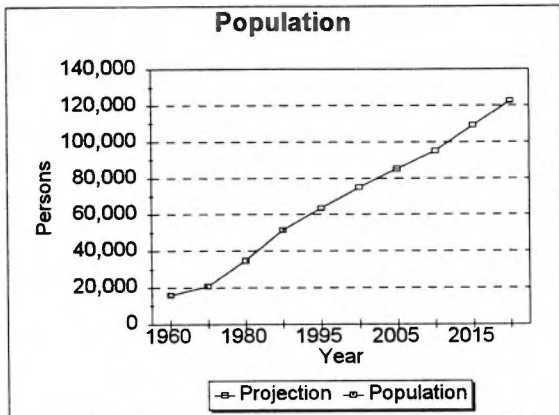


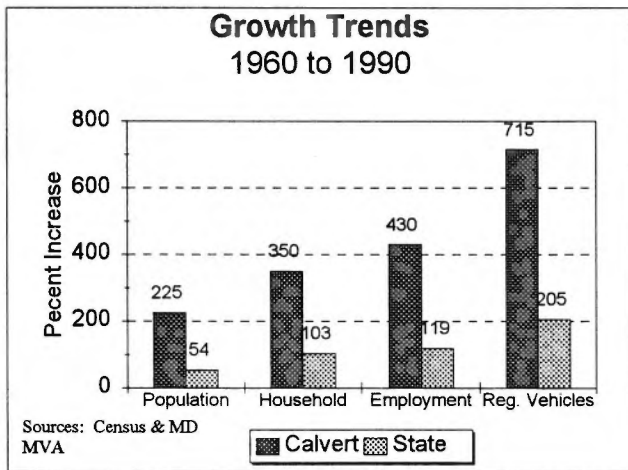
# TRANSPORTATION FACT SHEET

This is one in a series of fact sheets. These fact sheets have been created in preparation for the 1996 Calvert County Comprehensive Plan Update.

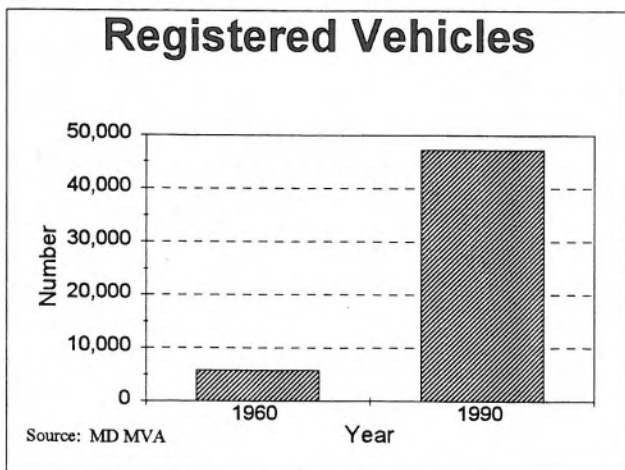
## Growth Trends



Calvert County's population increased from 15,826 in 1960 to 51,372 in 1990, a 225 percent increase. Population is expected to increase to 122,500 by 2020.

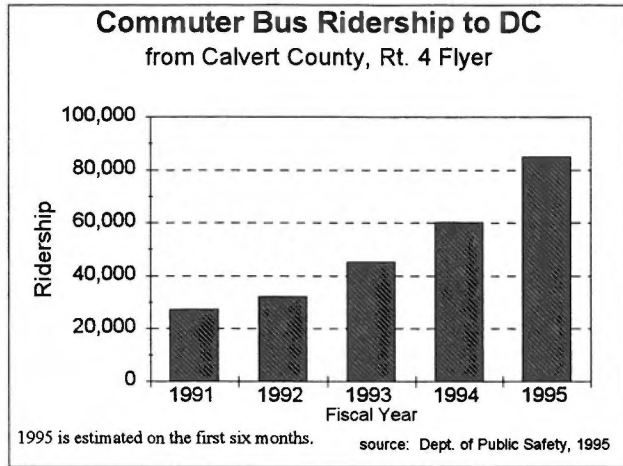


During the same time period, the County's households increased 350 percent while the State's increased by only 103 percent. In 1990 there were 2.78 total vehicles per household compared to 1.53 in 1960.

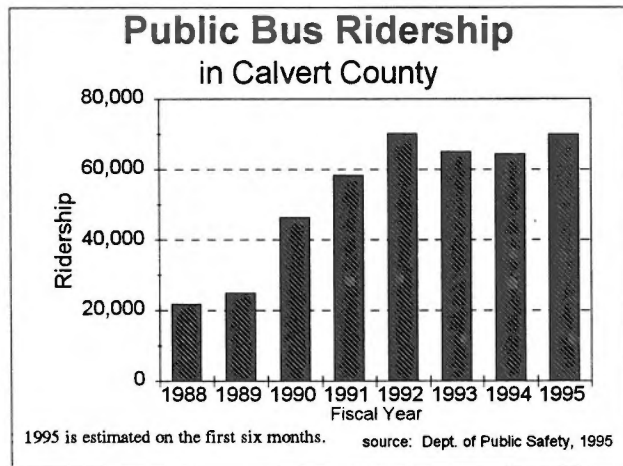


The number of registered vehicles in the County increased from 5,793 in 1960 to 47,185 in 1990, a 715 percent increase. The State of Maryland experienced a 205 per-cent increase during the same time. The growth of registered vehicles has out paced the growth in population, households, and employment.

## Public Transit



Public transit is provided both by the State and the County. The Maryland Mass Transit Administration provides commuter buses from the northern section of the County to the Washington, D.C. metropolitan area. Service started in 1991 with 2 buses with a total of 27,114 passenger trips. Current service includes 5 buses with an estimated total of 85,000 passenger trips this Fiscal Year (July 1994 to June 1995). In November 1994, an average of 374.4 passenger trips per day were made on the Rt. 4 Flyer buses. The buses are overcapacity with passengers standing in the aisles.



The Calvert County government provides public bus service within the County. Ridership increased from 1988 to 1992, with a slight decrease in 1993 and 1994 due to reduction in service (grant money was reduced). Ridership has increased since some of the service has resumed.

## Household Vehicle Availability

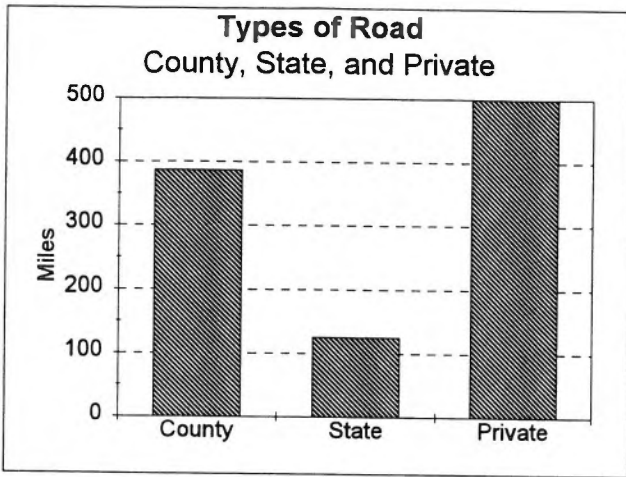
**Households by Vehicle Availability  
Percent Change (1980-1990) for Metro. Washington Area**

| Vehicle/Household | Calvert County | Suburban Jurisdictions | Central Jurisdiction |
|-------------------|----------------|------------------------|----------------------|
| 0                 | 1.3%           | 27.4%                  | -2.4%                |
| 1                 | 19.1%          | 16.3%                  | -5.5%                |
| 2                 | 66.9%          | 39.9%                  | 7.2%                 |
| 3 or more         | 93.4%          | 50.3%                  | 20.3%                |

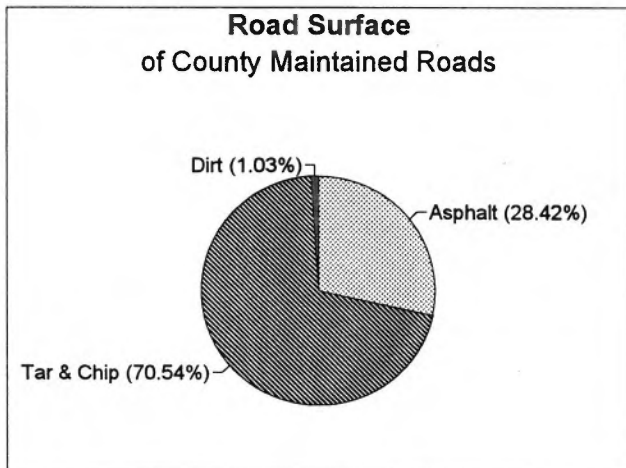
Source: US Census

From 1980 to 1990, the number of households with 1 vehicle increased 19.1 percent, the number of households with 2 vehicles increased 66.9 percent, and those 3 or more vehicles increased 93.4 percent. The increases for both two and three or more vehicle households were almost double the average increase in the Metropolitan Washington area. More families in Calvert have become owners of multiple vehicles.

## Roads

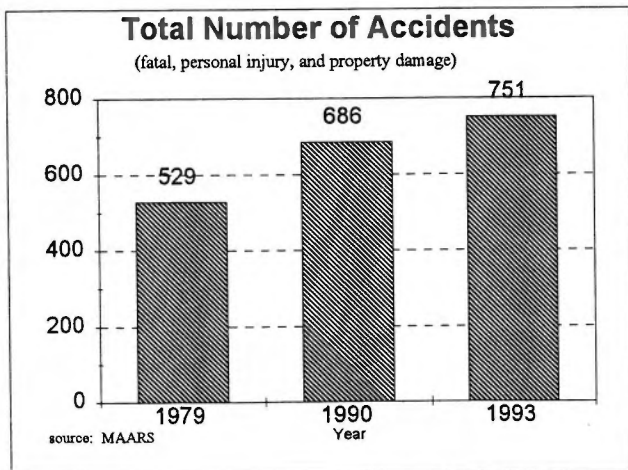


Calvert County has approximately 387 miles of County maintained roads, 125 miles of State roads, and 500 miles of private roads (i.e., Chesapeake Ranch Estates, White Sands, and Kenwood Beach). Many of the County's roads have narrow or no shoulders.



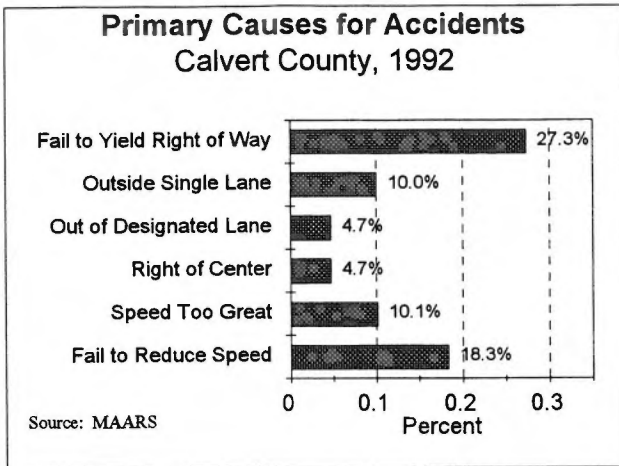
Of the 387 miles of County maintained roads, 110 miles are asphalt, 273 are tar and chip, and 4 miles are dirt.

## Safety

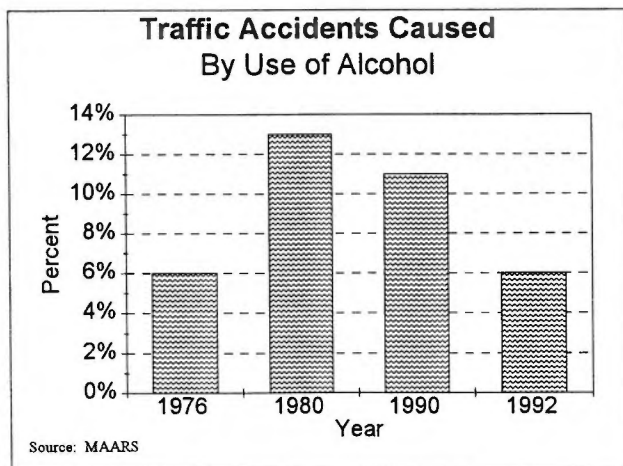
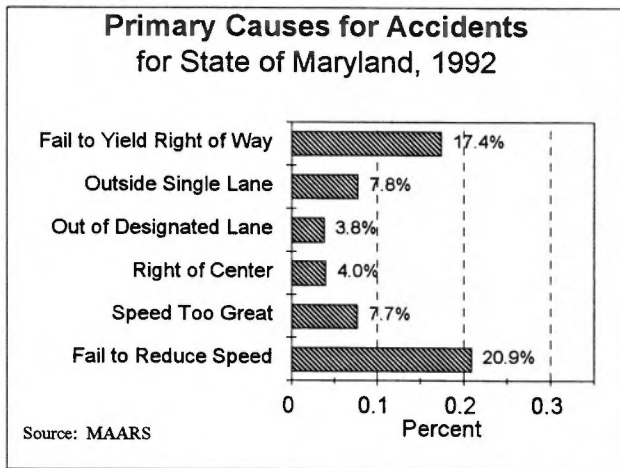


The number of total accidents (fatal, personal injury, and property damage) has steadily increased since 1979 when there were 529, in 1990 there were 686, and in 1993 there were 751.

## Safety (continued)



The first two graphs show a comparison between Calvert County and the State of Maryland. Failure to yield right of way was the leading cause of traffic accidents in Calvert County for 1992, surpassing the statewide percentage of 17.4 percent. The next two leading causes in traffic accidents were speed related: failure to reduce speed and speed too great.



Calvert County has shown a decline in the percentage of total accidents caused by use of alcohol. In 1976, 6 percent of accidents were caused by use of alcohol, which increased to 13 percent in 1980, decreased to 11 percent in 1990, and further decreased to 6 percent in 1992.

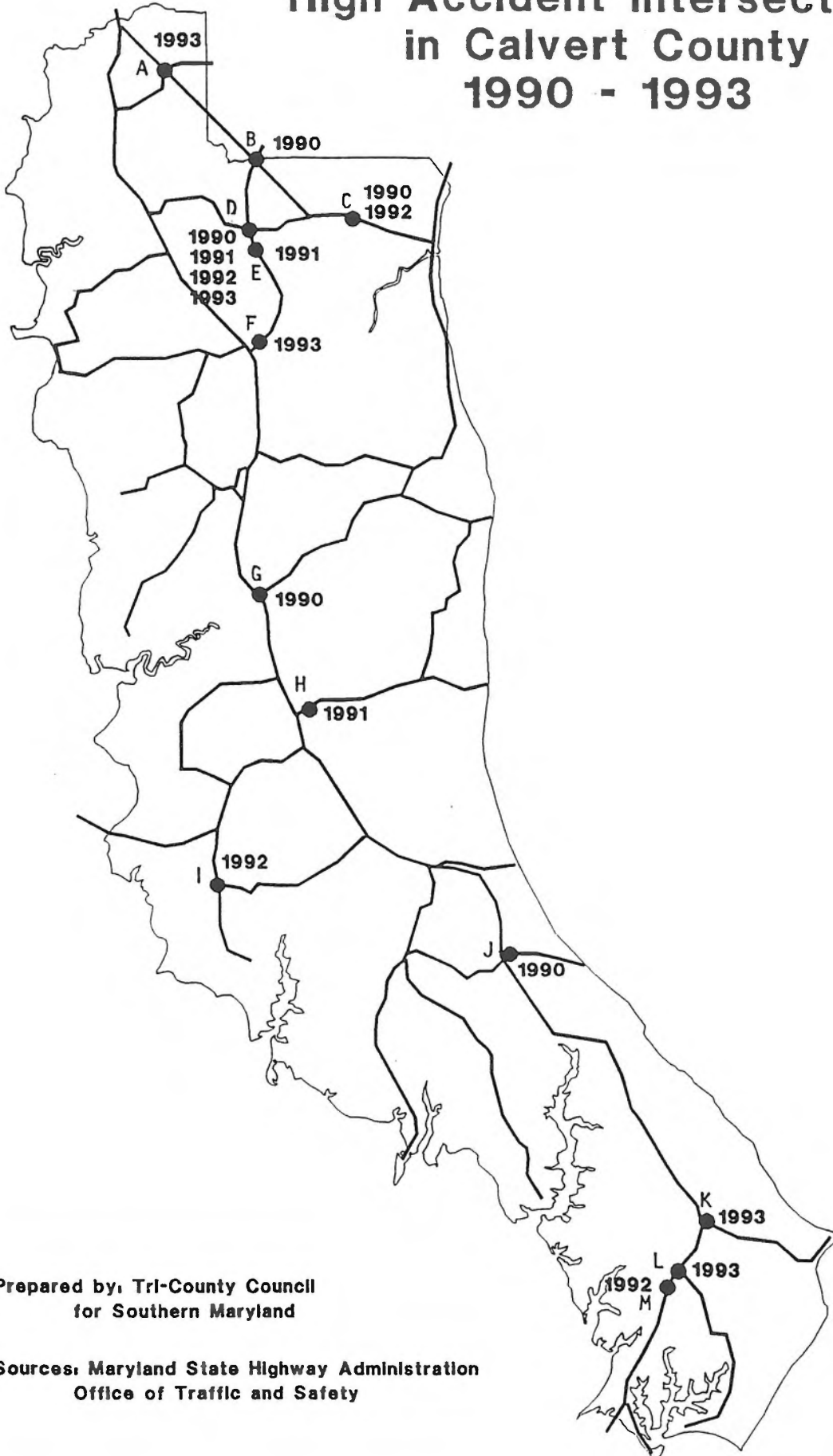
## Safety (continued)

### HIGH ACCIDENT INTERSECTIONS IN CALVERT COUNTY (1990 - 1993)

|       | <u>Year</u>                  | <u>Intersection</u>                                      | <u>Total Accidents</u> |
|-------|------------------------------|--|------------------------|
| A.    | 1993                         | MD 260 @ CO 3 (Brickhouse Road)<br>CO 249 (Jewell Road)  | 6                      |
| B.    | 1990                         | MD 2 @ MD 260  | 12                     |
| C.    | 1990<br>1992                 | MD 260 @ CO 377 (Horace Ward Road)                       | 6<br>6                 |
| D.    | 1990<br>1991<br>1992<br>1993 | MD 2 @ CO 133 (Mt. Harmony Road)                         | 7<br>14<br>15<br>4     |
| E.    | 1991                         | MD 2 @ MD 765  | 4                      |
| F.    | 1993                         | MD 2 @ MD 262 (Lower Marlboro Road)                      | 4                      |
| G.    | 1990                         | MD 2 @ MD 263  | 15                     |
| H.    | 1991                         | MD 402 @ CO 39 (Armory Road)                             | 8                      |
| I.    | 1992                         | MD 506 @ MD 508  | 5                      |
| J.    | 1990                         | MD 2 @ MD 765  | 9                      |
| K.    | 1993                         | MD 2 @ MD 760 (Service Road)<br>MD 497 (Cove Point Road) | 7                      |
| L.    | 1993                         | MD 2 @ MD 760 (Olivet Road)<br>MD 765 (Service Road)     | 5                      |
| M.    | 1992                         | MD 2 @ Coster-Millbridge Road                            | 7                      |
| Other | 1992                         | MD 2 @ MD 2Y (Service Road)                              | 6                      |

Source: MD State Highway Administration, Office of Traffic and Safety

# High Accident Intersections in Calvert County 1990 - 1993



Prepared by: Tri-County Council  
for Southern Maryland

Sources: Maryland State Highway Administration  
Office of Traffic and Safety