

— Transportation —



CHAPTER 6

6. Transportation



VISION

Maintain and enhance a transportation system that accommodates visitors, residents, businesses, and commuters by:

- Coordinating with towns and State agencies for new traffic patterns, safety concerns, and mobility through population centers to maintain a healthy balance between residents and business and vacationing travelers
- Continuing to improve and expand opportunities for all modes of travel
- Promoting walking and bicycling for outdoor recreation, fitness, and transportation
- Providing safe access to the local transportation system to make the County a better, safer, and more connected place to live, play, work, and visit

KEY ISSUES

Chesapeake Bay Bridge

Traffic & Congestion

Multimodal Connection Needs

Limited Public Transportation

Increased Safety

PLAN THEMES



FISCAL RESPONSIBILITY

Leverage State, federal, and other funding resources



SUSTAINABLE GROWTH

Encourage public transit and non-automotive transportation options



COMMUNITY REVITALIZATION

Promote bicycle and pedestrian connections



PRESERVATION & CONSERVATION

Publicize All American Road & Scenic Byway Designation



HEALTH & RESILIENCE

Support active and healthy transportation options

RELEVANT STATE VISIONS



GOALS

The overarching goal for the transportation system is to meet the current and future mobility needs of residents, businesses, and visitors with a balanced multimodal transportation system.

6-1 Improve safety, mobility, accessibility, and resiliency in the transportation network.

6-2 Enhance the transportation network for all users.

6-3 Support smart and sustainable growth.

The ability for the County to provide a safe, efficient, and equitable transportation system is important to maintaining a high quality of life, providing for economic expansion as well as maintaining acceptable levels of community sustainability. The various development patterns, preservation goals, and economic development strategies identified in **Chapter 4—Land Use** and **Chapter 8—Economic Development & Tourism**, along with the programs and services described in this chapter will shape the County's transportation policies. Specific design of the transportation system will consider land use patterns, economic development needs, and traffic demands to adequately provide and maintain intra-county and regional connections.

GUIDING PRINCIPLES & LEGISLATION

GUIDING PRINCIPLES

Transportation decisions to increase roadway capacity, when coupled with pedestrian and cycling accessibility and connectivity, can contribute to the improved efficiency of the entire roadway network by reducing vehicle miles traveled. The County's guiding principles for the development of safer roadways and enhanced bicycle and pedestrian accessibility are to:

- Encourage the provision of safe and easily accessible pedestrian and bicycle accommodations for residents with considerations of accessibility and equity
- Promote trail connections within towns, the County, and to the larger region, expanding on the systems already in place
- Foster transportation policies that enhance quality of life, support livable land use, and encourage neighborhood preservation
- Promote environmentally friendly transportation policies
- Facilitate accessible, reliable, equitable, and safe transportation options for older and disabled citizens
- Develop innovative local and regional transit options
- Improve the ability of children, adults, and seniors to maintain healthy and active lives
- Decrease traffic congestion and noise/air pollution by increasing active transportation
- Identify a potential network of bicycle and pedestrian facilities
- Increase roadway capacity where appropriate to support economic growth
- Enhance safety for all users

These principles can best be established through continued collaboration with planning and implementation partners, including:

- MD Department of Transportation (MDOT)

- MD State Highway Administration (MDOT SHA)
- MD Transportation Authority (MDTA)
- Maryland Transit Administration (MDOT MTA)
- Federal Highway Administration (FHWA)
- National Recreation Trails Program (NRT)
- National Scenic Byways Program
- Chesapeake Bay Critical Area Commission
- MD Department of the Environment (MDE)
- MD Department of Natural Resources (DNR)
- MD Historic Trust (MHT)
- National Marine Fisheries Service (NMFS)
- County, Incorporated Towns & Communities
- US Army Corps of Engineers (USACE)
- US Environmental Protection Agency (EPA)
- US Fish and Wildlife Service (FWS)

COUNTY POLICIES & LEGISLATION

The County recognizes the importance of creating, maintaining, and operating an efficient, functioning, safe, equitable, and cost-effective transportation system as a key factor to the County's sustainability. The County's primary transportation policies and legislation are described below.

- Roads Design & Construction Standards—The County manual includes standards for road classifications, geometric design, contract drawings, road sections, trenches, curb and gutter, sidewalk, entrances, inlets, construction methods, and developer responsibilities. It also includes example deeds of dedication, letters of credit, and performance.
- Adequate Public Facilities Ordinance (APFO)—The County's APFO outlines when development proposals will require submission of a traffic study to determine whether the development will impact intersection level of service and, if so, necessary mitigation to provide adequate facility improvements.

TRANSPORTATION CONNECTIONS

Maryland's 2009 *Smart, Green & Growing Planning Legislation* to protect the environment and natural resources and to promote sustainable growth frames the relationship between policies, decisions, and actions associated with land use including environmental stewardship, economic development, and transportation. The concepts that support community sustainability are based on:

- Strengthening linkages and coordination between land use and transportation planning
- Transportation investments supporting economic development by providing better access to employment and commercial centers
- Managing infrastructure investments to ensure they can meet the intended need
- Targeting investments for enhanced transit access, bicycle and pedestrian accessibility, equity, and enhancing Towns and County Growth Areas
- Preserving natural resource and rural agricultural lands as responsible stewards

LAND USE

Transportation plays a key role in achieving land use goals to establish sustainable patterns of development by providing accessibility. The County's Master Roadway and Transportation Plan through its policies and recommendations is an important component in determining roadway functions and design. Consequently, land use planning and transportation planning must be coordinated to successfully achieve the goals and objectives of creating and maintaining a sustainable community. The examples in **Table 6-1, Transportation—Land Use Example Linkages** indicate this relationship.

ECONOMIC DEVELOPMENT

Transportation decisions can directly impact factors such as the value of land and land accessibility which are two key factors to economic development. These impacts will direct land use decisions such as use, density, connectivity, impervious surface, and green space associated with development.

LAND PRESERVATION

Transportation decisions need to work in unity with land use policies and programs to preserve rural, agricultural and natural resource lands. For Queen Anne's County, roadways are the core component of the County's transportation infrastructure. Thus, their location, design and function are factors in decisions affecting community development and agricultural and natural resource protection.

Table 6-1. Transportation—Land Use Example Linkages

Transportation Planning Decision	Direct Impacts	Indirect Impacts on Land Use Decisions
Overpass / Interchange	Improves driver safety. Improves circulation. Increases impervious surfaces. Change to immediately adjacent land use.	Provides connections. Improves pedestrian & bike accessibility. Increases intersection level of service.
Expanded Roadway Capacity	Increases impervious surfaces. Impacts community context in town, suburban, and rural landscapes.	Encourages increased traffic volumes.
Incorporate Best Management Practices for Stormwater Runoff	Requires additional right-of-way	Minimizes impacts from additional impervious services

ROADWAY SYSTEM

A description of the County's existing transportation network components is contained in this section, created by using a variety of sources including the County roadway inventory, MDOT SHA inventories, MDTA, and other sources. The County's transportation network consists of roads, bridges, airports, rail lines, paths, sidewalks, trails, transit, park-and-ride facilities, and other related components to support maintenance and operation of the system.

FUNCTIONAL CLASSIFICATION

County roads provide the dominant component of Maryland's transportation network, coupled with the State highway system that serves as the roadway system's backbone. Roadways are identified by their functional classification, which is the grouping of highways, roads, and streets by the character of service they provide. These classifications reflect the utility of the various facilities and generally determine the design of the roadway. In the County, roadway facilities are classified as Major Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local Roadways (see **Map 6-1, Roadway Functional Classification**).

All roads serve the dual functions of providing mobility and access. Mobility and access are inversely related as more mobility (measured in speed and capacity) means less access (measured in numbers of driveways and intersections over a distance).

Major Arterials serve the needs of through-traffic for moderately long trips, the major activity centers in the County, and major portions of the trips entering or leaving more urban areas. They are the primary travel route for commercial, commuter, and recreational travel in rural areas and also provide secondary linkages between large urban centers and suburban population/employment centers. Access may be controlled through medians or by the limitation of curb cuts through the orientation of access for new developments. Typically, they intersect minor arterials, collector, or major activity locations.

Minor Arterials connect higher functional class facilities, activity centers, area regions, and major County roads. Traffic is composed predominantly of trips across and within regions of the County. They provide service to traffic at a somewhat lower level of travel mobility than major arterials with minimal control of access to abutting commercial, industrial, and residential properties. Direct access to individual properties and neighborhoods is discouraged.

Collectors provide traffic circulation within neighborhoods, commercial, and industrial areas. These roads collect traffic from local streets in neighborhoods and channel it into the arterial system. Connections between arterials should be indirect or should not be allowed in order to discourage use by traffic from outside the neighborhood.

Local Roads are designed specifically to have high accessibility to abutting land and access to the higher classification facilities. They offer the lowest level of mobility and service to through traffic is usually deliberately discouraged.

MAINTENANCE & OPERATIONS

The County's Department of Public Works (DPW) is responsible for the efficient operation and maintenance of County roads and bridges, along with the design and construction of County roadway and bridge projects. The DPW also coordinates with Towns and adjoining counties as well as MDOT SHA, MDOT MTA and MDTA as appropriate. Within the DPW, the County Roads Division is responsible for traffic engineering and maintaining County roads and bridges. The following describes the Division's responsibilities with respect to various transportation functions and facilities:

- **Roadways**—Responsible for approximately 550 miles of County roadways with a focus on system preservation and maintenance, including repair of asphalt and gravel roads, guardrails, drainage pipes, storm drains, inlets, and side ditches.
- **Bridges**—Responsible for 32 bridges with routine maintenance functions that include deck and substructure maintenance, cleaning, painting, and minor repairs.
- **Snow & Ice Removal**—The County is divided into 22 snowplow routes. It maintains salt and abrasives, stored at two permanent locations to serve the County roadways.
- **Sign Placement & Maintenance**—Maintains and places all County highway markings (e.g., center

lines, edge lines, crosswalks, stop bars, turn lanes, railroad crossings). Additionally, the division fabricates, replaces, repairs, cleans, and installs road name and traffic control signs.

- **Emergency Response**—Other maintenance and operation responsibilities include responding to emergencies (e.g., road flooding, downed trees, vehicle accident damages), along with tree and brush trimming and removal.

TRAFFIC VOLUMES

The most common measurement of traffic volume is Average Daily Traffic (ADT) or the total number of vehicles passing a certain point in both directions in a 24-hour period. **Map 6-2, Average Daily Traffic** depicts average daily traffic counts for various roadway segments as identified by MDOT SHA.

Existing and forecasted traffic volume estimates generally reveal how a road does (or can be expected to function), known as the Level of Service (LOS). It is a qualitative description of operations based on delay, ranging from "A" representing free flow conditions to "F" representing gridlock. Traffic studies that analyze and evaluate LOS are conducted to determine whether safety or capacity improvements are necessary.

Due to the presence of the Chesapeake Bay Bridge and US 50 being the most significant travel route to reach shore destinations and beaches resorts in Delaware and Maryland, traffic volumes and their impacts on LOS are seasonal and most notable on weekends. Standard traffic study analysis practices to determine LOS impacts are based on peak hour volumes, which could occur at any time during the day, week, month, or year. It is important to incorporate seasonal traffic volumes and LOS into traffic analyses and studies completed by the County or State. In part to address traffic volumes and LOS associated with the Chesapeake Bay Bridge, MDTA initiated the *Chesapeake Bay Crossing Study*, which is described in more detail later in this chapter.

COMPLETE STREETS

Complete streets are those that offer balanced use to all modes of transportation. Complete streets enable safe access for all users including pedestrians and bicyclists as well as motorists and transit riders of all ages and abilities. Complete streets consider the needs of motorists but do not exclude the needs of pedestrians, transit users, bicyclists, and commercial and emergency vehicles. The typical cross-sections for each road classification should address the manner in which various modes of transportation are accommodated based on the road classification and the surrounding land use.

Streetscape features should be used to establish town and community character. Adding street trees, street furniture, and sidewalks along roadways and a planted median in the center improves both driving and pedestrian experiences.

Traffic calming measures such as roadway narrowing, raised and colored intersections, street neckdowns, and roundabouts could improve pedestrian conditions within towns and communities. These features reduce the speed of cars and increase alertness of motorists to enhance the environment for non-motorists.

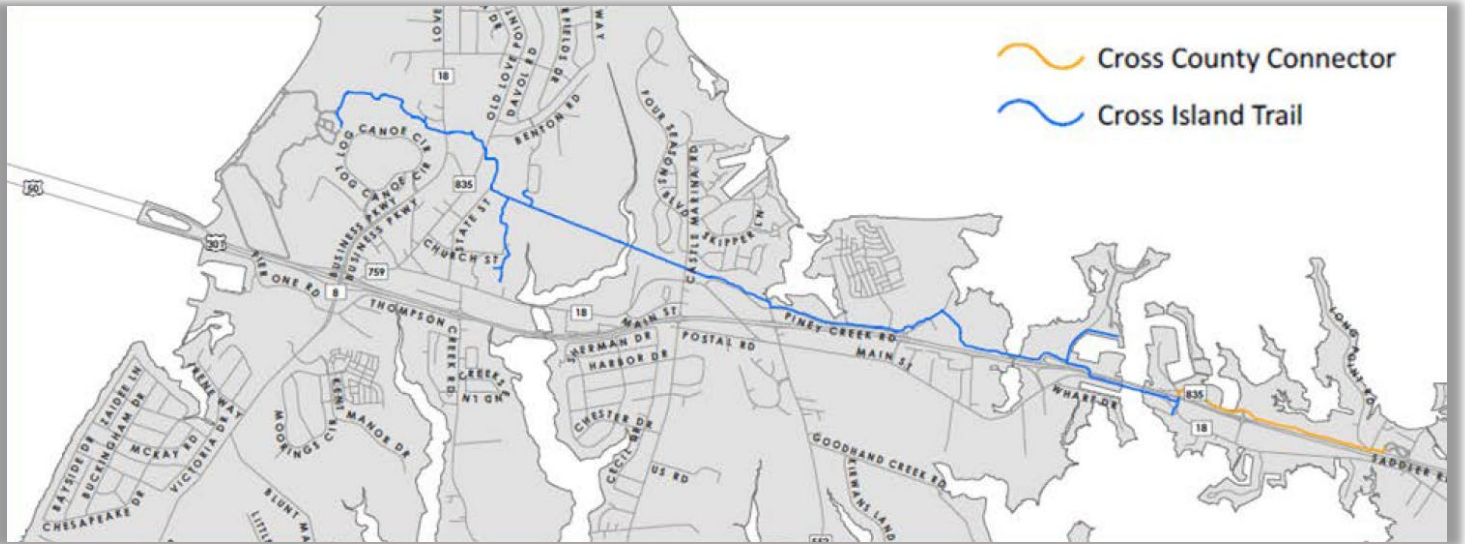
NON-AUTOMOTIVE FACILITIES

In addition to the roadway system described previously, the County has a number of non-automotive facilities, which are described in this section.

BIKEWAYS & PEDESTRIAN SYSTEM

Traffic congestion is a top concern among County residents and transportation broadly is a critical issue for low-income residents. Having developed in a rural/suburban fashion, the County generally lacks a robust and connected pedestrian and bicycle network. While some communities are very walkable and interior sidewalk networks are present within some subdivisions, sidewalk connectivity between neighborhoods, shopping centers, schools, employment centers, and other local destinations in many areas of the County needs further development.

Figure 6-1. Cross Island & Cross County Connector Trail



MAJOR SYSTEM FACILITIES

CROSS COUNTY CONNECTOR TRAIL

The Cross County Connector Trail (see **Figure 6-1**) not only connects to the existing six miles of the Cross Island Trail but serves as the first link to begin the connection with the rest of the County. The trail is located near the intersection of Piney Narrows Road and MD 18 and extended the existing Cross Island Trail approximately 1.2 miles easterly to Long Point Park with a ten-foot wide trail consisting of 4,323 linear feet of elevated boardwalk and 1,978 feet of at-grade pavement. MDOT SHA improvements included traffic barriers, curb and gutter, storm drainage, utilities, traffic control, signage, striped crosswalk, and roadway.



CROSS ISLAND TRAIL

The Cross Island Trail is a linear park offering safe, non-motorized transportation. The trail project began in 1998 and was completed in September 2001. It spans Kent Island from Terrapin Nature Park on the shores of the Chesapeake Bay to the Kent Narrows. The trail is a 10-foot-wide paved surface stretching approximately six miles through open fields, woodlands, and over wetlands.

KENT NARROWS PATHWAYS

The Kent Narrows Pathways are an existing trail network that connect the area's four quadrants. This network provides pedestrian and bicycle access throughout the area. (See the *Kent Narrows Community Plan* for more information.)

KENT ISLAND SOUTH TRAIL

The Kent Island South Trail is a six-mile paved trail system that parallels MD 8 from Matapeake State Park to the Romancoke Pier.

BPAC RECOMMENDATIONS

The County's Bicycle and Pedestrian Advisory Committee (BPAC) makes recommendations on bicycle and pedestrian access, development, and maintenance issues. Annually, most recently in March 2021, the BPAC identified connectivity and safety priorities including both long-term aspirational items and short-term tactical opportunities (see the County's **LPPRP**). The County is already actively pursuing some of these items.

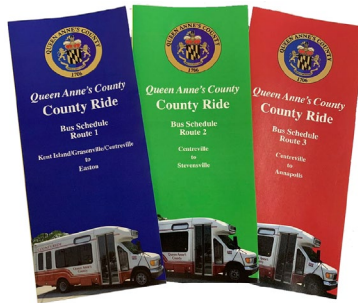
TRANSIT SERVICE

A variety of public transit, human service transportation, and private transportation services are provided in Queen Anne's County.

COUNTY RIDE

County Ride is the primary public transit provider in the County, administered by its Department of Aging. County Ride operates three public transit routes: Kent Island to Easton (Route 1), Centreville to Stevensville (Route 2), and Centreville to Annapolis (Route 3). County Ride will also have a pilot Northern Route in 2022. All County Ride routes can deviate up to ¾-miles off their route to accommodate individuals with disabilities.

In addition to the three fixed routes, County Ride also operates specialized transportation services under a variety of programs for older adults and individuals with disabilities who are unable to access the general public services. County Ride Specialized Services provide door-to-door transportation to seniors and people with disabilities. They also have a program supporting veterans, helping them get to medical appointments throughout the region.



MDOT MTA COMMUTER BUS

MDOT MTA operates commuter bus service from Queen Anne's County to Baltimore and Washington, D.C. The three routes that serve the County operate on weekdays and include Kent Island to Annapolis/Baltimore (Route 210), Kent Narrows/Stevensville to Washington, D.C. (Route 240), and Kent Narrows/Stevensville to Washington, D.C. (Route 250).

MARYLAND UPPER SHORE TRANSIT

Maryland Upper Shore Transit (MUST), while not a transit operator, collaborative effort between Delmarva Community Transit (DCT) and County Ride in Dorchester, Kent, Caroline, Talbot, and Queen Anne's Counties. DCT's Route 4 serves the region and operates from Rock Hall to Easton and includes stops at Chesapeake College in Wye Mills, Centreville, and Kingstown.

NON-PROFIT & SERVICE PROVIDERS

Various specialized transportation programs are offered by non-profit and human service agencies in the region. This type of transportation is typically provided only to agency clients for a specific trip purpose, generally either medical, employment, or to access agency locations.

PRIVATE PROVIDERS

While not explicitly transit services, there are a number of private transportation providers available in the County:

- AAA Transport or All American Ambulance
- BayRunner Shuttle
- Blanchard Limousines
- Kent Island Coach & Courier
- Kent Island Express
- Kent Island Sedan Services
- Kent Island Transportation
- Key Lime Taxi
- Uber/Lyft

COMMUTER ASSISTANCE

PARK & RIDE FACILITIES

The County has six MDOT SHA park and ride lots with over 500 spaces, shown in **Table 6-2**.

COMMUTER CHOICE MARYLAND

Commuter Choice Maryland, MDOT's Travel Demand Management (TDM) program, offers an extensive menu of commuter transportation services (e.g., ridesharing).

Table 6-2. Park & Ride Facilities

Location	Pkg.	Commuter Service
Barclay US 301 at MD 302	10	Car/Vanpool Only
Centreville US 301 at MD 304	24	Car/Vanpool Only
Kent Island US 50 at Castle Marina Rd	77	Route 210
Kent Narrows US 50 at MD 18	75	Routes 240, 250
Stevensville US 50 at MD 8	265	Routes 210, 240, 250
Sudlersville US 301 at MD 300	15	Car/Vanpool Only
Wye Mills US 50 at MD 404	18	Car/Vanpool Only

Source: MDOT SHA

GUARANTEED RIDE HOME PROGRAM

MDOT MTA's Guaranteed Ride Home Program provides free transit rides to commuters' homes, up to four times a year, for those who are unable to take their normal commuter route due to an unforeseen emergency.

WATERWAYS

The Chester River is one of the Eastern Shore's vital goods movement corridors—the *2017 Maryland Strategic Goods Movement Plan* cites it as a corridor used to transport petroleum, grain, and aggregate. This plan also notes that generally, key issues related to waterborne commerce include dredging to maintain adequate channel depths, securing appropriate dredge material disposal sites, need for truck/rail access improvements, and encroachment of residential development near waterborne industrial facilities. See related information in **Chapter 8—Economic Development & Tourism**.

PUBLIC ACCESS

Public water access is a contributor to both the County and State economy. The demand for access to the water for recreation is high and continues to grow. Public water access sites include boat ramps, soft access, wharves, and transient or temporary docking facilities. These sites are a critical component of recreational boating infrastructure and provide support for recreational boating activity:

- Boat ramps primarily serve motorized or trailered boats
- Soft access is for nonmotorized vessels such as kayaks, canoes, and paddle boards
- Transient or temporary docking facilities and wharves provide locations for loading and unloading goods and passengers and typically support motorized vehicles

Additional information on these facilities can be found in **Chapter 3—Community Facilities & Services**. Public landings are also shown on **Map 3-7, Parks & Recreation Facilities**.

WATER TRAILS

Recreating on the water is well-established in the County. While motorized boating and sailing are traditional pursuits, the popularity of nonmotorized paddle craft is soaring. The market for human powered craft such as canoes, kayaks, and paddle boards has expanded due to changing boating trends and the fact that they are relatively inexpensive, easy to transport, and offer a simpler way to access many different types of waterways. An interest in developing water trails has increased over the past two decades as communities throughout the nation realize that trails along waterways offer similar benefits to those of land-based trails.

Water trails provide opportunities to:

- Promote outdoor recreation and activities that support healthy lifestyles
- Highlight historical, cultural, and natural resources
- Enhance economic activity
- Partner with and support environmental restoration, outdoor education, and stewardship initiatives

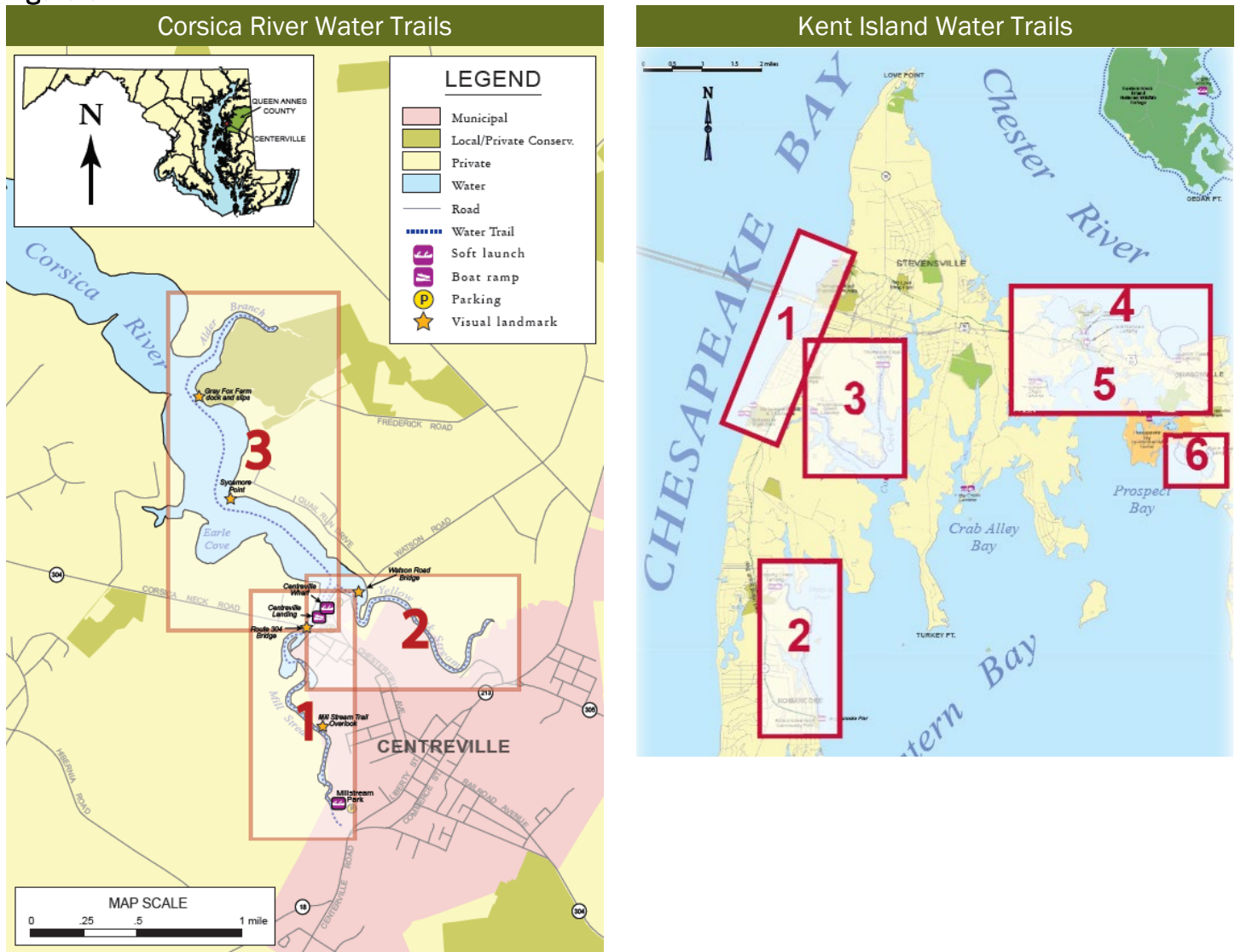
In 1999, the County began planning a recreational water trail route that would skirt its shoreline from the upper reaches of the Chester River, encircle the southern end of Kent Island, and loop up the Eastern Bay to Romancoke and Wye Island. The County, in partnership with the Maryland Department of Natural Resources, developed the extensive system of water trails that serve to connect users to places of historical and cultural heritage and areas of natural resource conservation and recreation facilities.

Table 6-3. Water Trail Locations

#	Trail	Extent	Distance
Corsica River Water Trails			
CR1	Mill Stream Trail	Centreville Wharf to Millstream Park	1.3 mi.
CR2	Yellow Bank Stream Trail	Centreville Wharf to Yellow Bank Stream navigable extent	1.5 mi.
CR 3	Alder Branch Trail	Centreville Wharf to Alder Branch navigable extent	1.3 mi.
Kent Island Water Trails			
KI1	Chesapeake Bay Trail	Terrapin Nature Area to Matapeake Park	3.3 mi.
KI2	Eastern Bay Trail	Shipping Creek Landing to Romancoke Pier	3.0 mi.
KI3	Thompson Creek Trail	Thompson Creek Landing to Warehouse Creek Landing	3.6 mi.
KI4	Kent Narrows Trail North	Kent Narrows Landing to Piney or Jackson Creek	4.0 mi.
KI5	Kent Narrows Trail South	Kent Narrows Landing to Goodhands Creek Landing	1.7 mi.
KI6	Cabin Creek Trail	Cabin Creek Landing and Prospect Bay	1.3 mi.

Source: Queen Anne's County Parks & Recreation, Kent Island Water Trails Brochure

Figure 6-2. Water Trails



Source: Queen Anne's County Parks & Recreation, Corsica River Water Trails Brochure. Map originally produced by the Maryland Department of Natural Resources in April 2016. Trail information provided in **Table 6-3, Water Trail Locations**, with the designation CR.

Source: Queen Anne's County Parks & Recreation, Kent Island Water Trails Brochure. Trail information provided in **Table 6-3, Water Trail Locations**, with the designation KI.

Water trails serve as a major component of the County's overall trail network. They provide a wide variety of paddling experiences with options for all skill levels. While the detailed trails vary in length, primarily in the Kent Island and Centreville Wharf area, other paddling opportunities existing in the open waters of the Chesapeake Bay, Chester River, Eastern Bay, and Prospect Bay. **Table 6-3** provides information on the County's established water trails; general locations of each trails are shown in **Figure 6-2, Water Trails**.

In addition, the *Queenstown Trails Master Plan* identifies development of the Queenstown Paddle Trail, which would provide an on-water paddling experience on Queenstown Creek and further expand public access to the Chester River. Additional information on water trails can be found in the County's *Land Preservation, Parks & Recreation Plan*.

WATERWAY DREDGING

Funding constraints relative to dredging operations has the potential to dramatically change supply chains and related business, industry, or economic factors. Constraints are particularly challenging for waterways that transport less than one-million tons annually. Below that threshold, a river falls onto a shortlist of locations competing for scarce leftover (versus designated) federal funds. The tonnage-based formula for allocating federal funds can be problematic as tonnage alone may not truly reflect other major economic drivers such as fishing, tourism, or light-weight special transports.

Identification of sites to store or dispose of excess dredge materials is crucial to dredging operations along the inland waterway systems. Though dredging is a federally mandated maintenance activity, county agencies are typically responsible for procuring property that will be ready, open, and suitable per US Army Corps of Engineer (USACE) requirements to handle the excess dredge materials. Locating suitable sites can be a complicated and time-intensive process; difficulties include finding sites in close proximity to the planned dredging area, avoiding off-limit wetland areas, and encountering delays or public resistance often related to inflated property values, costly leasing agreements, or environmental concerns based on false or incomplete assumptions.

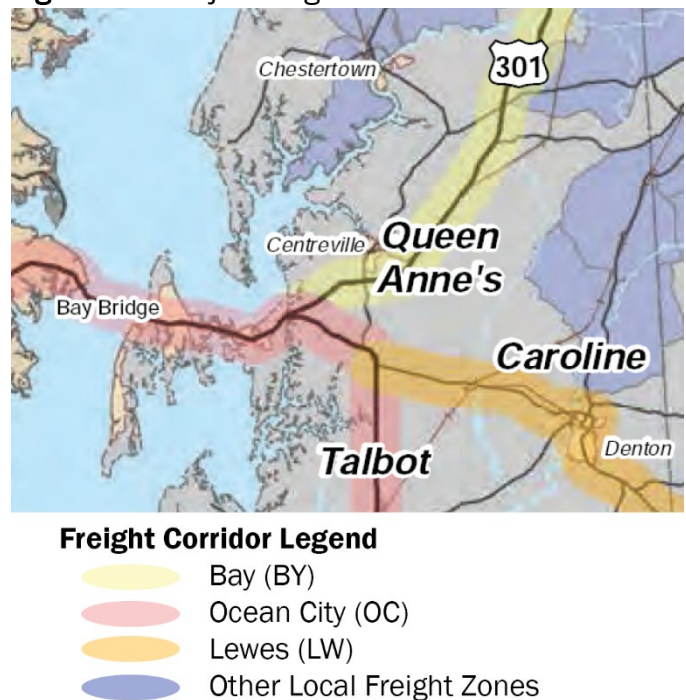
FREIGHT SYSTEMS

FREIGHT INFRASTRUCTURE

The *2015 Delmarva Freight Plan* identifies major freight corridors that traverse the County (see **Figure 6-3, Major Freight Corridors**). **Table 6-4** identifies freight network designations. The plan also identified several major freight generating industries, primarily located along the US 301 or Bay Freight Corridor, including:

- Warehouses, distribution, and trucking
- Manufacturing, processing, research and development, and industrial parks
- Major retail and wholesale locations

Figure 6-3. Major Freight Corridors



Source: 2015 Delmarva Freight Plan

BAY FREIGHT CORRIDOR

The Bay Freight Corridor consists of US 301 and US 50. Its regional freight hubs include the northern/northwestern Delmarva Peninsula, Baltimore/Washington Metro region, the Richmond Metro region, and southern Atlantic states. Hubs within the Delmarva Peninsula include Wilmington, New Castle, Newark, and Middletown, Delaware and Massey, Millington, Sudlersville, Centreville, and Chestertown, Maryland. Class I rail service is indirectly accessed by way of connection to the I-95 freight corridor. It also has indirect access to two major rail yards: Norfolk Southern Del Pro Yard and facilities near Delaware City. Shortline service

connections include the Maryland & Delaware Railroad's Centreville Line and Chestertown Line. The corridor provides indirect access to the Port of Wilmington, Delaware City, and the Port of Baltimore. Other water access includes the Chesapeake Bay area. Airport access includes Wilmington-Philadelphia Regional, Easton Municipal/Newnam Field, Baltimore/Washington International, and Washington-Dulles International. General issues related to this corridor include regional alternate routes or system redundancy, community and freight access conflicts, and technology advancements (e.g., intelligent transportation systems, virtual weigh stations, autonomous vehicles).

OCEAN CITY FREIGHT CORRIDOR

The Ocean City Freight Corridor consists of US 50 and MD 90. Its regional freight hubs include the central/southcentral Delmarva Peninsula and the Baltimore/Washington Metro region. Hubs within the Delmarva Peninsula include Chestertown, Easton, Cambridge, Salisbury, Berlin, and Ocean City, Maryland. Class I rail service access includes the Salisbury junction with the Norfolk Southern Delmarva Secondary, Harrington South Branch. Shortline service connections include local junctions with the Maryland & Delaware Railroad's Seaford Line (in Cambridge) and the Snow Hill Line (in Berlin). The corridor provides

indirect access to the Port of Baltimore. Other water access includes the Choptank River (Cambridge), Nanticoke River (Vienna), Wicomico River (Salisbury), and the Chesapeake Bay area. Airport access includes Easton Municipal/Newnam Field, Salisbury-Ocean City-Wicomico Regional, Baltimore/Washington International, and Washington-Dulles International. General issues related to this corridor include peak season traffic, tourism, and freight conflicts.

LEWES FREIGHT CORRIDOR

The Lewes Freight Corridor consists of MD 404, DE 404, and US 9. Its regional freight hubs include the central Delmarva Peninsula, Baltimore/Washington Metro region (via connection to US 50/301), and the Atlantic City/Jersey Shore area (via connection to ferry service). Hubs within the Delmarva Peninsula include Wye Mills, Queen Anne, and Denton, Maryland and Bridgeville, Laurel, Georgetown, and Lewes, Delaware. Class I rail service access is provided at the Bridgeville junction with the Norfolk Southern Delmarva Secondary, Harrington South Branch as well as its Georgetown junction with the Indian River Secondary line. It has nearby access to major rail yards in Seaford, including the Norfolk Southern Seaford Yard.

Table 6-4. Freight Network Designations

Designation	Corridor	Description
Primary Freight Network	US 50/301 Chesapeake Bay Bridge through Kent Island	Network of highways identified as most critical highway portions of the US freight transportation system.
Critical Rural Freight Corridor	US 50 Chesapeake Bay Bridge to Salisbury	Public roads not in an urbanized area that provide access and connection to the Primary Freight Network and Interstates with other important ports, public transportation facilities, or other intermodal freight facilities.
	US 301 Chesapeake Bay Bridge to Middletown	
	MD/DE 404 Chesapeake Bay Bridge to Seaford	
Rural Truck Route	MD 300 & DE 300 US 301 toward Smyrna	Mix of minor arterials, collector roads, and local roads that, barring the presence of major local freight generators or very specific connectivity issues, would not typically qualify as Critical Rural Freight Corridors.
	MD 302 & DE 8/11/44 US 301 toward Smyrna/Dover	
	MD 304/311 & DE 10 US 301 toward Dover	

Source: 2015 Delmarva Freight Plan

Shortline service connections include nearby access to the Maryland & Delaware Railroad's Seaford Line, as well as the Delaware Coast Line Railroad's Milton and Lewes lines. The corridor provides indirect access to the Port of Baltimore. Other water access includes the Choptank River (Denton), Nanticoke River (Seaford), Cape May-Lewes Ferry, and the Delaware and New Jersey coastal and resort areas. Airport access includes Sussex County, Cape May County, Atlantic City International, Baltimore/Washington International, and Washington-Dulles International. General issues related to this corridor include peak season traffic, tourism, and freight conflicts; community and freight access conflicts; and multi-jurisdictional cooperation.

RAILROAD INFRASTRUCTURE

The Maryland & Delaware Railroad Company, a Class III shortline railroad, provides freight service with access to the Norfolk Southern Railroad. Locally, service is provided to the Centreville area along the Centreville Line as a spur to the primary line from Townsend, Delaware. Rail service provides an alternative mode for the shipment of goods versus the utilization of truck transportation along the US 301 corridor. Service for the Maryland & Delaware Railroad passes through Millington, Sudlersville, Barclay, and terminates near Centreville. Businesses with spur access to the rail include Harbor Sales, Southern States, Reeb Millwork, Purdue Farms, Crop Production Services, Growmark FS, and Tidewater Direct. Transport commodities serviced by rail transport include agriculture, chemicals, paper and forest products, food products, metals, minerals, construction material, and waste.

See **Map 6-1, Roadway Functional Classification** for location of rail lines.

AIR TRANSPORTATION

The County is home to a number of airports, both public and private use (see **Table 6-5, Airports**).

The major facility in Queen Anne's is the Bay Bridge Airport, which is a County-owned, managed, and operated facility. It encompasses approximately 105 acres, situated just south of US 50/301. The airport provides chartered flights, pilot training services, a helicopter academy, and access to community-based door-to-door passenger services.

In 2001, the Federal Aviation Administration (FAA) created the Air Defense Identification Zone (ADIZ) to restrict air traffic routes near Washington, D.C. and Baltimore. Modifications in 2007 changed the ADIZ to Special Flight Rule Areas (SFRA) and revised geographical boundaries—it is now one of 33 in the State to be removed from restricted air traffic routes, which resulted in increased Airport utilization.

In 2020, the County published a *Final Environmental Assessment* for several proposed actions, including rehabilitation of Runway 11-29, reconfiguration and expansion of the south apron, demolition of the aligned taxiway and reestablishment of connector taxiways, and construction of a hold pad.

Table 6-5. Airports

Name	ID	Location
Public Use		
Bay Bridge	W29	Stevensville
Kentmorr Airpark	3W3	Stevensville
Private Use		
Ashland Landing Farm	MD21	Centreville
Flying Acres	MD70	Sudlersville
Hybarc Farm	MD19	Chestertown
Kennersley	MD23	Church Hill
Kent Fort Manor	7MD8	Stevensville
Roseland	32MD	Sudlersville
Saxon Farms	MD91	Church Hill
Spring Landing	6MD2	Crumpton
Whalen Field	25MD	Sudlersville
Heliports		
Aspen Institute	0MD7	Queenstown
Queen Anne E.R.	50MD	Grasonville

Source: Derived from FAA National Airspace System Resource Aeronautical Data Product, hosted by MD iMAP

BRIDGES

Bridges over navigable waterways are an important element of the transportation network and roadway system. Bridges are routinely inspected and rated based on a sufficiency rating scale. Maryland Bridge Structure data provided by MDOT SHA indicates the County owns and maintains 32 bridges over 20 feet in length. MDOT SHA owns and maintains 52 major bridge structures over 20 feet in length, as well as 104 minor bridge structures that are less than or equal to 20 feet in length.

There is one bridge replacement project scheduled for construction in Spring 2022, specifically MD 213 over the Chester River. The bridge is rated in poor condition. In the interim, MDOT SHA installed

concrete barriers on both sides of the bridge to protect its parapets, which will stay in place until construction commences.

Other structures are reported to be in good and well-maintained condition.

SCENIC BYWAY

The National Scenic Byways Program is a voluntary, community-based program administered through the Federal Highway Administration (FHWA) to recognize, protect, and promote America's most outstanding roads. Unlike some earlier state scenic roads programs that focused solely on the promotion of roads, this program helps communities balance economic development and resource conservation.

Any expansion of byway designations would be guided by a cultural landscape assessment to define and document the historical landscapes, viewsheds, resources, and the County's unique heritage and culture (see **Chapter 4—Land Use** and **Chapter 7—Historic & Cultural Resources**).

DESIGNATION

National Scenic Byways designations recognize those roads across the country that exhibit one of six core intrinsic qualities—scenic, natural, historic, recreational, archaeological, or cultural—contributing to a unique travel experience. As of 2021, there are 184 roads in 48 states that are designated as either National Scenic Byways or All-American Roads.

To be considered for designation as a National Scenic Byway, a road must possess characteristics of regional significance within at least one of the intrinsic quality categories. In addition, the byway must demonstrate strong community support and develop a corridor management plan that describes in detail its preservation, marketing, and improvement strategies.

All-American Roads are the very best of the National Scenic Byways. An All-American Road must meet the same criteria as a National Scenic Byway but possess multiple intrinsic qualities that are of national significance—the byway must be considered a destination and reason for travel unto itself.

CHESAPEAKE COUNTRY NATIONAL SCENIC BYWAY

The Chesapeake Country National Scenic Byway, Maryland's first National Scenic Byway, serves sites along the Chesapeake Bay in the Eastern Shore region, running from Chesapeake City south to Crisfield (see **Figure 6-4, Chesapeake Country Scenic Byway**). The Chesapeake Country National Scenic Byway links the Eastern Shore's unique resources along an 86-mile stretch of State-designated scenic routes. For over 200 years, the corridor has connected the region's homes, farmsteads, rural villages, market towns, and county seats. The National Scenic Byway portion runs from Stevensville, near the Chesapeake Bay Bridge to the Chesapeake and Delaware Canal in Chesapeake City and has a spur to Eastern Neck Island in the Chester River. The main route runs mostly along MD 18 and MD 213, former main roads that were since bypassed by US 50 and US 301.

The spur runs along MD 20 and MD 445. A State-designated extension of the national byway continues across the Bay Bridge into Annapolis, then back to the Eastern Shore, heading south toward Crisfield. Both the national and State-designated sections of the Byway run past many towns and buildings that remain preserved from the 18th and 19th centuries, passing through farmland and Chesapeake Bay waterfront areas.

On February 16, 2021, the Chesapeake Country National Scenic Byway received new designation as an All-American Road. For the first time since 2009, FHWA designated 34 new National Scenic Byways and 15 All-American Roads. The announcement came as Congress dedicated \$16 million in funding to the program, its first since 2012. U.S. Senator Ben Cardin applauded the new designation, saying it would "open new doors for federal funding that can help Maryland communities preserve, showcase, and monetize their historic, cultural, natural, recreational, and tourism resources."

The Byway links features and destinations including:

- Working Landscapes and Waterfronts
- Historic Town Centers
- Recreation Sites
- Pristine Natural Areas

The County has a number of these features and destinations located along or in close proximity to the Byway. Byway signage (in addition to State route

signage and historic area signs) was installed along the corridor at the following locations:

- Centreville Gateway—US 301 to MD 213
- Kent Narrows Gateway—US 50/301 at Exits 41 and 42
- Stevensville/Bay Bridge Gateway—US 50/301 and MD 8

BYWAY ENHANCEMENT PRINCIPLES

The Byway's Vision and Goals suggest a set of guiding principles and strategies for community enhancement. These principles link transportation with land use, economic, and preservation goals. Objectives and strategies are detailed in the Byway's *Corridor Management Plan*.

BYWAY VISION

The Chesapeake Country Scenic Byway celebrates life on Maryland's Eastern Shore, one of the special landscapes in the Mid-Atlantic Region. Byway travelers learn about the region's rich history and culture while gaining an appreciation for the traditions and working life of local watermen, farmers, and merchants.

BYWAY PLAN GOALS

The Byway's *Corridor Management Plan* identifies a number of goals:

- Promote a safe and pleasant experience for all users
- Expand opportunities to experience and learn about the region's special qualities
- Support projects and initiatives that help strengthen local economies, sustain traditional economic pursuits, and protect Byway communities' high quality of life
- Support efforts to conserve and protect the Byway's most important natural, cultural, and historic resources
- Encourage regional cooperation, stewardship, and economic development through partnerships
- Encourage public and private investment to improve the visual quality of the roadside environment

Figure 6-4. Chesapeake Country Scenic Byway



Source: Federal Highway Administration, National Scenic Byways Program

WELCOME CENTER & REST STOPS

The State operates numerous welcome centers and rest areas at major gateways and strategic locations. Major facilities are located on interstates and primary highways, providing modern restroom facilities, travel information, vending machines, picnic facilities, and telephones. The State owns, maintains, and operates a rest stop along US 301 near Centreville. The site is located approximately 15 miles north of its junction with US 50, within the US 301 median and serves both northbound and southbound traffic.

The Chesapeake Heritage & Visitors Center (CHVC) is located on Piney Narrows Road in Kent Narrows, just off US 50/301. The CHVC serves as the County's official welcome center and is the central hub for the highly acclaimed Cross Island Trail. Staff can assist

visitors with directions, information, and local destination points of interest. It is accessible from both land and water. The Cross Island Trail encircles the grounds; also located on the property is the entrance to Ferry Point Park, which includes a 530-foot boardwalk that takes visitors over marsh and onto a trail leading to open space, a wooded area, and a beach overlooking the Chester River.

The CHVC is also home to two exhibits. The first features a quarterly rotating artist series with artwork by local artisans with an emphasis on the Eastern Shore. The second exhibit space is dedicated to the history, heritage, and culture of the area.

NETWORK IMPROVEMENTS

Transportation networks form the foundation for an area's growth and development. As the County grows in population as well as economic and urban development, transportation infrastructure would need upgrades to support not only existing conditions but anticipated growth. Transportation network improvements range in size and scope from large capacity building projects such as highway expansion to small projects such as resurfacing or safety improvements in existing facilities.

STATE CAPITAL PROGRAMMING

MDOT operates and maintains a multimodal transportation system that includes 31,000 miles of highways across the State, several major public transportation systems, rail and port operations, and airports. The *Maryland Transportation Plan*, which contains multimodal goals and objectives that identify key focus areas, is the framework for MDOT decisions on project and program funding statewide.

CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The CTP includes major and minor projects for MDOT and its transportation business units and related authorities including the MDOT Maryland Aviation Administration (MDOT MAA), the MDOT Motor Vehicle Administration (MDOT MVA), MDOT MTA, MDOT SHA, MDOT Maryland Port Administration (MDOT MPA), and MDTA. There is one County project included in the current CTP.

US 50 OCEAN GATEWAY

This project intends to widen existing US 50 from US 301 at Queenstown to MD 404 to six lanes, acquire access controls, and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate. This project will provide increased capacity to relieve traffic congestion and improve safety. This project, anticipated to cost approximately \$550 million, is on hold throughout the FY20-25 CTP.

COUNTY PRIORITIES

In anticipation of an upcoming fiscal year's CTP, Maryland counties are encouraged to submit an endorsed Priority Letter to MDOT, identifying their recommended roadway improvements along State roads. These recommended improvements for consideration are based on locally adopted comprehensive plans, municipal and County requests, and studies prepared by the Baltimore Metropolitan Council for the purpose of reducing congestion and improving safety. These letters reflect priorities in a snapshot in time and are subject to change annually.

Safety and mobility for its citizens are the driving factors toward the establishment of the County's local transportation priorities. As stated in its *FY 2022-2027 Transportation Priority Letter* to MDOT, the County listed its highest priorities as funding for additional capacity for the Bay Bridge, critical transportation improvements on Kent Island due to Bay Bridge congestion, funding final engineering and construction of the US 50/MD 213 interchange, access controls along US 301, improvements for local transit, and support for bicycle and pedestrian improvements.

BAY BRIDGE

As projected in MDOT's 2015 *Bay Bridge Life Cycle Cost Analysis* and MDTA's 2021 *Bay Crossing Study* (see **Chesapeake Bay Crossing Study** later in this chapter), traffic impacts and congestion within the Bay Bridge corridor will continue to deteriorate. The increase in traffic and limited capacity of the Bay Bridge as the single crossing of the Chesapeake Bay in Maryland will result in continued and consistent delays if not addressed now. The delays on this primary transportation and freight corridor impact the daily operations of many Maryland residents and

businesses but impacts a disproportionate number of Queen Anne's County residents, making it a top priority.

It is vital to the safety and mobility of County citizens that steps be taken now to quickly complete the *Bay Crossing Study* Tier I NEPA process (final environmental impact statement [FEIS] and record of decision [ROD] anticipated to be completed in March 2022) and fund an accelerated Tier II NEPA process. Due to both the local and regional significance of this facility, it is essential that the planning and funding for additional safety and capacity improvements continue and remain on schedule. The NEPA process, design, and construction of a future crossing will take years to complete; therefore, the County and State must continue to evaluate and implement all possible options to actively manage congestion during peak travel times and future construction projects.

To assist with planning efforts, the County contracted with a local transportation engineering firm to monitor and document critical traffic volumes that enter the US 50/301 "congestion zone" across Kent Island. The County is beginning the fourth year of this traffic counting and classification project, which will provide 24/7 traffic counts within the corridor. The County's goal is to document base traffic information at strategic locations, which will provide a basis to evaluate current and future changes in traffic patterns. The County notes that it would appreciate any financial assistance that MDOT could provide to support this effort.

MD 18

Recognizing that the NEPA study, design, and funding improvements to the Bay Bridge will take time, the County identified vital interim improvements in the *Kent Island Transportation Plan* to improve the movement of traffic on Kent Island. The top priority of the many identified improvements is to enhance the safety and capacity of MD 18. The plan identifies the need to initiate comprehensive roadway and pedestrian improvements from Castle Marina Road to the Kent Narrows. As the only alternative route to using US 50/301, this project would increase mobility and eliminate routine congestion as well as seasonal traffic gridlock. Providing comprehensive bicycle and pedestrian

improvements will also provide residents an alternative to driving for employment and retail access.

US 50 & MD 213 INTERCHANGE

Construction of an interchange at US 50/MD 213 is a longstanding priority for the County. Over the last 20 years, land acquisition and design has cleared the way for the project's final engineering and construction. As MD 404 is now dualized and through traffic on US 50 continues to increase, this overpass becomes essential to safely move traffic between US 50 and MD 213 as well as providing safe access to Chesapeake College, which serves a five-county region. This project is the first component of the long-range US 50 Ocean Gateway project to widen US 50 from Queenstown to Wye Mills. The interchange is projected to cost approximately \$43 million and is currently on hold.

US 301

There are many at-grade crossings along the US 301 corridor that are identified in the County's *Highway Needs Inventory* for access control improvements and interchanges. As traffic continues to increase on US 301, these improvements are essential to improve safety and reduce crashes. The County urged MDOT to move these projects forward by funding the improvements' design and construction.

US 301 REPAIR & REPAVING

The segment of US 301 southbound from the US 301/MD 213 interchange to Queenstown has had significant patching and repair in recent years. This work has impacted the drivability of the road and needs a comprehensive repaving project to repair the road.

TRANSIT

The County requested continued support of County Ride, its locally operated transit system (see **Transit Service** earlier in this chapter). Citizen response to COVID-19 significantly lowered County Ride's ridership numbers, even though the service remained available throughout the pandemic. Still, County Ride reports that more than 8,000 rides were completed, equating to 16,000 hours or 225,000 miles. Additional funding is imperative to meet the inevitable resurgence of public demand.

The *FY22 Annual Transportation Plan* included capital funding for preventative maintenance and three small duty buses to repair and replace County Ride's aging fleet. Following the recent recommendation and approval of the County's *2019 Transportation Development Plan*, the County requested an enhancement to fund a northern bus route, a request that was frequently cited during community outreach.

BICYCLE & PEDESTRIAN IMPROVEMENTS

The *Kent Island Transportation Plan* identified a pedestrian overpass crossing US 50/301 on Kent Island near the US 50/MD 8 interchange. This overpass would be a key link connecting the Cross Island Trail with the South Island Trail on MD 8. The County requested MDOT assistance to review and approve a crossing location and fund the overpass' design or suggest an alternative location.

The County also requested continued support of its efforts to expand the bicycle and pedestrian network (see **Map 6-3, Planned Bicycle Routes**). It also plans to continue its successful partnership with MDOT by providing local funds to leverage the support of State and federal grants toward development of capital trail improvements. While the County trail system was built to serve a

recreational function, the ultimate goal is for the system to provide an environmentally friendly alternative mode of transportation to connect citizens to jobs, commercial areas, schools, parks, and other services. Making vital connections in the trail system promotes a healthy alternative to driving, creates recreational opportunities, and promotes tourism opportunities for visitors as well as an everyday transportation alternative for residents.

HIGHWAY NEEDS INVENTORY

MDOT SHA projects are identified in the *Highway Needs Inventory* (HNI), which is a long-term and financially unconstrained technical reference and planning document that identifies highway improvements to serve existing and projected population and economic activity in the State. Development of the HNI is required under the Transportation Article of the Annotated Code of Maryland. The process begins with the Long-Range Planning coordination with local government and with the annual update to the State's 20-Year Highway Needs Inventory, which was last updated in 2021 (see **Table 6-6, Highway Needs Inventory**). Similar to the MDOT Priority Letter, the Highway Needs Inventory reflects a snapshot in time and is subject to change.

Table 6-6. Highway Needs Inventory

Route	Improvement	Cost
Primary		
MD 404 Queen Anne's Highway	Interchange construction at MD 309	\$93.2M
US 50 Ocean Gateway	Divided highway reconstruction with access control improvements and interchanges (US 301 to MD 404)	\$550M
US 301 Blue Star Memorial Highway	Access control improvements and interchanges (US 50 to Kent County line)	\$1.3B
Secondary		
MD 8 Romancoke Road	Divided highway reconstruction (south of Bay City Drive to US 50)	\$17.0M
MD 18 B Main Street	Two-lane reconstruction (MD 18H to US 50 at Queenstown)	\$96.6M
MD 213 Centreville Road	Multi-lane reconstruction (US 301 to begin couplet in Centreville)	\$106.9M
MD 213/MD2B Access Controlled Blvd	Two-lane reconstruction including bridge over Chester River (MD 544 to Kent County line)	\$249.1M
US 50 Blue Star Memorial Highway	Overpass at Shamrock Road	\$34.2M

Source: MDOT SHA 2021 Highway Needs Inventory

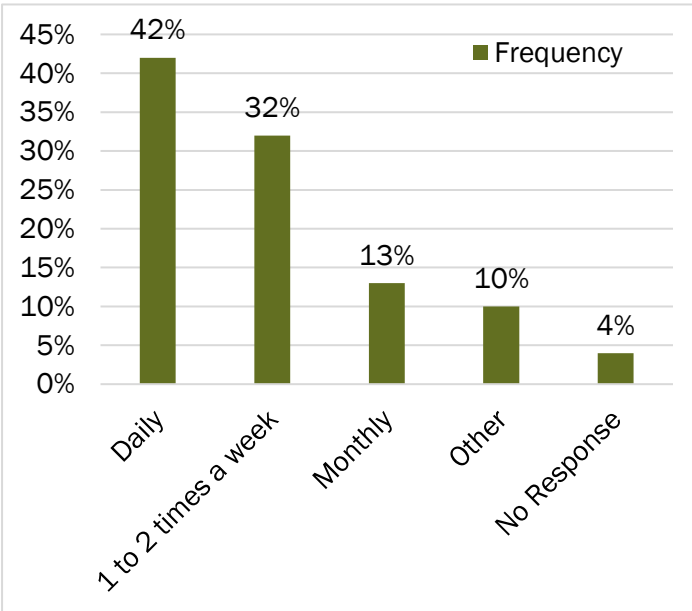
TRANSPORTATION STUDIES

TRANSIT DEVELOPMENT PLAN

In November 2019, the County and MDOT MTA published the *FY21-FY25 County Ride Transit Development Plan*. It identified a number of issues especially those related to regional transit needs, geographical service changes, and bus stop amenities.

The plan also included information from a number of surveys including frequency of public transportation needs, typical usage of local buses, and timing of local bus operations. Transportation services are a daily or weekly need for most of the surveyed County residents (**Figure 6-5**). The survey showed that local bus service does not operate when most residents need it (**Figure 6-6**); approximately 28% of survey respondents were not even aware of the current service hours, suggesting a lack of awareness in the community.

Figure 6-5. Frequency of Transportation Needs



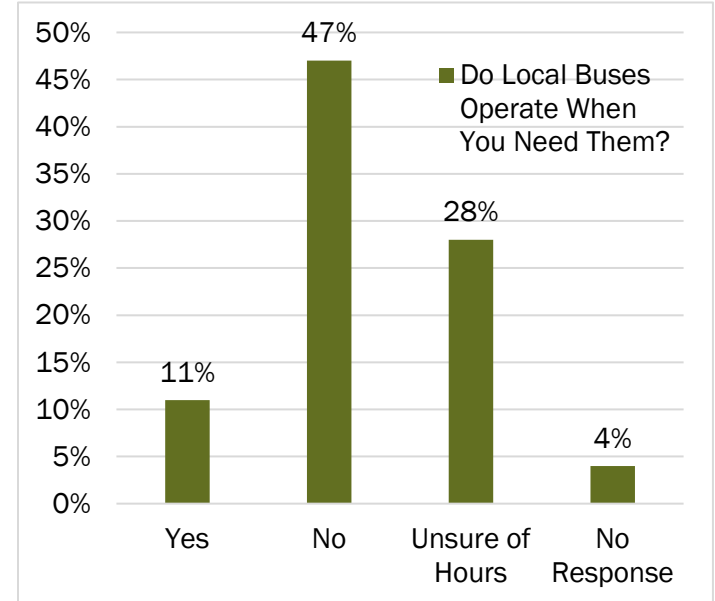
Source: FY21-25 County Ride Transit Development Plan

The plan identified a number of recommendations:

QAC NORTHERN ROUTE

The creation of a new fixed route service in the northern part of the County was identified as a possible future service; the route will be piloted beginning in 2022. County Ride does not have other route-based services north of Centreville, only providing demand response services.

Figure 6-6. Bus Operations When Needed



Source: FY21-25 County Ride Transit Development Plan

KENT ISLAND CIRCULATOR

Population growth and seasonal traffic congestion in Kent Island are two of the County's greatest transportation challenges. Summer tourism to the eastern shore puts an inordinate strain on major arteries. Moreover, Kent Island was recently incorporated into the Baltimore Urbanized Area and has experienced population growth and development at a more significant rate than the rest of the County. As Kent Island becomes more urbanized, a higher frequency bus service may be necessary to provide a consistent transit option that can help limit the number of vehicles on the road.

INCREASE SERVICE FREQUENCY

Due to the Bay Bridge and its location in the central eastern shore, the County serves as a vital link between the Chesapeake Bay's eastern and western shores. In the County alone, transfers are possible to DCT and MDOT MTA commuter buses. Strengthening connections with other regional transit providers will boost County Ride's visibility as a regional provider and a dependable service that increases mobility for riders. Other suggested improvements under this alternative include promoting bus stops where transfers are possible, revising schedule times to more efficiently facilitate transfers, and instituting fare reciprocity between regional providers.

EXPAND FREQUENCY AND HOURS

The current County Ride service day may be too short for customers who would use the bus if it could take them both to and from work. Early evening service would also provide customers more options when setting up appointments and more flexibility with shopping trips.

BUS STOP IMPROVEMENTS

The current transit service provided by County Ride is important for many transit dependent residents. Survey respondents recognized this fact—among the most frequent comments said that County Ride should ensure the provision of transit service for those who need it (e.g., seniors, people with disabilities, those without their own car). Service for these transit dependent residents would be improved with additional shelters or benches when waiting for a bus to arrive.

- Continued/expanded coordination between County Ride and human service providers
- Expanded transportation beyond public transit in the evenings
- Expanded/coordinated outreach and marketing of transportation services and options
- Effective marketing for riders with limited English proficiency
- More frequent services

IMPLICATIONS OF IMPROVED US 301

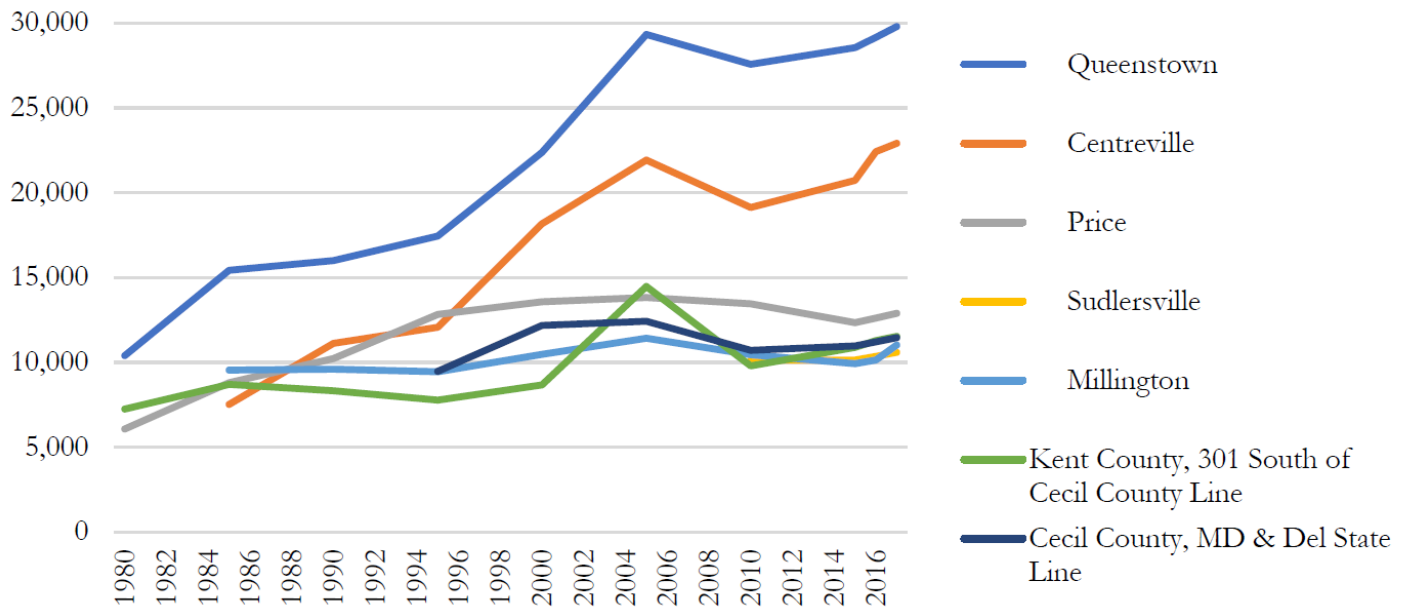
In October 2018, Sage Policy Group, Inc. developed a study for the County's Economic Development Commission: *The Likely Implications of an Improved US 301 in Queen Anne's County*. The aim of the study was to identify the opportunities and challenges created for the County due to improvements to US 301 in Delaware.

While the study's focus is on economic development and related topics, it does contain valuable transportation data. Looking at various forecast methodologies, the study noted that, within a few years of the improved US 301's opening, traffic volumes entering the State on US 301 will increase significantly. Over a longer period (to 2035), this volume is projected to increase approximately 75-100%.

2019 UPPER SHORE CTP

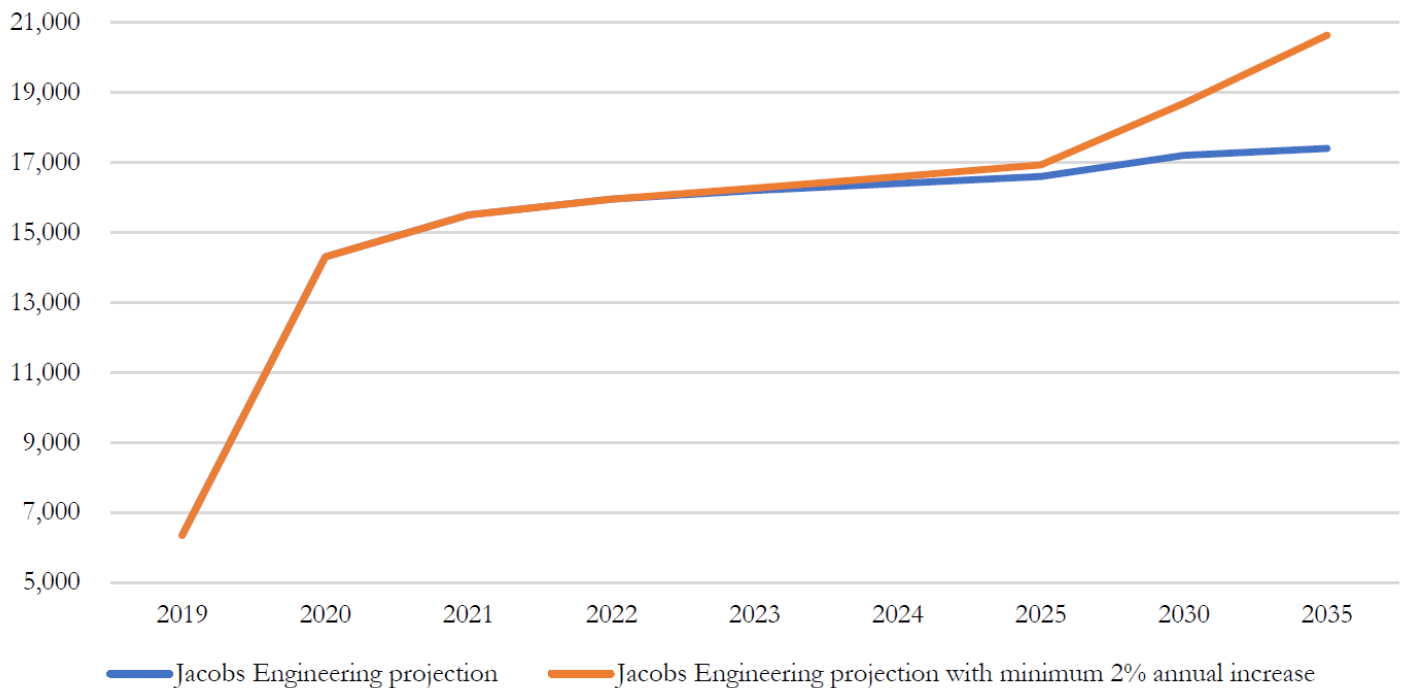
The 2019 *Upper Shore Coordinated Transportation Plan (CTP)* was compiled in conjunction with agencies and stakeholders from Caroline, Cecil, Dorchester, Kent, Queen Anne's, and Talbot Counties to update the CTP for Maryland's Eastern Shore and better coordinate different transit services provided in the region. For Queen Anne's County, several transit needs were identified:

Figure 6-7. US 301 Historical & Projected Volumes



Source: MDOT SHA via US 301 Implications Study

Figure 6-8. Projected US 301 Toll Traffic Near State Line



Source: Jacobs Engineering & Queen Anne's County via US 301 Implications Study

KENT ISLAND TRANSPORTATION PLAN

Residents and visitors of Kent Island continue to experience increased traffic, particularly during summer months when beach-bound vehicles increase along US 50/301. Though Kent Island experienced some growth due to new residential areas and retail and business development, the majority of the congestion is attributed to increasing traffic volumes on the Bay Bridge. This increase in traffic volumes from the Bay Bridge is mainly due to funneling and concentrating the traffic from Northern Virginia, DC, and Maryland residents traveling to the Eastern Shore to a single point of crossing the Chesapeake Bay, which is a regional issue. The combination of greater traffic volumes crossing the Bay Bridge and some local growth requires the County to focus attention on the existing roadway network, potential traffic projections due to additional development, and the improvements that will be necessary to better serve existing traffic conditions and accommodate future demand.

The Bay Bridge plays a regional and strategic role in transportation for the State and commerce in the Mid-Atlantic region as the only point to cross the Chesapeake Bay in Maryland. The US 50/301 corridor through Annapolis, over the Bay Bridge, and across Kent Island is a major truck route on the National Highway System. As traffic is concentrated

to this single crossing, the ability to keep traffic flowing and limiting congestion in this corridor becomes essential while MDTA reviews options for additional capacity and the life cycle of the bridge facility.

The 2016 *Kent Island Transportation Plan* analyzes the purpose and need for specific future transportation improvements on Kent Island based on an evaluation of the current and future traffic conditions. The study area is generally defined as US 50/301 from the eastern end of the Chesapeake Bay Bridge east to the Kent Narrows Bridge and MD 18 for its length along Kent Island to Kent Narrows Way South. The recommendations for improvements to future years 2020 and 2030 are based on growth in regional traffic and from potential developments on Kent Island.

The study's results include recommendations to augment the transportation network based on analysis of future traffic volumes. The recommended improvements provide additional capacity, network redundancy, and improve traffic operations under the 2020 and 2030 scenarios beyond what would occur without any improvements to the transportation network. Recommended improvements are highlighted below.

- Castle Marina Road & MD 18 Roundabout—Widen the existing one-lane roundabout to a

two-lane modern roundabout and modify all four approaches to current design standards to reduce speeds. Pedestrian and bicycle crossings should be considered, in addition to the bicycle/pedestrian trail along the west side of Castle Marina Road.

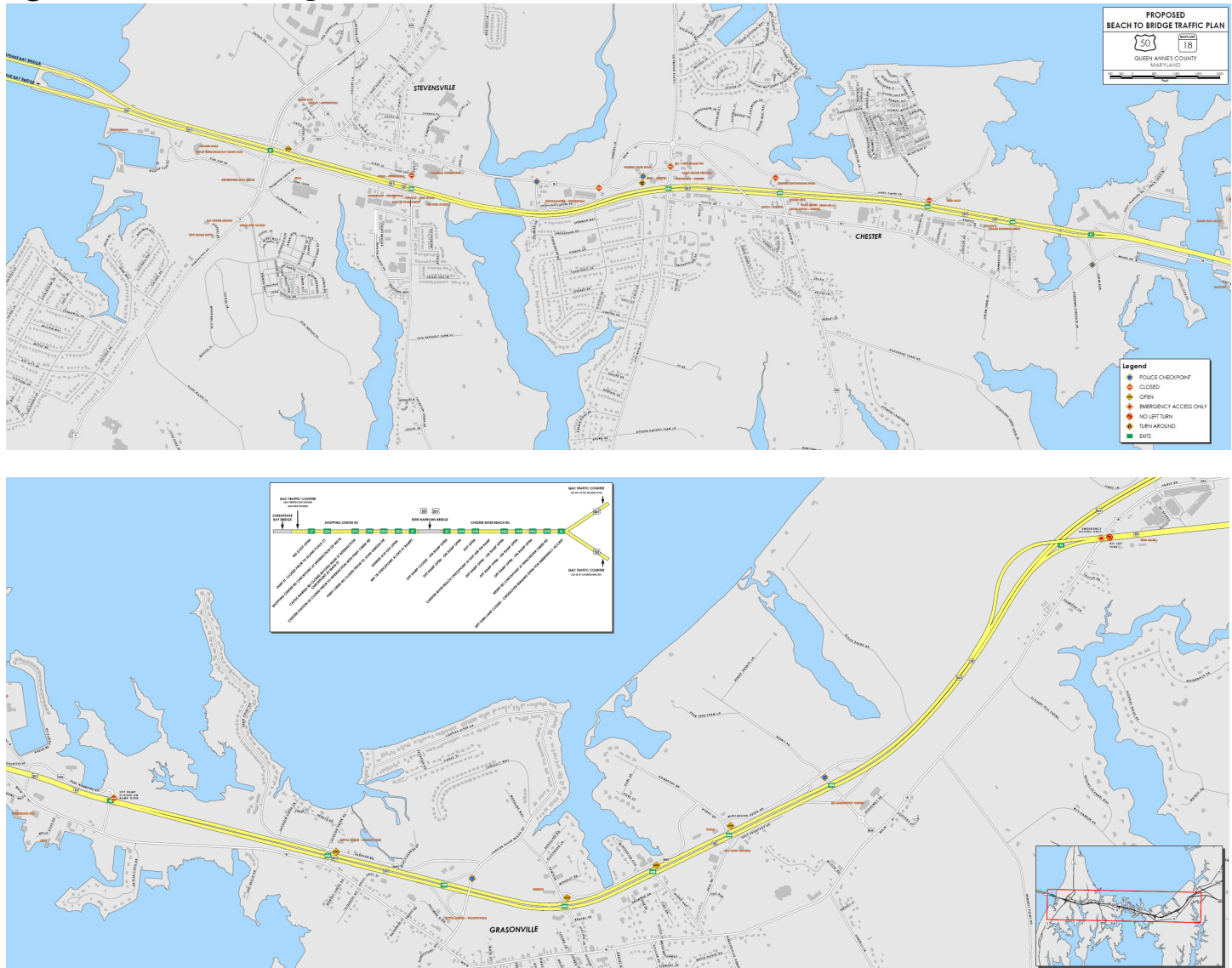
- Piney Creek Road & MD 18—Install a traffic signal at the intersection to create gaps for traffic entering and exiting Piney Creek road and the Kent Island Fire Station/medical complex commercial driveway.
- Postal Road & MD 18—Install a full traffic signal at the intersection to create gaps for Postal Road traffic to access MD 18
- Dominion Road & US 50/301 Off-Ramp—Construct dual right-turn lanes at the off-ramp from US 50/301 onto Dominion Road.
- MD 18 & Dominion Road Intersection—Restripe the northbound approach, widen MD 18 with an additional westbound lane, and reconstruct the traffic signal to accommodate these improvements.
- MD 18 Traffic Signal Operations—Install interconnect and communication between traffic signals.
- Kent Narrows Roundabout—Construct a one-lane roundabout at the existing Main Street/Kent Narrows Way intersection, including a pedestrian path and sidewalk.
- US 50/301 and MD 8 Interchange—Reconstruct the existing diamond interchange to a diverging diamond interchange with reserved right-of-way for pedestrian and bicycle facilities.
- Thompson Creek Road Connector—Construct a new two-lane roadway connecting MD 8 with the commercial shopping area located along Thompson Creek Service Road.
- Pedestrian Bridge over US 50/301—Construct a new pedestrian bridge to connect County owned parkland on the north with the shopping center located along Thompson Creek Service Road.

- Cox Neck Road Connector—Construct a new two-lane roadway from Thompson Creek road to Cox Neck Road following the alignment of US 50/301. Include pedestrian and cyclist access to provide and “active transportation” corridor along the south side of US 50.
- MD 18 Improvements, Piney Creek Road to Kent Towne Market—Widen MD 18 to four lanes including the US 50/301 overpass.
- MD 18 Improvements, Kent Town Market to Wharf Drive—Widen MD 18 to three lanes; reserve remaining right-of way for pedestrian and bicycle facilities where a third lane is not necessary.
- South Piney Road & MD 18—Install a traffic signal or roundabout to accommodate increased traffic associated with the US 50/301 ramp.
- Shamrock Road Overpass—Construct a new two-lane roadway connecting Shamrock Road and Piney Creek Road over US 50/301, including a new pedestrian connection of the Cross Island Trail.

2018 BEACH TO BRIDGE TRAFFIC PLAN

On September 18, 2018, the County Commissioners presented a proposed active traffic management plan to MDOT to address congestion on MD 18 and local roads created by summer Sunday traffic traveling across the Bay Bridge. The objective of the *Beach to Bridge Traffic Plan* is to keep Bay Bridge-bound traffic on US 50, eliminating local congestion on Kent Island and in Grasonville. With the increasing popularity of traffic apps (e.g., Waze) that utilize user information to adjust routes, returning beach traffic is re-directed further into the collector and local roads off US 50, creating traffic jams deeper into the community. These traffic jams create safety risks as they limit the ability of emergency service providers to respond to crises and restrict citizens to their homes.

Figure 6-9. Beach to Bridge Traffic Plan



CHESAPEAKE BAY CROSSING STUDY

The *Chesapeake Bay Crossing Study* is currently underway to address congestion at the Chesapeake Bay Bridge. The study, which began in 2017, will gauge public input, evaluate environmental feasibility, identify a preferred alternative, and evaluate financial feasibility. MDTA and FHWA are following the National Environmental Policy Act (NEPA) process to conduct this study.

Preliminary Corridor Alternatives Retained for Analysis were presented at public open house meetings in Fall 2019. Input from those meetings as well as concurrence from federal and State regulatory agencies as part of the NEPA review process led to three corridor alternatives (Corridors 6, 7, and 8) being carried forward for further

analysis. Two of the three corridors have their eastern segments in Queen Anne's County:

- Corridor 6 connects Pasadena and Centreville. It follows MD 177 and ties in with MD 100 on the Western Shore. It does not follow the existing road network on the Eastern Shore to tie into US 301.
- Corridor 7 follows the existing road network along US 50/301 from west of the Severn River on the Western Shore to the US 50/301 split on the Eastern Shore, including the location of the existing Bay Bridge.
- Corridor 8 follows MD 214/424 and ties into the existing US 50 interchange on the Western Shore. It does not follow the existing road network on the Eastern Shore to connect to US 50.

The *Tier 1 Draft Environmental Impact Statement (DEIS)* was released in February 2021 for review and comment. The DEIS evaluated four retained alternatives, including the No-Build Alternative and three Corridor Alternatives Retained for Analysis (CARA). Corridor 7 was identified as MDTA's Recommended Preferred Corridor Alternative based on analysis of a wide range of engineering and environmental factors and input received through public comments and coordination with State and federal agencies. The DEIS noted the following advantages of Corridor 7:

- Better congestion relief at the existing Bay Bridge
- More effective reduction of duration of unacceptable levels of service
- More effective backup reduction at the Bay Bridge
- Better compatibility with existing land use patterns, likely resulting in fewer indirect effects
- Best diversion route and overall incident management
- Potential for fewer environmental impacts, particularly to Chesapeake Bay aquatic resources

Following issuance of a Record of Decision at the conclusion of the *Tier 1 NEPA Study* (currently anticipated in Winter 2021-2022), a Tier 2 project-level NEPA Study could proceed. Completion of Tier 1 does not presume that Tier 2 will be initiated, and a potential Tier 2 study has not been funded at this time. The Tier 2 NEPA Study could result in decisions made on a project-level (site-specific) analysis through evaluation of specific alignments within the corridor selected in the Tier 1 NEPA Study.

The Tier 2 NEPA Study would include preliminary engineering design of alternative alignments and the assessment of potential environmental impacts associated with those alignments. As indicated previously, three Modal and Operational Alternatives (i.e. Transportation System Management/Travel Demand Management, Bus Rapid Transit, and Ferry Service) will be considered in combination with other alternatives should the Bay Crossing Study advance to a Tier 2 NEPA undertaking. Similar to the Tier 1 NEPA Study, agency and public involvement would be an essential part of the Tier 2 effort, and it would

be vital for Queen Anne's County to fully participate in all planning efforts and analyses.

ORGANIZATIONS & RESOURCES

The federal, State, and County governments play an important role with respect to transportation funding, regulation and programming.

PROGRAMS

The following provides a description of several key State and federal programs associated with transportation program delivery:

- Consolidated Transportation Program (CTP)—The CTP is Maryland's six-year capital budget for transportation projects.
- Community Transportation & Urban Reconstruction Programs—The goal of this program is to make communities more livable by giving priority to roadway improvements on State highways located in State Designated Neighborhoods within Priority Funding Areas. These improvements will in turn promote economic revitalization and neighborhood conservation of older communities.
- Sidewalk Retrofit Program—This program offers funding for construction of new sidewalks and reconstruction of existing sidewalks along State highways in locations identified by the County and Towns. The State can pay for 100% or half of the cost with maintenance being the responsibility of the County or Town.
- Retrofit Bicycle Program—This program offers funding for improvements along State highways to provide increased accessibility for on-road cyclists.
- National Recreational Trails Program—This program provides funding for a variety of recreational trails including pedestrian, bicycling, water trails, in-line skating, equestrian, cross-country skiing, and off-road vehicular trail projects.
- Partnership Planting Program—This program supports partnerships between local governments, volunteers, and MDOT SHA to plant landscaping along State owned roadways.
- Ridesharing Program—This program encourages use of transit and ride sharing through the

funding and construction of park and ride and carpool lots.

- Access Management Program—Highway corridors such as US 301, US 50, and MD 404 are eligible for funding to develop access management plans to identify long-term access opportunities, including access locations, median breaks, and service roads.
- Transportation Enhancement Program—This program provides funding for non-traditional projects such as bike paths, beautification, museums, and historic preservation of transportation structures.
- Complete Streets Initiative—This is a federal initiative focusing on creating complete streets designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and riders of all ages and abilities must be able to safely move along and across a complete street. Creating complete streets means moving from streets primarily designed and maintained for automobiles to planning, designing, building and maintaining streets for all modes of transportation.
- Statewide Transit Innovation Grant (STIG)—STIG supports cost-effective regional and statewide mobility with investments in locally owned and operated transit services and facilities projects that improve travel speeds, reliability and quality of service, and the safe convenient, affordable, and efficient movement of people. It is a competitive, State funded grant program to support locally planned, designed, and constructed or operated transit projects incorporating innovative investments such as transit signal priority, dedicated or separated right-of-way, off-board fare payments, and intelligent transportation systems. Project sponsors awarded grant funding are reimbursed up to the award amount for eligible projects and are required to provide a local match. Funds may cover planning, design, engineering, or construction phases, including capital investments.
- Transportation Alternatives (TA) Program—This program is a reimbursable, federally funded program for local sponsors to complete transportation-related community projects designed to strengthen the intermodal transportation system.

- Kim Lamphier Bikeways Network Program— This program allocates State transportation funds to promote biking as an alternative transportation mode.
- Context Driven Initiative—This initiative focuses MDOT’s practitioners on implementing context-appropriate improvements to emphasize safety, access, and mobility for all users, especially those more vulnerable such as pedestrians and bicyclists.

TRANSPORTATION AGENCIES

The following describes the various responsibilities of federal and State transportation agencies.

- Federal Highway Administration (FHWA)— FHWA’s mission is to administer the Federal-Aid Highway Program, through the State Highway Agencies, to create the best transportation system in the world for the American people through proactive leadership, innovation, and excellence in service. FHWA is part of the US DOT, headquartered in Washington, D.C., with field offices located across the country.
- Maryland Transportation Authority (MDTA)— MDTA is responsible for constructing, managing, operating, and improving the State’s toll facilities, as well as for financing new revenue-producing transportation projects. MDTA manages eight toll facilities, two turnpikes, two tunnels, and four bridges.
- Maryland Department of Transportation (MDOT)—MDOT and the respective transportation business units, is responsible for State owned, managed, and maintained transportation facilities including highway, transit, maritime, and aviation facilities. The agency administers a variety of State and FHWA programs that provide funds to assist local jurisdictions with various vehicular and non-vehicular transportation improvements.

BALTIMORE METROPOLITAN COUNCIL

Based on the 2010 Census, FHWA determined the Kent Island area in Queen Anne’s County, combined with the Cities of Annapolis and Baltimore and Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties meet the population criteria for a Metropolitan Planning Organization (MPO).

The Baltimore Metropolitan Council (BMC) is a federally mandated and funded organization tasked

with planning an integrated regional transportation system among its participating jurisdictions.

BMC prepares and maintains several documents:

- The Long Range Transportation Plan (LRTP) develops and updates the long-range transportation goals for the region.
- The Unified Planning Work Program (UPWP) lists planning studies and evaluations underway in a given year.
- A Transportation Improvement Program (TIP) includes a short-range program of transportation improvements based on the LRTP. The TIP is designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.
- The Public Participation Plan (PPP) is designed to involve all appropriate parties of the community in the transportation planning process and to ensure that the public has adequate opportunity to provide input on the transportation issues affecting the region.

QAC BPAC

In 2008, the County's Bicycle and Pedestrian Advisory Committee (BPAC) was created. The Committee was formed to advise and make recommendations to the County on bicycle and pedestrian access issues, to act as a liaison between the public and the County, and additionally to independently and along with County staff, identify, evaluate and seek out all grants and other financial programs available for the development and maintenance of bicycle and pedestrian facilities.

BMPs, TOOLS & TECHNIQUES INDICATORS & MEASURES

Many of the sustainability indicators and measures for future tracking are determined by State, National and industry standards as well as population-based formulas. The most current standards will be used to track and measure success of providing, maintaining, and operating necessary transportation facilities and services.

TRANSPORTATION STATISTICS

TRANSIT DEPENDENT POPULATIONS

Identifying the relative size and location of demographic groups that are more likely to depend on transit service is important when defining public transportation needs. Transit dependent populations include individuals who may not have access to a personal vehicle or may be unable to drive due to reasons such as age, disability, or personal vehicle affordability. Determining the locations of transit dependent populations helps to focus planning efforts for public transportation services.

The County's *2019 Transit Development Plan* used a relative measurement based on demographic characteristics. To rank socioeconomic need, block groups were classified relative to the study area as a whole using a five-tiered scale of "Low" to "Very High." Block groups classified as "Low" can still have a significant number of potential transit dependent persons, as "Low" means the percentage is above the study area's average. "Very High" means greater than twice the study area's average. The specifications for each score are summarized in **Table 6-7**.

Figure 6-10 displays the transit dependence index (TDI) rankings:

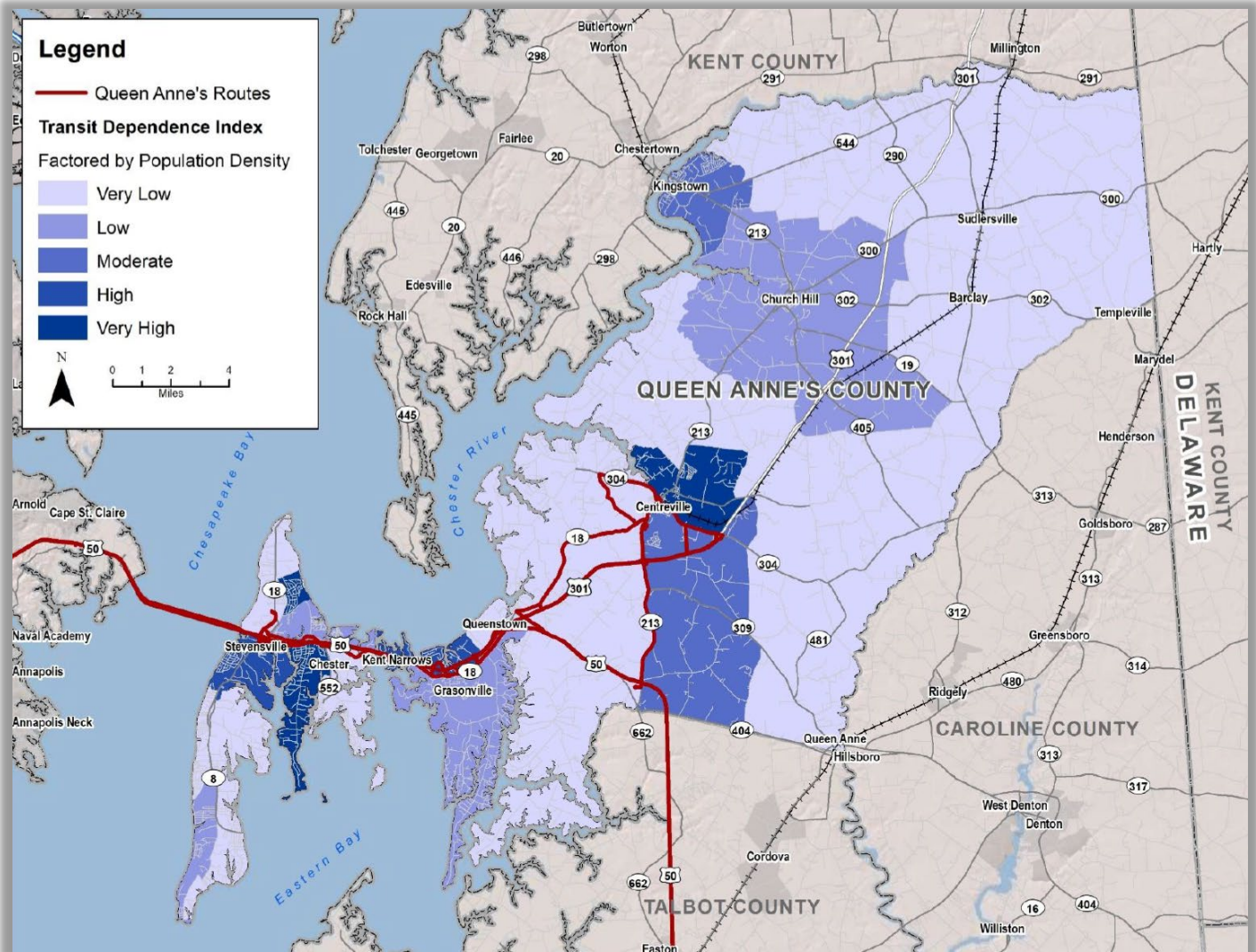
- Very high transit need areas are found in Stevensville, Chester, and Centreville
- High transit need areas are found in Stevensville and Kent Narrows

Table 6-7. Transit Dependent Populations Rankings

No. Vulnerable Persons/Households	Score
Less than/equal to study area's average	Very Low
Above the average to 1.33 times the average	Low
Above 1.33 times the average to 1.67 times the average	Moderate
Above 1.67 times the average to 2.0 times the average	High
Above 2.00 times the average	Very High

Source: Queen Anne's County 2019 Transit Development Plan

Figure 6-10. Transit Dependence Index



Source: Queen Anne's County 2019 Transit Development Plan



Figure 6-11 shows relative transit need based on percentage. According to the TDIP, Kingstown has high transit need based on percentage. Despite the high need in Kingstown, there are currently no routes serving the area.

Households without access to at least one personal vehicle are more likely to depend on the mobility offered by public transit. Although autoless households are reflected in both the TDI and TDIP measures, displaying this segment of the population separately is still important:

- Very high populations of autoless households are in Grasonville, Queenstown, the blocks between US 301 and US 50, and the blocks at the edge of the Chester River.
- High populations of autoless households are in Kingstown, Centreville, and the blocks south of US 50.
- County Ride routes cover Centreville, Grasonville, and Queenstown, but not the very

high need areas north of Centreville and the high need block groups south of US 50.

SENIOR ADULT POPULATION

One of the socioeconomic groups analyzed by the TDI and TDIP indices is the senior adult population (i.e. individuals ages 65 and older). Persons in this age group may begin to decrease their use of a personal vehicle and rely more on public transit:

- High senior populations are north of Centreville and south of Grasonville.
- County Ride does not serve the areas north of Centreville and only a small portion of the Grasonville block group is within walking distance of the Grasonville route.

YOUTH POPULATION

Persons ages 10-17 either cannot drive or are just beginning to drive and often do not have a personal vehicle accessible to them. For this group, public transit presents a good option for intra-county travel:

- There are high youth populations in the block groups at Barclay and the northeastern edge of the County, as well as to the west of Centreville.
- Some block groups west of Centreville are served by County Ride, but the Chester River shore would be out of walking distance.

INDIVIDUALS WITH DISABILITIES

Persons with disabilities may exhibit characteristics that prevent them from or complicate owning and operating a personal vehicle. These individuals may rely on public transportation more often than the general public. Above average concentrations of individuals with disabilities are located in:

- The northern section of the County, including Kingstown and Sudlersville
- The Kent Island area, specifically the blocks north of Stevensville and south of Chester
- Kent Island has access to County Ride services, but the County's northern parts are not served

ENVIRONMENTAL JUSTICE

A component of the *Civil Rights Act of 1964*, Title VI prohibits discrimination on the basis of race, color, national origin, or socioeconomic status in programs and activities that receive federal subsidies. This includes agencies providing federally funded public transportation. These protected classes are also known as environmental justice communities.

MINORITY POPULATIONS

It is important to ensure that areas with a higher than average concentration of racial or ethnic minorities are not negatively impacted by proposed alterations to existing public transportation services. To determine whether an alteration would have an adverse impact, it is necessary to first understand where concentrations of minority individuals reside. The average amount of minorities per block group in the study area is 10.4%. Above average minority populations are located in:

- The northern part of the County around Kingstown and Church Hill
- The block groups from Centreville to the Talbot County line
- Grasonville, southwest of Grasonville, and north of Stevensville

BELOW POVERTY POPULATIONS

This socioeconomic group represents individuals who earn less than the federal poverty level. These individuals face financial hardships that make owning and providing the necessary maintenance of a personal vehicle difficult. For this segment of the population, public transportation may be the most economical choice. According to the analysis, areas with above average below poverty populations in the County are located in:

- The northern block groups bordering Kent County, as well as the Church Hill and Kingstown areas
- The block groups south of Centreville and east of Queenstown
- Grasonville, Kent Narrows, and Chester

LIMITED ENGLISH PROFICIENCY

It is also important to recognize the variety of languages spoken in the service area so information can be provided to individuals who speak languages other than English. According to the 2019 *American Community Survey* (see **Table 6-8**), English and Spanish are spoken by 94.4% and 3.2% of the County population respectively; 5.6% of residents speak a language other than English while at home. Non-English speakers speak English "very well" (65.5%) or "well" (18.9%). County Ride provides bus schedules in Spanish aboard all vehicles. MUST also provides a Spanish guide.

Table 6-8. Limited English Proficiency

	#	%		#	%
Ages 5 and older				47,119	98.1%
Language Spoken at Home			Non-English Speaker's Ability to Speak English		
English	44,475	94.4%	Very Well	1,731	65.5%
Spanish	1,530	3.2%	Well	501	18.9%
Indo-European Languages	613	1.3%	Not Well	324	12.3%
Asian/Pacific Island Languages	419	0.9%	Not at All	88	3.3%
Other	82	0.2%			
Total Non-English				2,644	5.6%

Source: 2015-2019 American Community Survey

MAJOR TRIP GENERATORS

Identifying major trip generators complement any demographic analysis by indicating where transportation services may be most needed. Trip generators attract transit demand and include common origins and destinations, like multi-unit housing, major employers, medical facilities, educational facilities, non-profit and governmental agencies, and shopping centers.

Table 6-9. Major Trip Generators

Name	Address	City	Transit*
Educational Facilities			
Chesapeake College	1000 College Circle	Wye Mills	Yes
Faith Christian School & Bible Church	407 Dudley Corners Road	Sudlersville	No
Gunston Day School	911 Gunston Road	Centreville	No
Kent Island High School	900 Love Point Road	Stevensville	Yes
Queen Anne's County High School	125 Ruthsburg Road	Centreville	Yes
Wye River Upper School	316 S Commerce Street	Centreville	Yes
Human Services			
Chesterwye Center	436 Grasonville Cemetery Road	Grasonville	No
Crossroads Community	120 Banjo Lane	Centreville	Yes
Families Center of QAC	103 N Linden Street	Sudlersville	Yes
For All Seasons	120 Banjo Lane	Queenstown	Yes
Grasonville Senior Center	4802 Main Street	Grasonville	Yes
Housing & Community Services	104 Powell Street	Centreville	Yes
Kent Island Senior Center	891 Love Point Road	Stevensville	Yes
Living Water Community Food Bank	210 Island Plaza Court	Stevensville	Yes
Our Haven Shelter	2739 Cox Neck Road	Chester	Yes
Percy Thomas Center	819 Love Point Road	Stevensville	Yes
QAC Alcohol & Drug Abuse Treatment	205 N Liberty Street	Centreville	Yes
QAC Head Start Center	5441 Main Street	Grasonville	Yes
QAC Health Department	206 N Commerce Street	Centreville	Yes
QAC Library—Centreville	121 S Commerce Street	Centreville	Yes
QAC Library—Kent Island	200 Library Circle	Stevensville	Yes
Stepping Stone Children's Center	189 Log Canoe Circle	Stevensville	Yes
Sudlersville Senior Center	605 Foxxtown Drive	Sudlersville	Yes
Wonder Years Daycare	410 Timber Lane	Grasonville	Yes
Major Employers			
Acme Markets	611 Railroad Ave	Centreville	Yes
Annie's Paramount Steak & Seafood House	500 Kent Narrows Way N	Grasonville	Yes
AZZ Enclosure Systems Maryland	3011 Millington Road	Millington	No
Chesapeake Bay Beach Club	500 Marina Club Drive	Stevensville	Yes

Chic-fil-A	1845 Main Street	Chester	Yes
Clinton Nurseries of Maryland	613 Hayden Road	Centreville	No
Crab Deck	3032 Kent Narrows Way S	Grasonville	Yes
Cracker Barrel Old Country Store	115 Blue Jay Court	Stevensville	Yes
Federal Resources Supply	109 Shamrock Road	Chester	Yes
Federal Resources Supply	235G Log Canoe Circle	Stevensville	Yes
Fisherman's Inn	3116 Main Street	Grasonville	Yes
Food Lion	2466 Centreville Road	Centreville	Yes
Harris Seafood Company	425 Kent Narrows Way N	Grasonville	Yes
Kent Manor Inn & Restaurant	500 Kent Manor Drive	Stevensville	No
McDonald's	200 Castle Marina Road	Chester	Yes
McDonald's	2490 Centreville Road	Centreville	Yes
Narrows Restaurant	3023 Kent Narrows Way S	Grasonville	Yes
NRL & Associates	245 Log Canoe Circle	Stevensville	Yes
Queenstown Bank of Maryland	101 Main Street	Stevensville	Yes
Queenstown Bank of Maryland	115 Coursevall Drive	Centreville	Yes
Queenstown Bank of Maryland	1005 Sudlersville Road	Church Hill	No
Queenstown Bank of Maryland	1423 Main Street	Chester	Yes
Queenstown Bank of Maryland	3701 Main Street	Grasonville	Yes
Queenstown Bank of Maryland	7101 Main Street	Queenstown	Yes
Paul Reed Smith guitars	380 Log Canoe Circle	Stevensville	Yes
REEB Millwork	1315 Goldsboro Road	Barclay	No
Safeway	1925 Main Street	Chester	Yes
S.E.W. Friel	100 Friel Place	Queenstown	Yes
Tidewater Direct	300 Tidewater Drive	Centreville	No
Zodiac of North America	540 Thompson Creek Road	Stevensville	Yes
Major Shopping Destinations			
Kent Island Shopping Center	101 Shopping Center Road	Stevensville	Yes
Kent Towne Market	1800 Main Street	Chester	Yes
Queenstown Premium Outlets	413 Outlet Center Drive	Queenstown	Yes
Rainbow Plaza	1521 Postal Road	Chester	Yes
Red Apple Plaza	116 S Piney Road	Chester	Yes
Thompson Creek Shopping Center	300 Thompson Creek Mall	Stevensville	Yes
Major Medical Facilities			
Bayside Physical Therapy & Sports Rehab	155 Sallitt Drive	Stevensville	Yes
Bayside Physical Therapy & Sports Rehab	202 Coursevall Drive	Centreville	Yes
Genesis Healthcare—Corsica Hills	205 Armstrong Street	Centreville	Yes
UM Shore Medical Pavilion at Queenstown	125 Shoreway Drive	Queenstown	Yes

*Bus stop within 0.25 miles of location

EDUCATIONAL FACILITIES

Many individuals that attend school are in a younger age group that is less likely to own or operate their own personal vehicle; therefore, it may be assumed that this segment of the population is one that must rely on upon public transportation, including the public school bus system. Many private schools in the County also offer transportation. Additionally, many faculty and staff members are associated with these institutions as a place of employment.

HUMAN SERVICES

Public transit is often vital in ensuring transit dependent populations have access to human service agencies and organizations. Human service agencies provide assistance and resources to residents seeking support in a spectrum of issues (e.g., senior healthcare, childhood development, recreation, nutrition).

MAJOR EMPLOYERS

The major employers shown in **Table 6-9** have at least 60 employees and were identified by the Maryland Department of Commerce as the most notable employers in the County. Major employers in the northern part of the County are not currently served by County Ride.

MAJOR SHOPPING DESTINATIONS

Shopping centers are trip destinations where residents can purchase essential items like clothes, groceries, and medications. These centers also house businesses that employ many residents.

Major shopping destinations are concentrations of stores such as a mall or retail outlet, large retail establishments, and major supermarkets. Shopping destinations do not simply represent recreational shopping locations, but general merchandise and food outlets—transit dependent persons are more likely to rely on transit services for essential needs.

MEDICAL FACILITIES

Medical facilities represent a significant destination for public transit users. Older adults and persons with disabilities often rely more heavily on services offered by medical facilities than other population segments.

STRATEGIES & ACTIONS

The overarching goal for the transportation system is to meet the current and future mobility needs of residents, businesses, and visitors with a balanced multimodal transportation system.

GOAL 6-1: Improve safety, mobility, accessibility, and resiliency in the transportation network.

STRATEGY 1: Strongly support resolutions to traffic problems caused by through traffic that impedes local traffic and citizen movements.

RECOMMENDATIONS:

1. Prioritize the needs of County residents over drive-through populations (beach-bound traffic) by creating a more reliable public transportation system and initiating intergovernmental planning efforts to relieve through-traffic congestion.
2. Support implementation of priority transportation improvement projects through partnerships with the State, adjacent counties, and key stakeholders.
3. Provide alternative routes (i.e. local access/frontage roads) for local residents and businesses, especially in areas around US 50/301.

STRATEGY 2: Create safe and adequate infrastructure available to all modes of travel.

RECOMMENDATIONS:

1. Monitor and participate in the MDTA Chesapeake Bay Crossing Study NEPA process to identify the location of a new Bay Bridge crossing in order to ensure safe, adequate transportation planning and protection of historic and environmental resources.
2. Work with MDOT SHA to remove traffic lights along US 50, reduce crashes, and improve local traffic mobility.
3. Work with MDOT SHA to adjust sections of US 50 from US 301 to MD 404 to be a limited controlled access highway.

STRATEGY 3: Make intersection improvements where necessary to enhance safety, mobility, and accessibility.

RECOMMENDATIONS:

1. Partner with the State to study, design, and construct identified intersection improvements.

2. Partner with County towns and the Council of Governments (COG) to seek assistance from implementation partners to complete identified transportation projects.
3. Support State funding of interchanges at key intersections (e.g., Queenstown Outlets, US 50/MD 213 at Chesapeake College, US 50/Carmichael Road).
4. Support the interchange at US 50/MD 404.
5. With assistance from the State, implement improvements to MD 8 and its interchange with US 50/301.

STRATEGY 4: Protect neighborhood streets from through traffic and decrease congestion delays.

RECOMMENDATIONS:

1. Assess and evaluate through traffic and congestion delays experienced within the existing neighborhood street network.
2. Utilize access management strategies to provide adequate and safe access while discouraging through traffic (e.g., shared driveways, one-way in/out, left-turn restrictions, alternate traffic routes).
3. Work with MDOT SHA and the MDTA to develop a US 50/301 Corridor Plan to help move traffic through the County.
4. Support a new overpass in Queenstown to connect MD 18 on the south side of US 50 and the north side of US 301, allowing free movement of local traffic and avoiding the use of US 50/301.

STRATEGY 5: Develop transportation studies that identify capital projects consistent with **PlanQAC** and its Future Land Use Plan.

RECOMMENDATIONS:

1. Identify capital projects that are consistent with **PlanQAC** and annually prioritize projects in the County Transportation Priority Letter to MDOT SHA.
2. Support studies and leverage resources that create and mandate alternate truck traffic routes.
3. Continue to provide opportunities for public involvement in the planning, design, and construction of transportation improvements.
4. Develop a Vision Zero Plan and coordinate its implementation.

GOAL 6-2: Enhance the transportation network for all users.

STRATEGY 1: Plan, design, improve, manage, maintain, and expand transportation infrastructure to meet the needs of residents and businesses.

RECOMMENDATIONS:

1. Promote and expand adequate public transportation and the availability of park-and-ride facilities to reduce vehicle use.
2. Continue to provide transit services for special needs populations and others.
3. Seek funding to support transit service.
4. Limit major residential subdivisions on Kent Island until transportation issues are resolved.
5. Examine Growth Area infrastructure and identify deficient infrastructure.
6. Review, revise, and implement a strategic plan (including funding strategies) to address infrastructure deficiencies in coordination with the Capital Improvement Plan (CIP).

7. Provide commuters a reliable route to other metropolitan areas while ensuring delivery access to the Eastern Shore, major airports, and warehouse facilities and other markets.
8. Support MDOT SHA design and funding to replace the Chester River Bridge.
9. Consider allocating additional roadway right-of-way for various uses and users (e.g., vehicles, bicycles, pedestrians, off-road).
10. Evaluate and implement appropriate recommendations from the *2019 Transit Development Plan*.
11. Investigate opportunities for additional public access to waterways.

STRATEGY 2: Promote safe and convenient bicycle and pedestrian access throughout the transportation system and programs.

RECOMMENDATIONS:

1. Create, review, and update a bicycle and pedestrian plan consistent with **PlanQAC**.
2. Add bicycle lanes, signed bicycle routes, and shared lane markings to develop the County's on-road bicycle network.
3. Use innovative designs and bicycle-specific treatments at intersections and small connector paths to improve safety and interconnectivity.
4. Coordinate bicycle facility planning, design, and implementation with towns and communities across the county.
5. Launch a bicycle parking initiative by the County in public places.
6. Require new multi-family residential, retail, and office development to provide bicycle parking.
7. Work with the Maryland Upper Shore Transit System and County ride to accommodate bicycles in support of a multimodal transit system, improving bicycle parking at transit stops.
8. Continue to develop off-road paths to create a trail system with connections to spine routes that serve key County destinations.
9. Identify roadway improvements to reach acceptable levels of comfort for existing and proposed bicycle routes.
10. Strengthen the enforcement of traffic laws related to bicycle and pedestrian safety.
11. Acknowledge the *Bicycle Route Map* as the County's official designated bicycle route map.
12. Pursue funding opportunities to improve level of comfort on roadway segments identified in future studies.
13. Pursue funding opportunities to develop, enhance, and promote designated bicycle routes.
14. Consider options for bicycle route wayfinding signage.
15. Promote designated bicycle and pedestrian routes as alternative "active transportation" options for connecting citizens to employment, community, and retail business areas.
16. Work with residents, community groups, businesses, civic associations, and property owners to expand the network of walkways in existing public rights-of-way and new open space acquisitions.
17. Create and implement a Safe Routes to School Program in public and private schools, preferably utilizing MDOT SHA Transportation Alternatives.
18. Continue extending existing paths, trails, and greenways.

STRATEGY 3: Promote efficient freight and goods movement.

RECOMMENDATIONS:

1. Promote utilization of rail services to the maximum extent possible to serve the County and region.

GOAL 6-3: Support smart and sustainable growth.

STRATEGY 1: Design transportation infrastructure to support land use goals for compact, accessible, and walkable neighborhoods.

RECOMMENDATIONS:

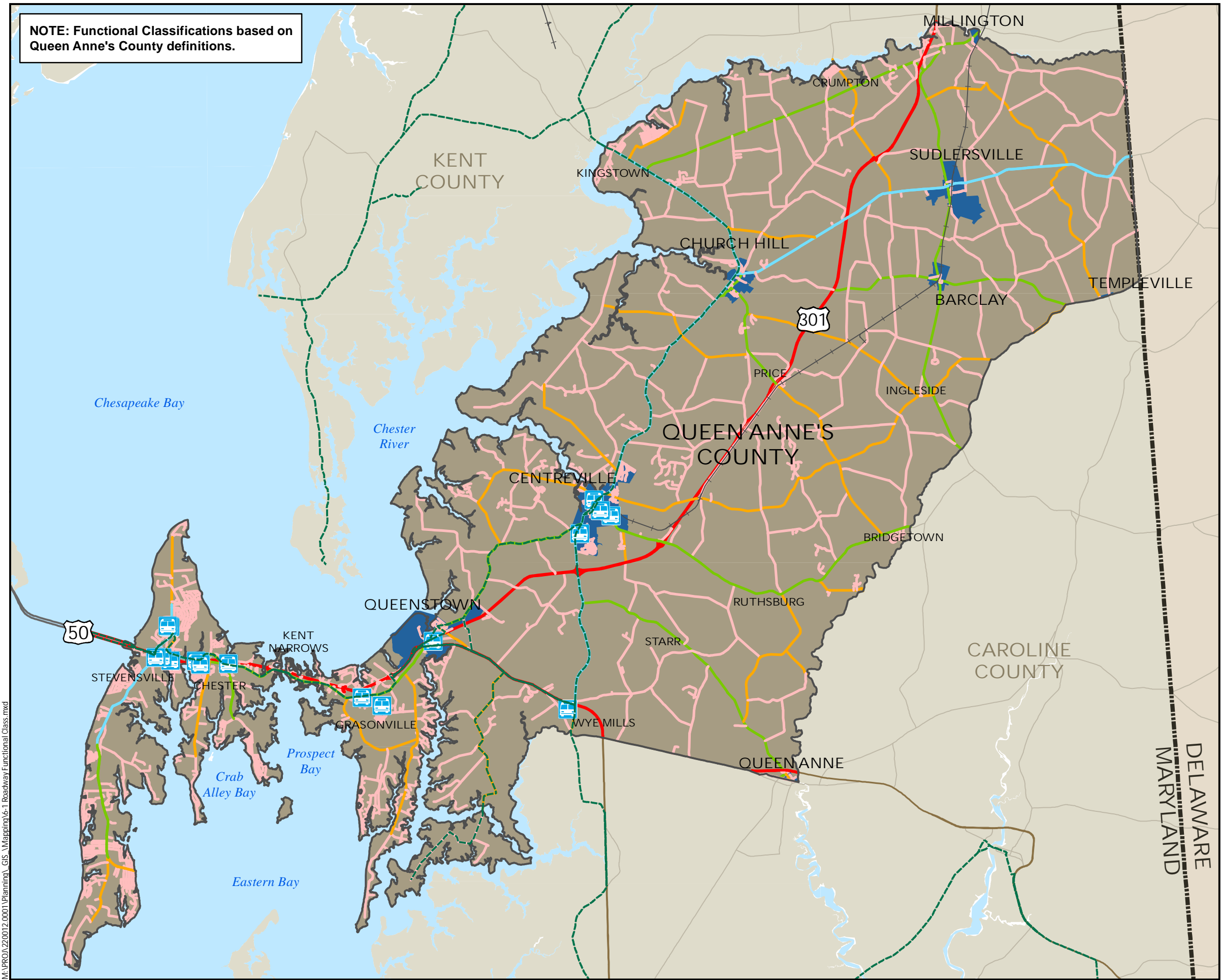
1. Apply a complete streets philosophy to identify multimodal transportation solutions for both rural roads and those in Growth Areas and making connections to and from residential neighborhoods to employment and commercial centers.
2. Use design flexibility to achieve context sensitive solutions compatible with neighborhood character.

STRATEGY 2: Protect scenic corridors by applying sustainable smart growth management strategies.

RECOMMENDATIONS:

1. Implement a variety of Byway enhancement principles.
2. See applicable strategies found in **Chapter 4—Land Use** and **Chapter 7—Historic & Cultural Resources**.

NOTE: Functional Classifications based on Queen Anne's County definitions.



MAP 6-1

Functional Classification

- Queen Anne's County
- State Boundary
- Counties
- Incorporated Towns
- Water Bodies
- Rail
- Queen Annes County Ride Stops
- Chesapeake Country Scenic Byway

Functional Classification

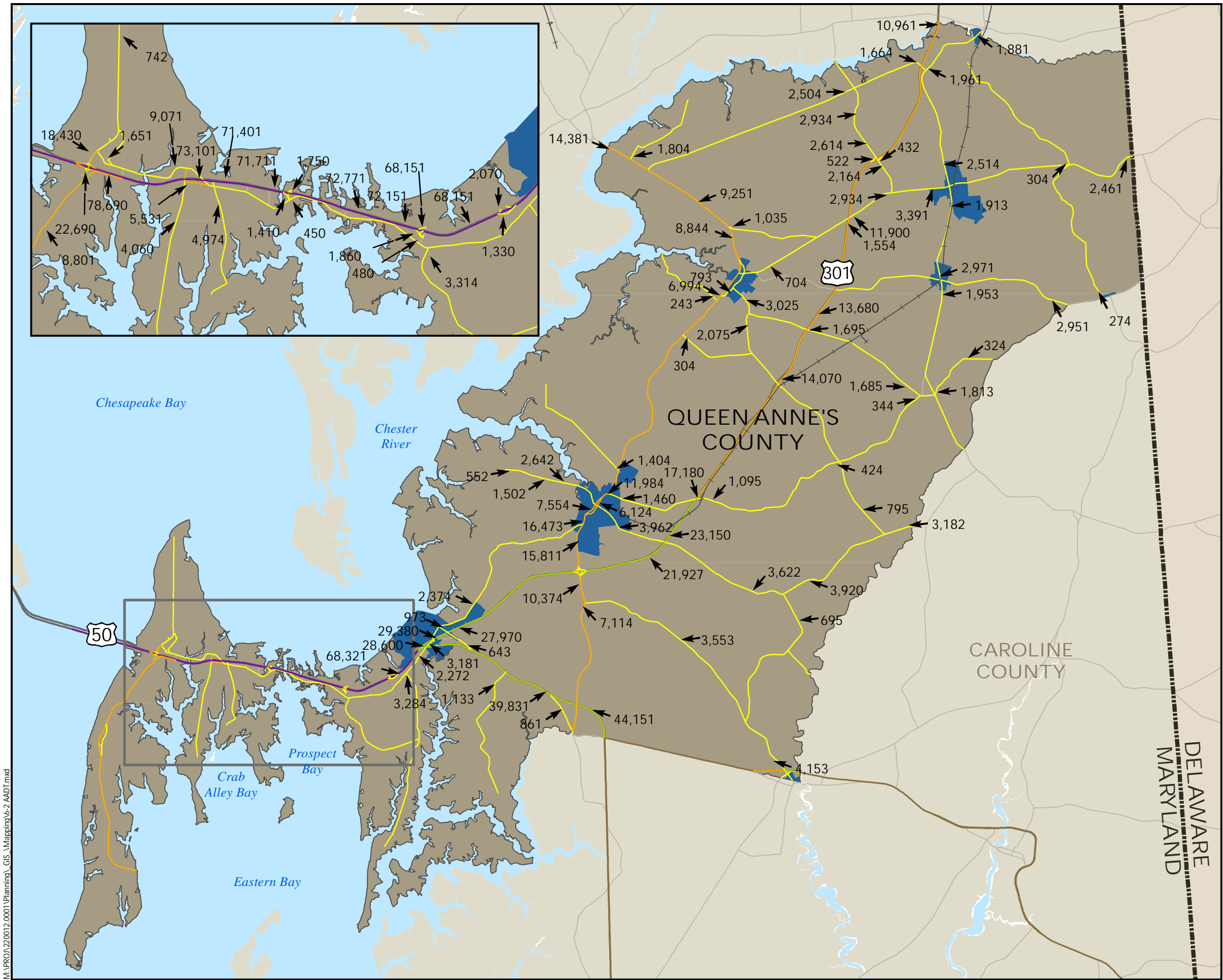
- Local
- Minor Collector
- Major Collector
- Minor Arterial
- Other Principal Arterial

Source
MD iMap Roadway Functional Classification,
Local Transit, and Scenic Byways

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

January 2022

0 1.25 2.5 5 Miles



MAP 6-2

Average Annual Daily Traffic (AADT)

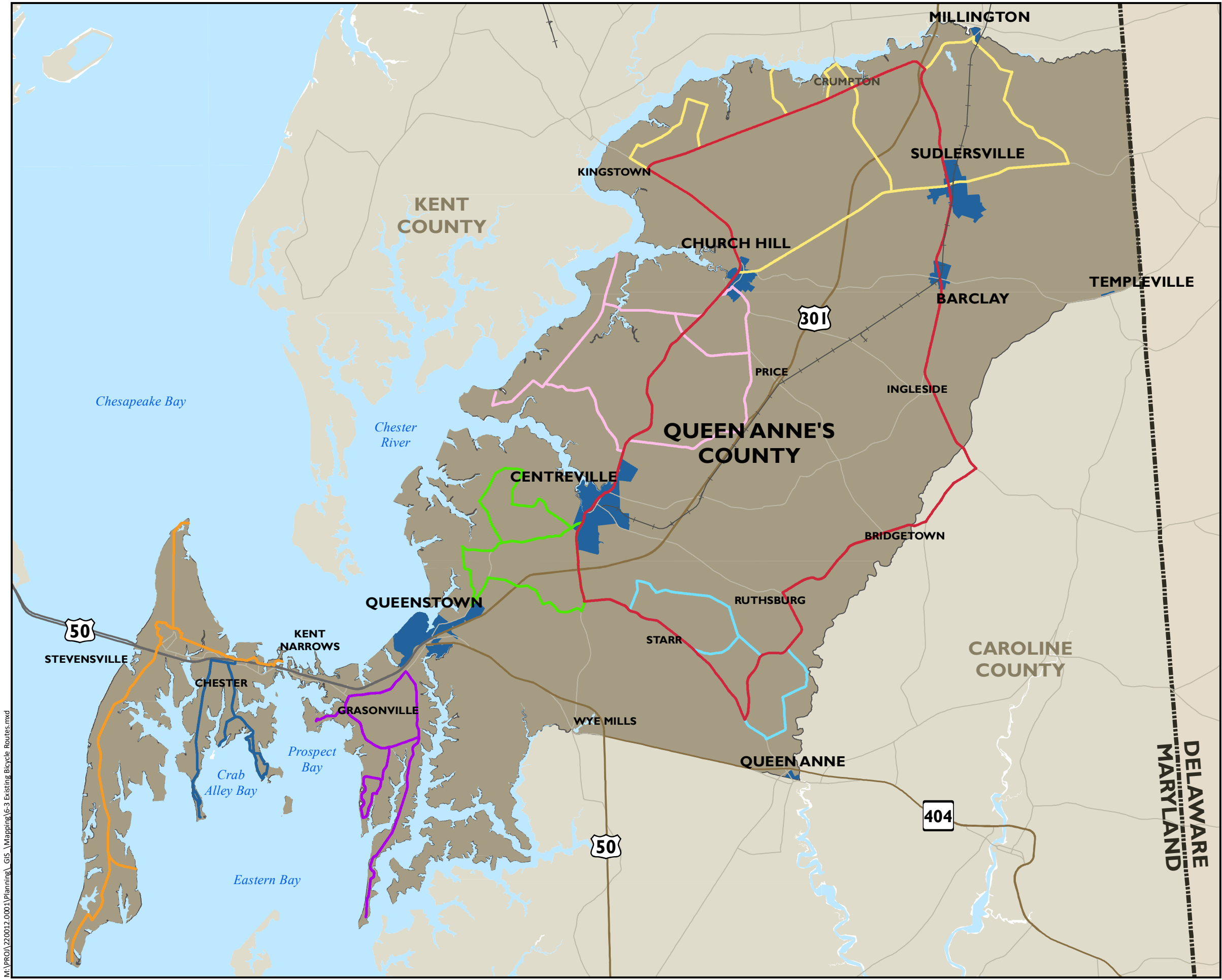
- Queen Anne's County
- State Boundary
- Counties
- Incorporated Towns
- Water Bodies
- Rail

AADT 2018

- Less Than 5,000 Vehicles
- 5,001 to 20,000 Vehicles
- 20,001 to 50,000 Vehicles
- Over 50,000 Vehicles



Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.



MAP 6-3

Bicycle Routes (existing)

- Queen Anne's County
- State Boundary
- Counties
- Incorporated Towns
- Water Bodies
- Rail

Major Roads

- Interstates
- US Highways
- State Routes

Bicycle Routes

- Centreville Central
- Grasonville Flatlands
- Kent Island Bike Trails
- Quiet Kent
- Smooth Upcounty Riding
- The Monster
- Tuckahoe & Farm Country
- Woods, Wildlife, Water



Source
Queen Anne's County Bicycle Routes



Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

January 2022

0 1.25 2.5 5 Miles



