

Appendix 4:

Components of the Master Roadway and Transportation System





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Section 1.0 Introduction

The Master Roadway and Transportation Plan contained in Section 8.0 defines a compilation of goals, objectives, policies, maps and programs to guide the future development of various modes of travel, including highways, transit, transportation system for persons with disabilities, bicycles, walking, railroads, air transportation, trucking and water transportation. The various development patterns, preservation goals and economic development strategies identified in Section 1.0: Land Use, Section 3.0: Priority Preservation Area, Section 6.0: Economic Development and Tourism, along with the programs and public services described in Section 8.0: Community Facilities and Transportation will shape the County's transportation policies.

Preserving connections from the past to create the future through sustainability can be achieved through transportation solutions that support the County's land use ethic, economic development and stewardship of the land. Our *transportation ethic* is that the County's *transportation solutions* will consider an array of factors including *safety, traffic congestion, level of service, access, structural conditions, functionality, costs and community context.* Credibility will be established through our continued collaboration with planning and implementation partners such as:

- Federal Highway Administration (FHWA)
- MDOT/SHA
- Queen Anne's County & Incorporated Towns
- Maryland Department of the Environment (MDE) and other resource/review agencies
- National Scenic Byways
- National Recreation & Trails
- Communities
- US Environmental Protection Agency
- US Army Corps of Engineers
- US Fish and Wildlife Service
- Maryland Department of Natural Resources
- Maryland Historic Trust
- Chesapeake Bay Critical Area Commission
- National Marine Fisheries Service



Section 2.0 Existing Transportation Network

A description of the County's existing transportation network components is contained in this Appendix. This information was created by using a variety of sources including the county roadway inventory, Maryland State Highway Administration inventories, Maryland Transportation Authority 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. This Appendix addresses the roadway network maintenance and operations, and also includes pedestrian and bicycle facilities, transit and rail systems.

Section 2.1 Responsible Agencies

The following describes the various responsibilities of Federal, State and County agencies with respect to transportation.

- **Federal Highway Administration (FHWA)** – The mission of FHWA 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. The FHWA is a part of the United States Department of Transportation and is headquartered in Washington, D.C., with field offices located across the United States.
- **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 seven toll facilities, turnpike, two tunnels and four bridges.
- **Maryland Department of Transportation (MDOT); State Highway Administration (SHA)** – MDOT/SHA is responsible for State owned, managed and maintained transportation facilities including highway, transit, maritime and aviation facilities. Additionally, this agency administers a variety of State and FHWA programs that provide funds as well as financial grants that assist local jurisdictions for various transportation improvements and projects, which consider both vehicular and non-vehicular modes of travel.
- **Queen Anne's County Roads Board** – This Board is comprised of the five County Commissioners responsible for providing guidance to the Department of Public Works.
- **Queen Anne's County Department of Public Works, Roads Division** –The Roads Division is responsible for traffic engineering along with the maintenance of over 549 miles of County Roads and 32 bridges. Normal duties include but are not limited to road building, bridge maintenance, patching of roads, resurfacing of roads, guard rails, mowing right-of-ways, inspection of new roads and bridges, striping, snow removal, installation and maintenance of drainage pipes and culverts, fabricating as well as installing and maintaining road signs, maintaining shoulders, removing trash from roadsides, entrance permits, tree trimming, maintenance of gravel roads and acquisition and maintenance of equipment.



Section 2.2 Roadway Network Maintenance and Operations

The County's Department of Public Works 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 Department of Public Works also coordinates with the Towns and adjoining counties as well as the SHA and the MDTA as appropriate. Within this Department, 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 549 miles of County roadways with focus on system preservation and maintenance which includes 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 to bridges.
- **Snow & Ice Removal** – The County is divided into 22 snow plow routes. The county maintains salt and abrasives, stored at two permanent locations to serve the County roadways.
- **Sign Placement and Maintenance** – Maintains and places all County highway markings such as center lines, edge lines, crosswalks, stop bars, turn lanes and railroad crossings. Additionally, the division fabricates, replaces, repairs, cleans and installs road name and traffic control signs.
- **Emergency Response** – Other maintenance and operations responsibilities include responding to emergencies and snow removal. Emergency responses include road flooding, down trees, vehicle accident damages, along with tree and brush trimming and removal.

Section 2.3 Welcome Center/Rest Stops

The State of Maryland operates numerous welcome centers and rest areas at major gateways and strategic locations within the State. The major facilities are located on Interstates and primary highways and provide 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 on US 301 approximately 15 miles north of its junction with US 50. The facility is located in the median of US 301 and serves both northbound and southbound traffic.

The County's visitor's center is housed at the Chesapeake Exploration Center (CEC) that is located in the Kent Narrows, just off of US 50/301 which is the major route for traveling to many destinations on the Eastern Shore including the ocean beaches. As a Gateway regional information center, CEC staff can assist visitors with directions, information and visitor services for other Gateways, as well as the many other sites of interest in the region. The CEC also includes a large and unique exhibit exploring the Eastern Shore heritage.

Section 2.4 Rail System

The Maryland-Delaware Railroad Company provides rail service with access to Norfolk Southern Railroad for freight service. Service is provided to the Centreville Planning Area.



Section 2.5 Bay Bridge Airport

The Bay Bridge Airport is located near the Chesapeake Bay Bridge just south of the US 50/301 and Route 8 interchange in Stevensville. The airport provides chartered flights, pilot training services, 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/limit air traffic routes in and around Washington D.C. and Baltimore. Modifications in 2007 that changed the ADIZ into the Special Flight Rules Area (SFRA) provided revised geographical boundaries so that the Airport is now one of 33 airports in Maryland that was removed from restricted air traffic routes. This relief of the flight restrictions has resulted in increased utilization of the Bay Bridge Airport.

Section 2.6 SHA Bridges over Navigable Waterways

Bridges are an important element of the transportation network and roadway system. Bridges are routinely inspected and rated based on a sufficiency rating scale. The County is responsible for the maintenance and operations of 32 bridges. All structures are reported to be in good and well maintained condition.

Section 2.7 Transit and Bus Service

The following describes the transit and bus service operations within the County:

- **County Ride** – County Ride is a public transit system for the County and is operated under the Department of Aging. This service is committed to assisting and increasing transportation and mobility options for County residents. The County provides transit service to the general public and specialized services for seniors and persons with disabilities who are unable to use the fixed-route public system.
- **Maryland Upper Shore Transit (MUST)** – MUST is a fixed route service offered through a collaborative effort between Delmarva Community Transit in Dorchester County, USTAR in Kent, Caroline and Talbot Counties and Queen Anne’s County, County Ride. Special services are available for persons unable to use the regional fixed routes.
- **Private Bus Services** – Private bus service is provided by a contractor with Maryland Transportation Authority (MDTA) providing daily service to the business and government employment centers of both Washington D.C. and Baltimore, MD.



Section 2.8 Pedestrian and Bicycle Facilities

The County is primarily responsible for developing and maintaining a variety of pedestrian and bicycle facilities across the County. The following describes existing facilities:

- **Cross Island Trail Park** – The Cross Island Trail is a linear park in Queen Anne’s County offering an avenue of safe non-motorized transportation for citizens. The trail was initiated in 1998 and completed in September 2001. The Cross Island Trail spans Kent Island west and east from Terrapin Nature Park on the shores of the Chesapeake Bay to the Kent Narrows. The trail is a 10 foot wide paved surface approximately stretching six miles in length through open fields, woodlands and over wetlands.
- **Kent Narrows Pathways** – The Kent Narrows Pathways are an existing network of trails that connect the four quadrants of the Kent Narrows. This network of pathways provide pedestrian and bicycle access throughout the Kent Narrows.
- **Kent Island South Trail (Matapeake Greenways)** – The Kent Island South Trail is a 6 mile paved trail system that parallels Route 8 from Matapeake State Park to the Romancoke Pier.

Since adoption of the previous County-wide Comprehensive Plan in 2002, there has been an increase in the viable options for alternative methods of transportation throughout the county. The County has identified proposed trails and potential greenways for bicycling and walking on Map CF-2: Park and Recreational Facilities.

In 2008, the Queen Anne’s County Bicycle and Pedestrian Advisory Committee was created. The seven members are appointed by the County Commissioners representing each of the four Election Districts along with three at-large members. The Committee was formed for the purposes of advising and making 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.

The Bicycle & Pedestrian Advisory Committee seeks to identify opportunity where bicycle routes can be designated that will provide connectivity via non-motorized travel throughout Queen Anne’s County. Designated bicycle routes are identified on Map T-5: Queen Anne’s County Designated Bicycle Routes.

Section 2.9 Queen Anne’s County Water Trail

In 1999, Queen Anne’s County began planning a recreational water trail route that would skirt the county’s 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. This water trail includes a number of stops including Conquest Beach, the Chesapeake Exploration Center on Kent Island, Matapeake State Park, Romancoke, Wye Island and Centreville Warf. Refer to Map CF-2.



Section 3.0 Chesapeake Country National 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 running through Queen Anne's, Kent and Cecil Counties. For well over two centuries, the corridor has provided connections among the region's homes, farmsteads, rural villages, market towns and county seats. The Byway includes MD Routes 18 and 213 from Kent Island to Chesapeake City, with an extension on MD Route 20 to Rock Hall and MD Route 445 to Eastern Neck National Wildlife Refuge.

The byway links features and destinations such as:

- Working landscapes such as agricultural operations;
- Waterfronts;
- Historic town centers;
- Recreation sites; and
- Pristine natural areas.

The County has a number of the above features and destinations located along or in close proximity to the Byway. Signage, in addition to State route signage and brown historic area signs, has been installed along the corridor at the following locations:

- *Centreville Gateway – MD Route 213 from US 301*
- *Kent Narrows Gateway – US 50/301 at Exits 41 and 42*
- *Stevensville/Bay Bridge Gateway – US 50/301 and MD Route 8.*

Section 3.1 Byway Enhancement Guiding Principles

The Chesapeake Country National Scenic Byway Vision and Goals suggest a set of guiding principles and strategies for community enhancement along the Byway. These principles link transportation with land use and economic and preservation goals. Objectives and strategies are detailed in the Corridor Management Plan.

Vision for the Byway

The Chesapeake Country Scenic Byway celebrates life on Maryland's Eastern Shore, one of the truly special landscapes in the Mid-Atlantic Region. Curiosity and a sense of discovery bring ample rewards – 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...

Source: Chesapeake Country Scenic Byway Corridor Management Plan,

Byway Plan Goals

- 1 *Promote a safe and pleasant experience for all users.*
- 2 *Expand opportunities for experiencing and learning about the qualities that make this region special.*
- 3 *Support projects and initiatives that help strengthen local economies while sustaining traditional economic pursuits while protecting the high quality of life of Byway communities.*
- 4 *Support efforts to conserve and protect the Byway's most important natural, cultural and historic resources.*
- 5 *Encourage public and private investment that improves the visual quality of the roadside environment.*
- 6 *Encourage regional cooperation, stewardship, and economic development through partnerships.*



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