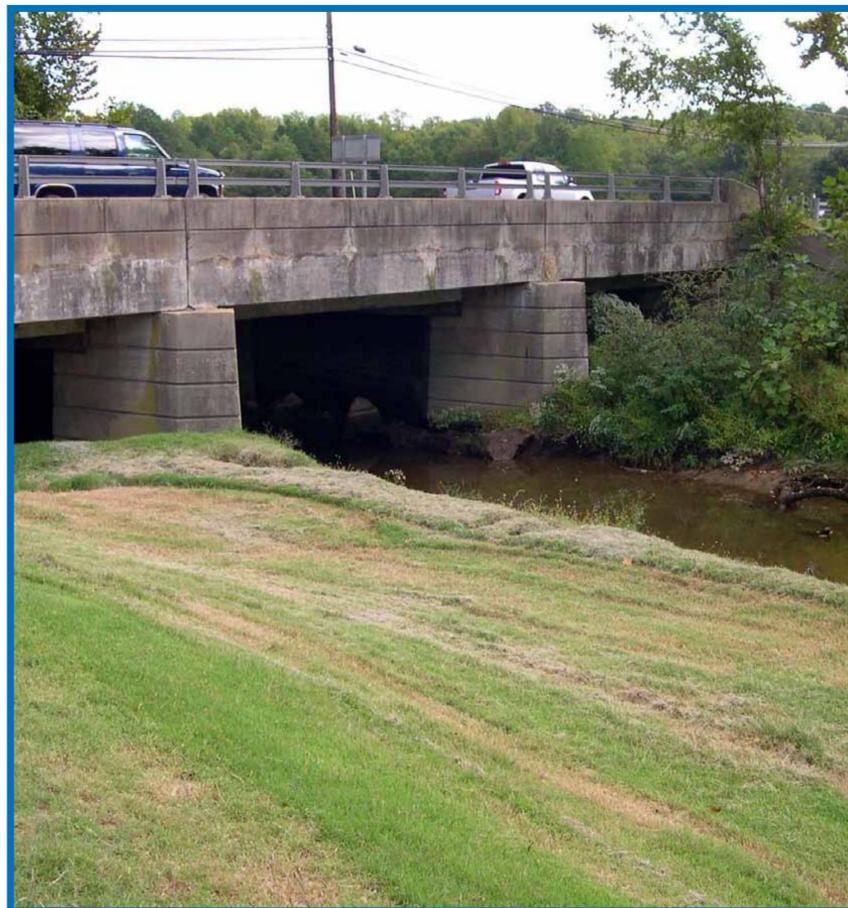


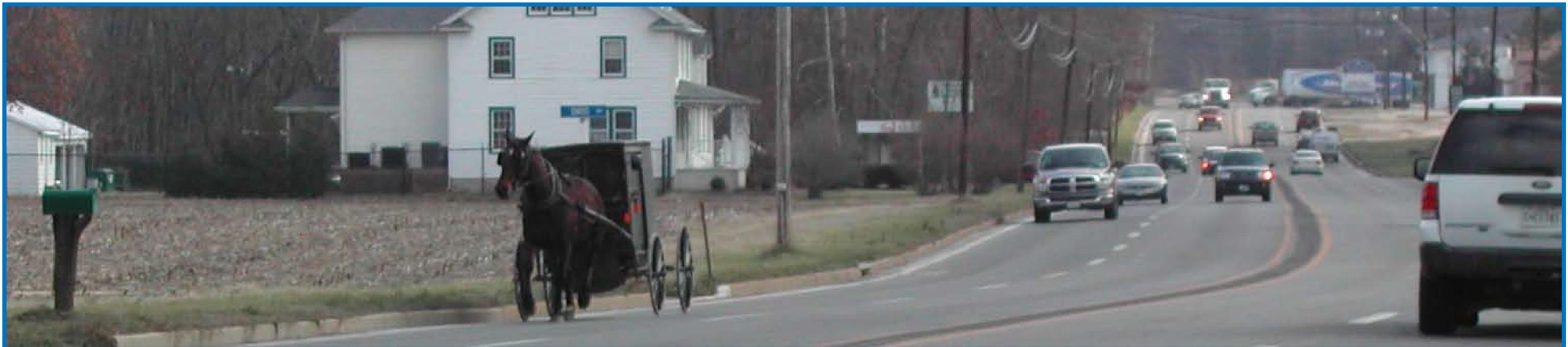
WELCOME!

Please Sign In



MEETING PURPOSE

- **Present MD 5 Leonardtown Project Planning Study**
- **Receive your input**
- **Present Project Purpose and Need**
- **Gather information about study area**
- **Listen to your ideas**

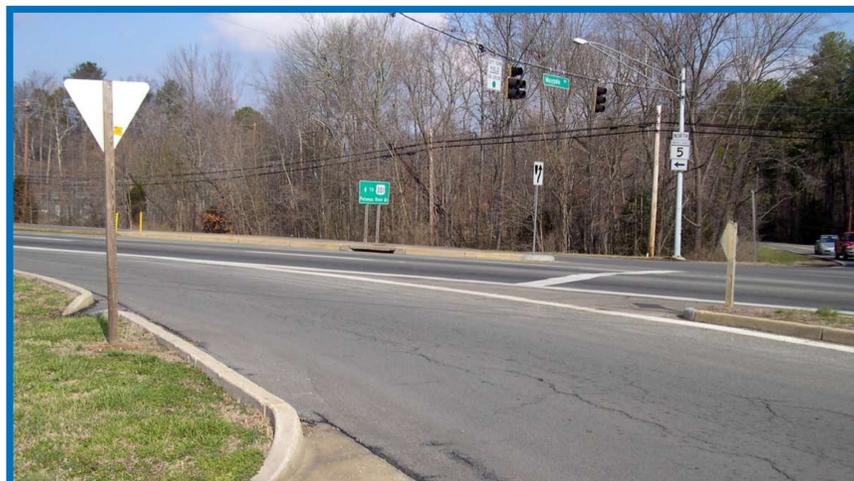


PROJECT BACKGROUND

- **MD 5 Project Planning Study area extends from just north of MD 243 to just south of MD 245 (two miles)**
- **MD 5:**
 - **Serves as a gateway to Leonardtown**
 - **Provides access to residences and businesses**
 - **Serves through-traffic**
- **Study to evaluate potential transportation and safety improvements began January 2007**

EXISTING CONDITIONS

- **Four-lane roadway**
- **Four-foot-wide striped median**
- **No shoulders or pull-off areas**
- **40 MPH speed limit**
- **Multiple intersections and driveways**
- **Substandard sidewalk on both sides from MD 245 to Moakley/Abell Roads**



WHERE DO YOU LIVE?



TELL US ABOUT YOUR COMMUNITY

- **Where Do You Live?**
- **How Does MD 5 Affect Your Community?**
- **What are the biggest problems that need to be addressed?**
- **In the project area, please tell us about any:**
 - **Sensitive Environmental Areas**
 - **Important Community Facilities, Parks, Schools, Churches, etc.**
 - **Minority and/or low-income populations**
- **How important are these issues to you?**
 - **Traffic Congestion**
 - **Turning Lanes**
 - **Pedestrian Safety**
 - **Bicycle Safety**
 - **Noise**
 - **Landscaping**
 - **Others?**
- **What should be the project team's highest priority?**
- **What else should the project team know about?**

WHAT IS A PURPOSE AND NEED STATEMENT?

- ***The Purpose:***
An overall statement of the project's transportation objectives
- ***The Need:***
An explanation of conditions that may need to be changed or problems that need to be remedied
- **Together, the Purpose & Need should reflect the surrounding community's' and stakeholders' transportation issues that the project will address and try to remedy**

PURPOSE AND NEED SUMMARY

- **Improve vehicular safety, traffic operations and mobility**
- **Accommodate current and planned growth and development**
- **Improve non-vehicular and pedestrian safety and mobility**
- **Provide adequate capacity**

TRAFFIC VOLUMES

Existing and Future Average Daily Traffic (ADT)

Location	Existing (2007) ADT	2030 No-Build ADT	Percent Growth
MD 5 West/North of Maypole Road/MD 243	23,475	41,425	76%
MD 5 between MD 243 and MD 245/MD 5 Business	28,750	50,750	77%
MD 5 East/South of MD 245/MD 5 Business	27,400	48,350	76%
MD 243 South of MD 5	8,000	14,125	77%
MD 245 North of MD 5	12,050	19,000	58%
MD 5 Business/Washington Street South of MD 5	7,975	12,575	58%

Planned and proposed growth and development in Leonardtown will result in an increase of traffic volumes by over 75% on MD 5.

TRAFFIC ANALYSIS

Level of Service (LOS) Analysis

Location	Level of Service (v/c)			
	2007 Existing		2030 No-Build	
	AM Peak	PM Peak	AM Peak	PM Peak
MD 5 at MD 243/Maypole Road	C (0.77)	E (0.94)	F (1.08)	F (1.57)
MD 5 at Moakley/Abell Street	A (0.58)	B (0.63)	F (1.10)	F (1.08)
MD 5 at St. Mary's Hospital entrance	A (0.52)	A (0.59)	E (0.99)	F (1.03)
MD 5 at MD 245/MD 5 Business	A (0.48)	B (0.69)	D (0.81)	F (1.30)
MD 5 Business at Fenwick Street	A (0.20)	A (0.33)	A (0.42)	A (0.62)

Traffic projections for design year 2030 indicate that several intersections will fail (LOS F) without improvements to MD 5.

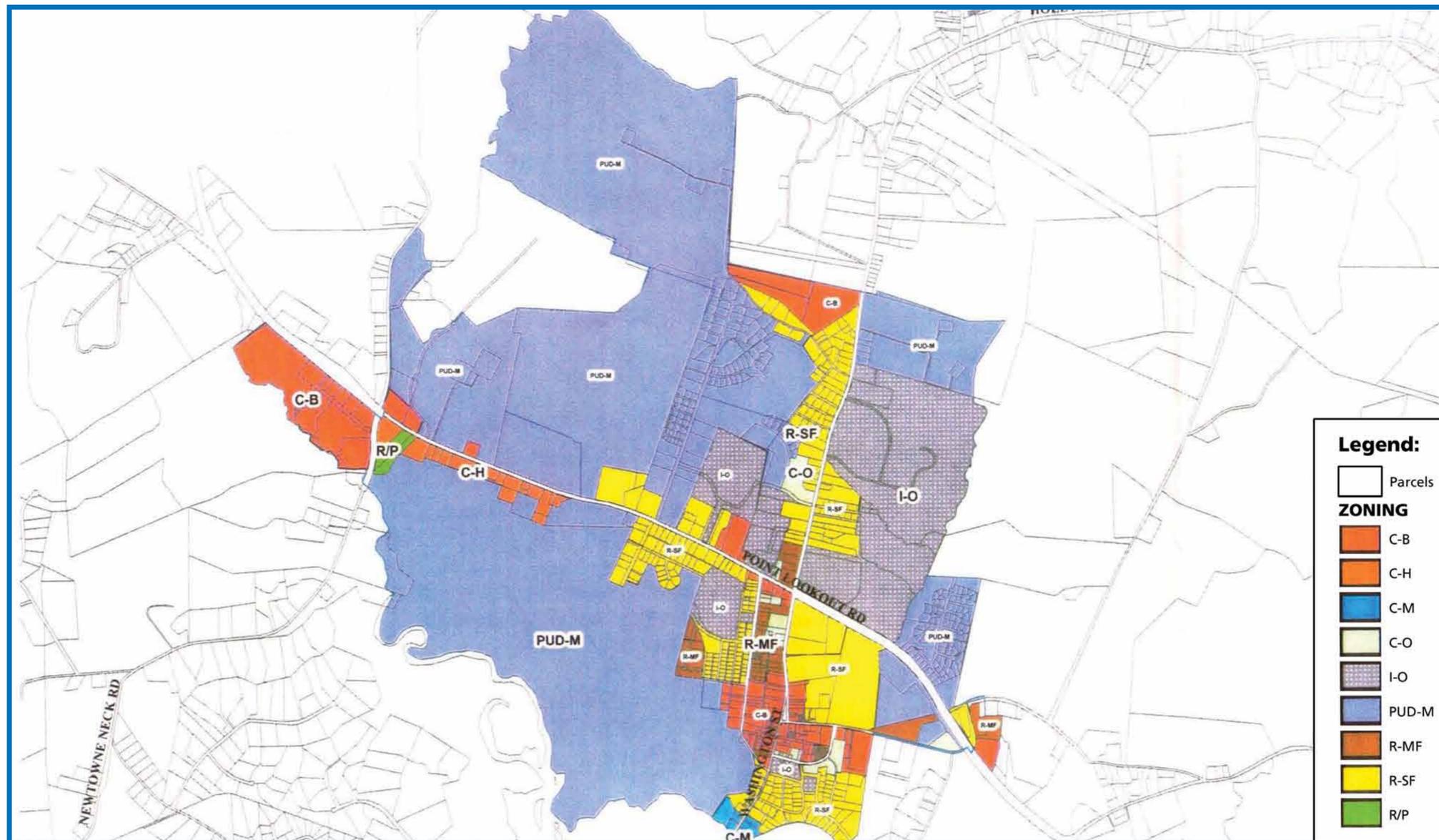
CRASH DATA

Type/Year	2003	2004	2005	Total	Study Rate*	Statewide Rate
MD 5 from MP 28.09 to 28.85 (MD 243/Maypole Road to Budds Creek Road)						
Injury	5	7	15	27	157.6	37.2
Number Injured	5	18	22	45		
Property Damage	3	12	9	24	140.1	45.3
Total	8	19	24	51	297.7	83.6
MD 5 from MP 26.70 to 28.09 (MD 245/MD 5 Business to MD 243/Maypole Road)						
Injury	18	19	34	71	182.3	96.7
Number Injured	33	46	53	132		
Property Damage	16	32	21	69	177.2	116.4
Total	34	51	55	140	359.4	215.5
MD 5 from MP 25.57 to 26.70 (South of Cedar Lane Court to MD 245/MD 5 Business)						
Injury	5	6	10	21	71.1	49.5
Number Injured	7	15	14	36		
Property Damage	13	12	10	35	118.4	56.3
Total	18	18	20	56	189.5	104.3

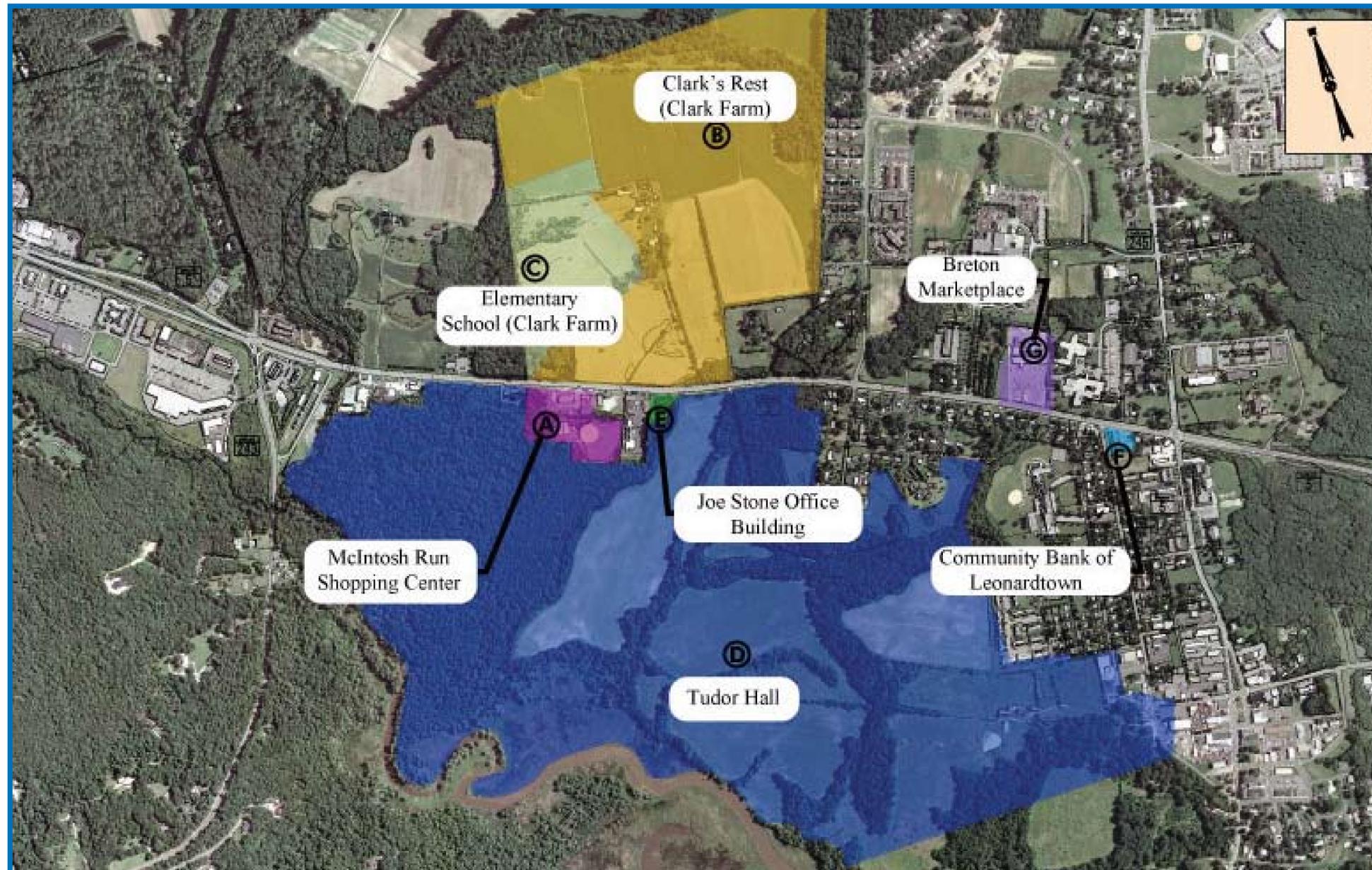
*** Significantly higher than statewide average for similar type roadways.
(Rates are per 100 million vehicle miles.)**

PROPOSED LAND USE

Town of Leonardtown Proposed Land Use Map

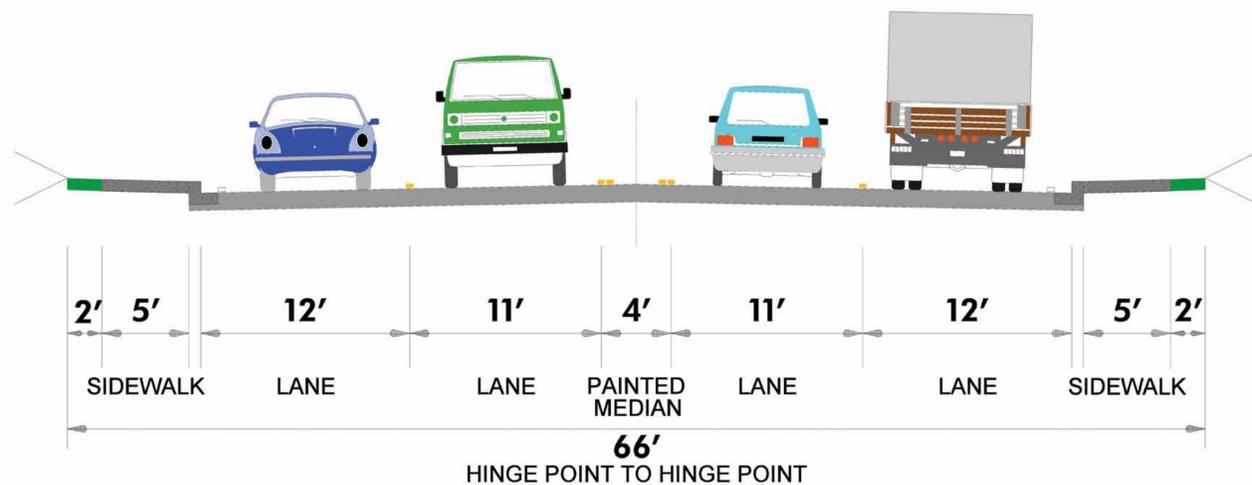


CURRENT DEVELOPMENT ACTIVITIES



ALTERNATIVES TO BE CONSIDERED

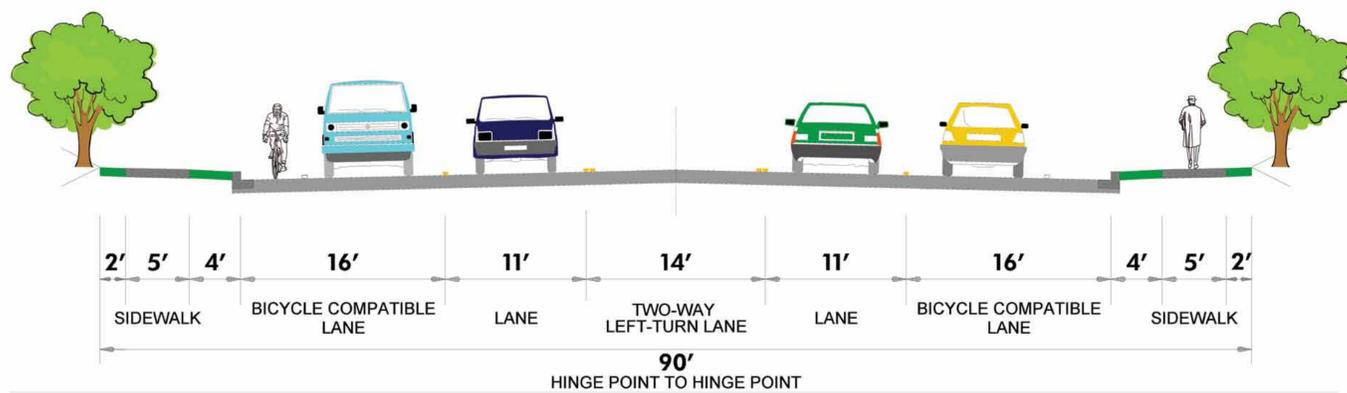
Alternative 1: No-Build Option



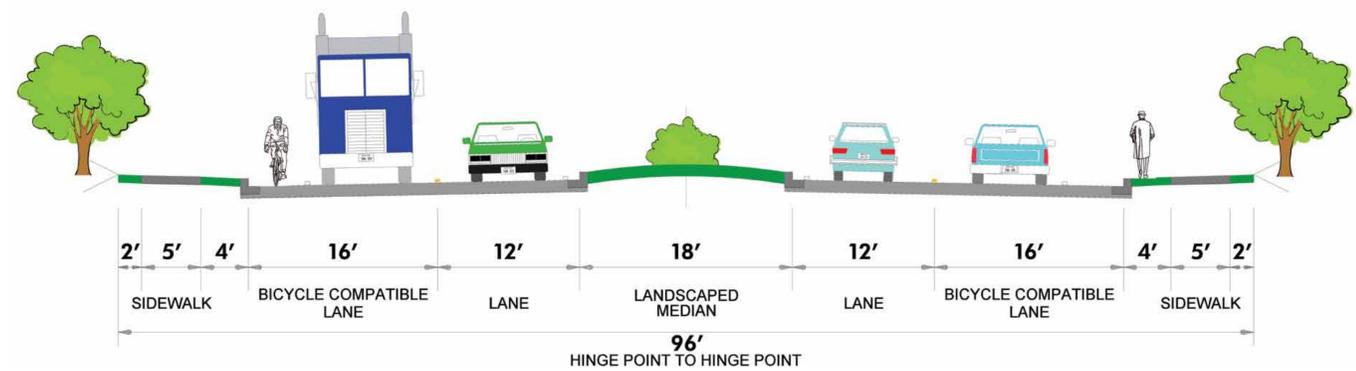
Alternative 2: Traffic System Management (TSM) / Travel Demand Management (TDM)

- Add Turning Lanes
- Provide Spot Safety Improvements
- Consolidate Entrances
- Add Traffic Signals
- Improve Signal Timing
- Explore Other Lower Cost Options

Alternative 3: 5-Lane Typical Section



Alternative 4: 4-Lane Divided Typical Section



Alternative ?: Other Options?

We Want Your Input!

CONTEXT SENSITIVE SOLUTIONS

What is CSS?

“CSS is a collaborative, interdisciplinary approach that involves all stake holders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.”

Components of CSS for the MD 5 Project will include, but are not limited to, those being proposed as part of the MD 5 Business Streetscape Project. Examples include:

- **Landscaping**
- **Ornamental Lighting**
- **Community Signs**
- **Improved Bicycle and Pedestrian Facilities**
- **Defined Pedestrian Crosswalks**
- **Other Aesthetic Features**
- **Provide a “Sense of Place”**



NEXT STEPS

THROUGH SUMMER 2008

- **Alternatives Development**
- **Environmental Resource Impact Analyses**
- **Cost and Impact Analyses**

FALL 2008

- **Environmental Documentation**
- **Public Meeting**

SPRING/SUMMER 2009

- **Complete Project Planning**

SCHEDULE TO BE DETERMINED

- **Design/Right-of-Way/Construction**

WE WANT TO HEAR FROM YOU!

**Please place your comment cards in the box.
SHA appreciates your attendance at the
MD 5 Leonardtown Informational Public Meeting.**

