

Charles County Comprehensive Transportation Network Strategy

Adopted Monday, March 18, 2002 by the Charles County Commissioners

Guiding Principles

1. Provide timely transportation infrastructure to accommodate the county's growth.
2. Coordinate transportation planning with land use planning as described in the 1997 Charles Comprehensive Plan and Subarea Land Use Plans.
3. Create a transportation network which maximizes our citizens choices of transportation options.
4. Minimize negative impacts of transportation projects on existing neighborhoods and businesses.

State Roads

1. Upgrade of US 301 – The County does not support the upgrade Alternative 3 of US 301 which denies access and creates an interstate upgrade highway through Waldorf. The vision and planning for Waldorf must include friendlier, people oriented town centers, which cannot be achieved with an interstate highway bisecting Waldorf. Also, the large negative impacts of this option on the business community will work in direct opposition to the county's economic development program which will bring high paying jobs to Charles County. These new jobs will reduce the number of commuters, now at 60% of our working population, thus providing traffic relief of US 301.

The County does support Alternative 1A option which upgrades key intersections along US 301 in Waldorf without denying access to local businesses between interchanges. The County believes the first interchange built should be at the intersection of US 301, MD 5 and the Western Parkway at the northern end of US 301, which supports the County's construction of the Western Parkway (see County Roads below).

2. Western Bypass of Waldorf – It is the County’s goal to complete a Western Bypass of Waldorf that begins and ends in Charles County. Strategies to minimize the impacts of the road on existing neighborhoods and businesses should be developed.

The State should continue the preservation of the Western Bypass corridor for future use. The corridor should extend from MD 228 (Berry Road) southward and connect into US 301 north of La Plata near Turkey Hill Road. From MD 228 northward, this corridor should connect back to Rt 301 within Charles County. The State and County should begin immediate discussions to determine the best route for the bypass to connect into US 301 north of MD 228 and south of the county line.

3. The State should construct an interchange east of Waldorf at M 5, MD 5 Business and St Charles Parkway which will allow maximum traffic flows on the county’s Waldorf/La Plata Parkway (see County Roads below).

County Roads

1. Waldorf/La Plata Parkway (St. Charles Parkway Extended) – A significant Portion of this road already exists with MD 5 from the county line running south to St. Charles Parkway. The County, in cooperation with the developers of St. Charles, will complete the construction of this dualized road. This can be accomplished by completing the extension of St. Charles Parkway southbound to connect to Rosewick Road and extending Rosewick Road westward to connect to US 301 north of La Plata. Thus, anyone entering onto MD 5 at the northern county line can travel south to St. Charles Parkway to Rosewick Road to US 301 north of La Plata, thereby bypassing Waldorf to the east. This project is funded in the County’s FY03-07 Capitol Improvement Plan (CIP)
2. Western Parkway – The County will construct all four lanes of this dualized Road from MD 228 northward to the US 301 northern-most interchange in Waldorf. This will allow anyone entering the county from the north on US 301 to enter the Western Parkway and bypass the northern portion of Waldorf to the west. This project is funded in the County’s FY03-07 CIP.
3. Middletown Road – The County will construct all four lanes of this dualized Road southward from MD 228 in Waldorf to the Cross County Connector. This project is funded in the County’s FY03-07 CIP.

4. Acton Lane – The County will re-construct this road from US 301 westward to the county line with Prince Georges County. This project is funded the County’s FY03-07 CIP.
5. Cross County Connector – The County will construct all four lanes of this dualized road from MD 5 westward across the county to MD 210. This will allow for traffic to cross the entire county from east to west to the south of Waldorf, and connect the Bryans Road area in Waldorf. This project is funded in the County’s FY03-07 CIP.

Mass Transit

1. Rail line – The County supports the expediting of the construction of a rail line from the Branch Avenue Metrorail station in Prince George’s County through Waldorf to White Plains. In the short term, the right of way for the rail line and land for stations and parking at the stations should be preserved once the rail corridor is identified in current studies. Additional studies should be undertaken to determine suitable locations for future transit stations which support the Waldorf Subarea Plan.
2. Bus service to Branch Avenue Metrorail Station – The County will work with the Washington Metropolitan Area Transit Authority (WMATA) to expand daily bus service from Indian Head, Waldorf and other points in Charles County to the Branch Avenue Metrorail Station.
3. Commuter bus service – The County will work with MTA (Maryland Transit Administration) to expand express commuter buses from Charles County to the Washington DC area. Currently, 1000 people ride these buses each day.
4. Park & Ride Lots – The County will work with the State to provide additional Park & ride lots to increase the ability of our citizens to use public transportation.
5. VanGO – The County will expand VanGO bus service within Charles County to maximize people’s access to the public transportation options listed above and allow greater utilization of the service.

Other Transportation Options

1. Pedestrians – Improve sidewalk networks within developed areas to create people friendly neighborhoods which allow and encourage walking.
2. Bicycles – Expand bicycle routes within Charles County and coordinate these with Southern Maryland’s plan for a region wide system.
3. HOV lanes – Where appropriate, encourage High Occupancy Vehicle lanes on state and county roads.
4. Carpooling – Expand opportunities for carpooling in coordination with the Tri-County Council for Southern Maryland’s plan.

Land Use

1. The County will complete the Waldorf Sub Area Plan and work to implement the activity center concept it envisions. This results in nodes of mixed uses on a pedestrian scale with public spaces creating a sense of community.
2. Transportation plans will support this plan resulting in smart growth concentrating future growth funding areas.

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