



Table of Contents

Section 8.0 Community Facilities & Transportation Elements8-1

Section 8.1 Legislative Background & Relevant Organizational Structure.....8-1

Section 8.1.1 Adequate Public Facilities & Impact Fees8-2

Section 8.1.2 Agencies and Organizations8-2

Section 8.2 Community Facilities Element Guiding Principles, Vision, and Overarching Goals8-3

Section 8.3 Issues and Opportunities.....8-3

Section 8.4 Community Facilities Guiding Principles8-4

Section 8.5 Education Facilities.....8-5

Section 8.5.1 Guiding Principles for Providing Education Facilities and Locating Facilities.....8-5

Section 8.5.2 Chesapeake College8-6

Section 8.5.3 Science, Technology, Engineering, and Mathematics (STEM)8-7

Section 8.5.4 Relationship between Education and Community Development.....8-7

Section 8.6 Public Water and Sewer8-8

Section 8.7 Park and Recreation Facilities8-8

Section 8.7.1 Relationship between Park and Recreation Facilities and Growth.....8-9

Section 8.7.2 Park, Recreation & Open Space Vision, Overarching Goals and Guiding Principles ...8-9

Section 8.7.3 Park, Recreation and Open Space Implementation Initiatives8-10

Section 8.8 Libraries and Other Community Facilities8-10

Section 8.9 Solid Waste Management8-10

Section 8.9.1 County Solid Waste Management Services8-11

Section 8.10 Police Protection & Emergency Services.....8-12

Section 8.11 Transportation Element8-13

Section 8.11.1 Transportation Plan Element Relationships.....8-14

Section 8.11.2 Linking Land Use and Transportation8-14

Section 8.11.3 Transportation and Economic Development8-14

Section 8.11.4 Transportation and Land Preservation8-14

Section 8.12 Transportation Guiding Principles, Vision, Goals and Objectives8-15

Section 8.12.1 Transportation Vision, Goals and Objectives8-15

Section 8.12.2 Roadway Hierarchy (Functional Classification)8-15

Section 8.12.3 Existing Traffic Volumes & Level of Service.....8-16

Section 8.13 Transportation Network Issues & Opportunities8-17

Section 8.14 Transportation Policies, Programs and Regulations8-18

Section 8.14.1 Federal and State Policies and Programs.....8-18

Section 8.14.2 County Transportation Policies and Regulations8-19

Section 8.15 Sustainability Measures8-20

Section 8.16 Community Facilities Goals, Objectives and Recommendations8-20

Goal 1: Reduce Environmental Impacts Associated with Community Facilities.8-20

Goal 2: Sustainable Smart Growth Management Inside and Outside Planning Areas.8-22

Goal 3: Provide Infrastructure to Support Economic Development.8-23



Goal 4: Provide Aesthetics and Amenities.8-24

Goal 5: Provide Educational Facilities8-24

Section 8.17 Transportation Goals, Objectives and Recommendations.....8-25

Goal 1: Multi-Modal Transportation Network.8-25

Goal 2: Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support sustainable smart growth management strategy.8-27

Goal 3: Manage the roadway system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses.8-28

Goal 4: Manage the roadway system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses.8-29

Goal 5: Provide adequate roadways to meet current and future safety, mobility/accessibility and structural conditions needs.8-30

Goal 6: Continue to provide transit services for special needs populations and other users.8-31

Goal 7: Reduce traffic congestion along major corridors.8-31



Section 8.0 Community Facilities & Transportation Elements

Community facilities play an important role in meeting health, safety and welfare issues of both current and future populations of the County. Providing adequate public facilities such as educational facilities, sewer, water, transportation, solid waste and emergency services is a basic component of supplying the necessary community infrastructure to sustain the County. Inventories of various community facilities are contained on Maps CF-1 through CF-7.

The County's *sustainable smart growth management strategy* is further supported by providing adequate *community facilities and a transportation system* including schools, water, wastewater treatment, solid waste, emergency services, park and recreational facilities, and various modes of transportation as outlined in Section 8.11, which is the Transportation Element. Planning to meet the community facility and transportation needs of current and future populations is to ensure that:

- Facilities are designed and improved to meet current needs with the ability to be easily expanded to meet future needs;
- Facilities are appropriately designed and located to serve concentrated populations of today and tomorrow within County and Town Planning Areas;
- Facilities utilize innovative technology and sustainable design to minimize impacts on the environment as well as to minimize fiscal impacts associated with long-term maintenance; and
- Facilities are improved through public-private partnerships as well as public-public partnerships between the County and Towns.

Section 8.1 Legislative Background & Relevant Organizational Structure

The Visions in Article 66B that support the provision for community facilities and transportation include quality of life, growth areas, community design, infrastructure, transportation and implementation. The following key visions provide the framework for community facilities and transportation improvements.

- **Quality of Life and Sustainability** – A high quality of life is achieved through universal stewardship of the land, water and air resulting in sustainable communities and protection of the environment.
- **Planning Areas (formerly known as Growth Areas)** – Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
- **Community Design** – Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use

Article 66B Visions

1. **Quality of Life**
2. *Public Participation*
3. **Growth Areas**
4. **Community Design**
5. **Infrastructure**
6. **Transportation**
7. *Housing*
8. *Economic Development*
9. *Environmental Protection*
10. *Resource Conservation*
11. *Stewardship*
12. **Implementation**



of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural and archeological resources.

- **Infrastructure** –Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
- **Transportation** – A well-maintained, multi-modal transportation system facilitates safe, convenient, affordable and efficient movement of people, goods, and services within and between population and business centers.
- **Implementation** – Strategies, policies, programs and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, State and interstate levels to achieve these visions.

Section 8.1.1 Adequate Public Facilities & Impact Fees

Queen Anne’s County originally adopted Development Impact Fee legislation in 1991. This legislation was considerably revised in 2004 and amended in its entirety in 2007. Impact fees are designed to require that each development pay its proportionate share of the cost towards providing the off-site public services and facilities that are needed as a result of new development. The current Development Impact Fee Ordinance assesses impact fees based on the demands of development for schools, parks, and fire and emergency medical services. Calculations for impact fees are based upon projected population growth.

The County’s Adequate Public Facilities Ordinance (APFO) includes standards and criteria for public facilities, adequate capacities, improvement programs, acceptable level of services, and capital improvement programs for public facilities. An Interim Adequate Public Facilities Ordinance (IAPFO) was adopted in 2001 which was replaced with the 2007 adoption of Chapter 28 of the County Code. The purpose and intent of the County’s APFO is to:

- Ensure that public facilities needed to support new development meet required level of service standards;
- Ensure that capital improvements programs are maintained to accommodate reasonable growth;
- Ensure that no development proposal is approved that would cause reduced levels of service below certain standards unless mitigation measures are provided;
- Ensure that adequate public facilities needed to support new development are available to address the impacts of such development;
- Establish uniform review procedures for Adequate Public Facilities applications;
- Discourage sprawl and the inefficient development of land;
- Encourage development in designated growth areas where public facilities exist or are planned;
- Implement policies and strategies of the Comprehensive Plan;
- Ensure that all applicable legal standards are followed; and
- Ensure that proposed development will not adversely affect the public health, safety, and welfare of existing and future residents.

Section 8.1.2 Agencies and Organizations

Various county agencies and organizations are responsible for community facilities such as schools, water and sewer, park and recreation facilities, libraries, solid waste management, and emergency



services. These agencies and organizations assist, govern, and/or manage community facilities and services in Queen Anne's County.

Section 8.2 Community Facilities Element Guiding Principles, Vision, and Overarching Goals

Guiding Principles for community facilities for the County are governed in part by the Adequate Public Facilities Ordinance (APFO) as discussed in Section 8.1.1. Impact fees are also assessed with the issuance of a building permit in order to fund capital improvements and public facilities needed to serve the growth associated with new development.

*The **Vision for community facilities** is to plan, maintain and enhance community infrastructure that enables the County to maintain present functions (i.e. quality of life, mobility, public safety, employment, environment and services), while accommodating future growth. New growth areas are planned, as needed, to accommodate future growth requirements supported by adequate public facilities designed and improved to the highest standards.*

The **Overarching Goal** for community facilities and transportation is to meet the current and future facilities, services and mobility needs of residents, businesses and visitors.

Section 8.3 Issues and Opportunities

The following are perceived community issues and opportunities identified through the public involvement process with respect to community development and rural agricultural preservation:

Issues

There is a perceived need for:

- Hospital and medical facilities.
- Additional stormwater management facilities.
- Access to beaches and waterfront.
- Community centers for youth.
- Reduction of traffic congestion on major transportation corridors.
- Increased crime prevention as growth occurs.
- Bicycle and pedestrian trails.
- Incorporation of solar and other alternative energy conservation methodologies.
- Expanded community facilities and services.
- Additional or new activities, programs, recreational facilities and cultural centers for all ages.
- Public transit.
- Intersection safety.
- Additional schools due to crowding.



Opportunities

- Conduct joint planning efforts between the County and Towns to reduce sprawl in rural agricultural areas.
 - Collaborate to determine capacity of the Town and necessary community facilities.
 - Partner to provide adequate public facilities to support concentrated growth.
- Provide connections from residential neighborhoods to commercial and employment centers as well as provide for recreational opportunities such as paths and trails with connections to other amenities.
- Expansion of existing schools and placement of new schools to meet the needs of directed growth.
- Balance the mix of land uses to provide economic sustainability.
 - Provide life-long learning opportunities.
 - Expand existing Planning Areas and study the location of new Planning Areas.
- Provide a public swimming pool and additional public beaches.
- Enhance technology capacity.
- Build on the success of education facilities and expand when necessary.
- Build indoor and outdoor entertainment facilities.

Section 8.4 Community Facilities Guiding Principles

The County's *sustainable smart growth management strategy* is supported by the principle of providing *adequate community facilities and a transportation system* including schools, water, wastewater treatment, solid waste disposal, emergency services, park and recreational facilities and various modes of transportation to meet the needs of current and future populations. The following guiding principles provide a framework for planning and providing community facilities.

- ① Facilities are designed and improved to meet current needs with the ability to be easily expanded to meet future needs;
- ② Facilities are appropriately designed and located to serve concentrated populations of today and tomorrow within County and Town Planning Areas;
- ③ Facilities utilize innovative technology and sustainable design to minimize impacts on the environment as well as to minimize fiscal impacts associated with long-term maintenance; and
- ④ Facilities are improved through public-private partnerships as well as public-public partnerships between the State, County and Towns.



Section 8.5 Education Facilities

Queen Anne's County Public Schools are accredited by the Middle States Association of Colleges and Schools. Queen Anne's County has 14 existing public schools consisting of 8 elementary schools, 4 middle schools and 2 high schools with a total enrollment of 7,808 students in 2008, which is projected to increase by the year 2030. The locations of these facilities are identified on Map CF-1: Public School Facilities.

The *Queen Anne's County Public Schools Board of Education (QACPS)* is dedicated to offering each student a quality educational experience. The Board of Education (BOE) is composed of seven members, five of whom are elected by the voters to four-year terms representing four BOE election districts and one member elected at-large. Two are nonvoting student members who serve one-year terms and are chosen by students, one from Kent Island High School and the other from Queen Anne's County High School. The BOE districts are identified on Map CF-7.

Policies set by the BOE are administered by the Superintendent of Schools, who serves as the Executive Officer of the BOE. The main function and role of the BOE is to review and approve: annual budget; personnel needs and salaries; retirement planning; curriculum; transportation; athletic expenditures; and facility improvements/enhancements.

Key Facts and Figures

- The Board of Education (BOE) employs 600 professional staff and another 104 paraprofessional staff.
- Graduation rates were the lowest in 2007 (86.4%). This rate has increased to 90.6% in 2009.
- In 2009, there were 81% of high school graduates who continued their education at a 2 or 4 year college, 3.8% pursued vocational/technical training, and 5% went into the military.
- The average cost per pupil during the 2006-2007 academic year was \$9,662.

Section 8.5.1 Guiding Principles for Providing Education Facilities and Locating Facilities

The following principles provide the broad philosophy describing criteria, requirements and parameters for the Maryland Department of Education to provide education facilities as well as properly locating these facilities with respect to the populations served and other public facilities. These principles should be used in conjunction with the County's *sustainable smart growth management strategy* identified in Section 1.0: Land Use, to support locating and expanding educational facilities:

- ① State investment is targeted to school construction in Priority Funding Areas (PFAs).
- ② Schools located within walking distance of current or future residents and other community services.
- ③ Banking of sites within the PFA and planned growth areas to support demands for expansion of existing facilities and new facilities.

Queen Anne's School District

The Vision...

The vision of Queen Anne's County Public Schools is to provide a quality learning environment for all children.

Source: 2009 Master Plan Annual Update, 2009

The Mission...

The mission of Queen Anne's County Public Schools is to educate, encourage, and enable all students to become productive and contributing citizens in a diverse and changing world.

Source: 2009 Master Plan Annual Update, 2009



- ④ Location eligibility for transportation, establishing bus stops, and determining walking routes.
- ⑤ Achieve levels of energy efficiency through green building design, construction and selection of sustainable sites.
- ⑥ Community-centered approach to school planning, location and construction.
- ⑦ Priority site characteristics for school location:
 - Should serve the community and encourage pedestrian access from neighborhoods.
 - Should locate the most important school building near the principal roadway servicing the facility.
 - Should place parking lots and bus queuing lanes at the sides or rear of school facilities.
 - Should design building entrances near the principal roadway and should be architecturally distinctive and easily identified from a distance, and should be accessible from the roadway by uninterrupted sidewalks.
 - Should connect sidewalk and trail facilities with neighborhood sidewalks and trails and locate bicycle parking near the main entrance to the school.
 - Should locate bicycle parking structures near the main entrance to the school.

Section 8.5.2 Chesapeake College

Chesapeake College was founded in 1965 as Maryland's first regional community college to serve the needs of the Upper and Middle Eastern Shore. Chesapeake College is a two-year college that provides an Associate's degree with its primary campus located on 170 acres in Wye Mills, Maryland, at the intersection of U.S. Route 50 and Maryland Route 213. It serves five Mid-Shore counties: Caroline, Dorchester, Kent, Queen Anne's, and Talbot. Chesapeake College also maintains a smaller campus in Cambridge.

*Chesapeake College
Mission...Chesapeake College is a unique a regional community college that serves the educational, economic development, and cultural needs of the residents of Maryland's Mid Eastern Shore.*

Average annual enrollment at Chesapeake College is 2,600 credit and 8,200 non-credit students. Enrollment has increased 24% since 1997. Chesapeake College Division of Continuing Education and Workforce Training provides professional staff and curriculum focused on business, technology, and manufacturing workforce training needs. Chesapeake College is also home to the Todd Performing Arts Center, a state-of-the art regional performing arts center having an audience capacity of 904.



Section 8.5.3 Science, Technology, Engineering, and Mathematics (STEM)

Maryland has prioritized preparing and training for families and children for the knowledge-based economy. The State plans to continue to invest in education at every level, from pre-K to college, while increasing the alignment between the needs of education partners in the business community and the curricula designed by teachers and educators. Queen Anne’s County School District receives STEM grants.

Educational attainment raises incomes and increases productivity, while failures in educating the workforce are associated with higher levels of crime and welfare dependency. These types of programs contribute to workforce readiness and impact the County’s competitiveness for business relocation and expansion.

Section 8.5.4 Relationship between Education and Community Development

The type and quality of educational opportunities are directly linked to the economic viability of a community. Building new school facilities within a new or established community takes forethought, planning and concern for both the student and the surrounding physical environment. Site selection requires careful consideration of the existing land uses, street capacity, location, and existing public services including water availability, wastewater treatment capacity, emergency services, and library facilities.

Student considerations for transportation/accessibility include:

- Accessibility and safe passage from home to school;
- Safety from moving vehicles and street crossing implications;
- Accommodations for bicycles; and
- Neighborhood safety.

Physical environmental and site design considerations include:

- Location within a neighborhood having established sidewalk networks or the ability to install sidewalks;
- Street crosswalks on popular travel-to-school routes;
- Location on streets limited to two lane traffic including on-street parking;
- Location in neighborhoods where windows and doors face the street and sidewalks;
- Location outside of floodplain and or any wet low-lying areas;
- Location within public water and sewer facilities;
- Location within a community that accommodates all emergency services (i.e. police, ambulance, fire);
- Location within a community that hosts a public library; and
- Accommodate the co-location of community and public facilities such as parking and recreational facilities.

Science, Technology, Engineering and Mathematics (STEM)

The Vision...

Maryland’s vision is to be a leader in STEM education, preparing and inspiring generations of learners to meet the challenges of the global society through innovation, collaboration, and creative problem solving.

The Mission...

Maryland’s STEM education prepares and inspires learners of all ages to contribute to the advancement of the global community.



Section 8.6 Public Water and Sewer

A plan to meet the County's public water and sewer needs is contained in the 2006 Comprehensive Water and Sewerage Plan augmented by the 2009 Water Service Area Study for Queen Anne's County. These plans contain information describing existing conditions, issues and solutions to meeting the needs of both current and future populations. Both plans are consistent with the County's *sustainable smart growth management strategy* outlined in Section 1.0: Land Use. The various public Sanitary Sewer and Water Service Areas are identified on Maps CF-4 and 5.

In addition, the County recently completed the 2010 Southern Kent Island Sanitary Study to evaluate the extension of public water and sewer to nine subdivisions located south of the US 50/301 and MD 8 interchange. The study consists of preliminary engineering, environmental impacts and growth issues. A cost/benefit analysis to provide public water and sewer is also part of the study.

Appendix 3: Water Resource Analysis and Best Management Practices Toolkit 2010, provides an assessment of drinking water, wastewater treatment and stormwater management. Refer to this analysis and toolkit for data, information, capacity assessment, environmental impacts and tools/techniques to support sustainable smart growth across various landscapes such as towns, suburbs, rural residential and natural and agricultural lands.

Section 8.7 Park and Recreation Facilities

Parks and recreation are critical to the quality of life in Queen Anne's County. Natural resources, open space and recreational facilities strengthen our communities and make a positive contribution to the sustainability of the County. In 2006, the County adopted a *Land Preservation, Parks, and Recreation Plan (LPPRP)* to address the issues related to ownership, management, preservation needs and desires. The LPPRP provides the following recommendations for the following topics:

- Parks and recreation;
- Agricultural land preservation; and
- Natural resource conservation.

The County's Department of Parks and Recreation provides a variety of facilities, programs, camps, classes, trips and special events for all ages. Planning for recreation includes determining current and future land needs, programming and facilities. For detailed inventories, goals, policies, and program recommendations reference the *Land Preservation, Parks, and Recreation Plan, 2006*.



Section 8.7.1 Relationship between Park and Recreation Facilities and Growth

As population centers expand and become more densely populated, the need for open space, parks and recreational facilities and programming increases. Maryland's Program Open Space (POS) land goal for each county is 30.0 acres of local recreation acreage for every 1,000 County residents.

In determining the land eligible as recreational acreage in accordance with POS guidelines, of the total local recreation and resource land, the County has 1,654.3 acres eligible towards meeting this goal.

- The existing acreage provides 35.13 acres/1,000 persons for the County's 2008 population of 47,091.
- This acreage will continue to exceed the POS goal for the County's projected population through 2010, but when the County's population exceeds 49,620 additional eligible acreage may need to be acquired.
- Based upon population projections, an additional 15.2 acres of eligible land would be needed by 2020 to serve a projected population of 55,650 and a total of 202.7 additional acres by 2030 to serve a projected population of 61,900.

Section 8.7.2 Park, Recreation & Open Space Vision, Overarching Goals and Guiding Principles

Overarching goals for recreation, preservation and natural resource conservation as identified in the County's *Land Preservation, Parks and Recreation Plan, 2006* are as follows:

- **Accessibility of Quality Recreational Environments** – Make a variety of quality recreational environments and opportunities readily accessible to all of its citizens, and thereby contribute to their physical and mental well-being.
- **Strategic Use of Facilities as Amenities to Communities** – Recognize and strategically use parks and recreation facilities as amenities to make communities, counties and the State more desirable places to live, work and visit.
- **Use State Investments to Complement other Goals** – Use State investment in parks, recreation and open space to complement and mutually support the broader goals and objectives of community comprehensive/master plans.
- **Recreation Land and Facilities Located in Proximity to Population Centers** – To the greatest degree feasible, ensure that recreational land and facilities for local populations are conveniently located relative to population centers, are accessible without reliance on the automobile, and help to protect natural open spaces and resources.
- **Invest in Neighborhood and Community Parks and Facilities** - Complement infrastructure and other public investments and priorities in existing communities and areas planned for growth through investment in neighborhood and community parks and facilities.
- **Protect Recreational Open Space at Appropriate Levels Compared to Developed Land** – Continue to protect recreational open space and resource lands at a rate that equals or exceeds the rate that land is developed at a statewide level.



Section 8.7.3 Park, Recreation and Open Space Implementation Initiatives

The County's *Land Preservation and Natural Resource Conservation Initiative* consists of a comprehensive program to preserve land consistent with the *sustainable smart growth strategies* and rural land use preservation strategy of this Plan (Refer to Section 3.0: Priority Preservation Areas), containing eight County-based program areas:

- ① Purchase of Development Rights (PDRs);
- ② Agricultural Economic Development Program;
- ③ Agricultural Tax Credit Program;
- ④ Fee-in-Lieu Program;
- ⑤ Revised Screening Requirements for the Noncontiguous Development Program;
- ⑥ Scenic Vista Buffer Incentives and Screening Requirements;
- ⑦ Funding for Working Farm and Scenic Vista Preservation Program; and
- ⑧ Community Septic Systems.

Section 8.8 Libraries and Other Community Facilities

The library system is governed by a Board of Library Trustees composed of twelve members. The Board is focused on addressing the educational, informational and learning-recreational needs of County residents and families. There are two public libraries in the County: the Centreville Branch and the Kent Island Branch (refer to Map CF-3 for library locations). The public, students and Topic Committees addressed the County's library facilities in the context of partnerships for resources and technology between the school districts and Chesapeake College. Community issues identified during the Comprehensive Plan update process include:

- Lack of activities, programs and cultural centers for all age groups;
- Developing life-long learning opportunities throughout the County; and
- Build on the success of the schools and college and expansion of these facilities to provide additional educational opportunities.

The County's Free Public Library System has the opportunity to be part of the solution by addressing these community issues and meeting educational needs of the community. Map CF-2 identifies the public libraries and other community facilities.

Section 8.9 Solid Waste Management

In May of 1986, Queen Anne's, Caroline and Talbot Counties entered into a Memorandum of Understanding with Maryland Environmental Service (MES) to develop a regional landfill to serve these three mid-shore counties. In September 1992, Kent County entered into a waste disposal Service Agreement with MES to become the fourth member of the Mid-shore Regional Landfill Concept. Under this agreement, each county will host the operating landfill for a period of twenty years, providing an eighty-year solution to waste disposal for the mid-shore region.

Mid Shore Regional Solid Waste Facility I, constructed in 1991, is located in Talbot County. The existing site provides for disposal of solid waste, household hazardous waste and pesticides. It also recycles used motor oil and antifreeze, scrap tire, auto batteries and textile collection, recycling consolidation, wood waste processing, refrigerant recovery and solid waste transfer operations. Currently, phase two



of the regional solid waste agreement is being designed by MES and the member counties. Caroline County will host Mid-shore Regional Solid Waste Facility II at the Holly Road/River Road site, which is slated to open in 2011. Queen Anne's County is scheduled to host Mid-shore Regional Solid Waste Facility III, possibly by 2030.

The following criteria should be used when conducting a feasibility study for locating the Mid-shore Regional Solid Waste Facility III within Queen Anne's County:

- Compliance with State and Federal permitting requirements;
- Detailed procedures for locating a new facility and Level I, II and III Screening as outlined in the Queen Anne's County Comprehensive Solid Waste Plan 2004-2014;
- Meet environmental objectives, technical objectives and social and public policy objectives;
- Protection of water resources and sensitive areas:
 - Groundwater aquifer protection;
 - Groundwater and well setbacks;
 - Floodway and floodplain protection and setbacks; and
 - Distance from surface waters, especially Tier 2 waterways.
- Distance from existing residential development;
- Distance from existing community facilities such as schools and similar uses;
- Distance from County and Town Planning Areas and minimal impact on Towns with respect to travel/access routes;
- Impact on transportation system;
- Distance from parks and natural areas; and
- Size of facility to meet disposal and transfer needs of current population and future population.

Section 8.9.1 County Solid Waste Management Services

Solid waste is managed by the County through the Department of Public Works – Solid Waste Division. The Solid Waste Division oversees the operation of the five County transfer sites including:

- Batts Neck Transfer Station in Stevensville;
- Centreville Transfer Station in Centreville;
- Church Hill Transfer Station in Church Hill;
- Glanding Transfer Station in Millington; and
- Grasonville Transfer Station in Grasonville.

The County completed a ***Solid Waste Curbside Study***, which concluded that the County's geography and population distribution limits the County's ability to provide a centralized curb-side pick-up service, although certain densely populated areas would benefit from such a system. Benefits would include: lower monthly costs, better customer service, increased recycling, controlled collection system, and increased efficiency of the haulers.



Section 8.10 Police Protection & Emergency Services

A variety of police protection and emergency services are provided by County, State and Municipal agencies and volunteer organizations. This section provides key information for these services.

Law Enforcement

The Office of the Sheriff for Queen Anne's County functions as the County's primary law enforcement agency providing police protection through patrols and a variety of police services and programs. The Sheriff's Office responds to all calls for police services as well as serving all Circuit and District Court issued documents.

The Queen Anne's County Collaborative Supervision and Focused Enforcement (CSAFE) Community program is administrated through the Sheriff's Office to provide a variety of community-based services designed to improve the quality of life of County residents through community safety. Formerly known as the HotSpot Initiative, CSAFE includes the communities of Grasonville, Chester and Stevensville. In connection with CSAFE the Natural Resources Police, the Maryland State Police and the County's Department of Animal Control have partnered with the Sheriff's Office to better provide law enforcement services.

Law enforcement in the County is also provided by the Maryland State Police, which patrols State Highways, such as US 50 and 301. The State Police also provide back-up assistance to the Sherriff's Office as needed. The MDTA Police, whose office is located in Anne Arundel County, serves as the primary law enforcement for the Chesapeake Bay Bridge. The MDTA Police patrols and assists the Sheriff's Office along US 50/301 on Kent Island from the Bay Bridge to the Kent Narrows. The Centreville Police Department serves the Town of Centreville. Of the eight municipalities in Queen Anne's County, only the Town of Centreville has its own Police Department.

Emergency Services

The County's Department of Public Safety provides ambulance services throughout the County. In 2004, the County created the Emergency Services Advisory Council to advise on emergency services policies, equipment, standard operating procedures, medications, emergency services personnel, education and training, educational information and status reporting. The Council has 15 voting and 6 non-voting members whom meet regularly to review monthly issues and tasks.

Fire Stations

There are a total of 10 volunteer fire stations in the County. Two stations are located on Kent Island and one station in each of the following locations including: Grasonville; Queenstown; Church Hill; Sudlersville; Crumpton; Centreville; Stevensville; and Queen Anne (refer to Map CF-6). Each of the fire facilities are independently owned and managed by a Board of Directors and have oversight and reporting responsibilities to the County's Office of the Fire Marshal. Queen Anne's County currently provides annual financial assistance that is distributed to the fire stations based on their property tax assessable base value.



Section 8.11 Transportation Element

The ability for the County to provide a safe and efficient transportation system is important to maintaining a high quality of life, providing for economic expansion as well as maintaining acceptable levels of community sustainability throughout the County. This Transportation Element includes information about the following:

- Transportation goals and objectives;
- Roadway Functional Classification;
- Traffic Volumes and Levels of Service;
- Transportation Issues & Opportunities;
- Transportation Policies, Programs and Regulations; and
- Recommendations.

The following components of the transportation network are described in Appendix 4: Components of the Master Roadway and Transportation System:

- Rail System;
- Bay Bridge Airport;
- State Bridges over Navigable Waterways; (Appendix labels as “SHA Bridges” – either works just make consistent)
- Transit and Bus Services;
- Pedestrian and Bicycle Facilities;
- Water Trails; and
- Chesapeake Country Scenic Byway.

This County Master Roadway and Transportation Plan Element 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. *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.*

The Maryland Department of Transportation (MDOT) with the administration of transportation programs by the State Highway Administration (SHA) annually prepares a six-year Consolidated Transportation Program (CTP). Additionally, the State's Smart, Green and Growing initiative is further supported by SHA's *Thinking Beyond the Pavement* philosophy. This initiative and philosophy aligns transportation planning with land use and economic development recognizing that roadways and the transportation system are critical components of functional and vibrant communities.

The various development patterns, preservation goals and economic development strategies identified in Section 1.0: Land Use, Section 3.0: Priority Preservation Areas, and Section 6.0: Economic Development and Tourism, along with the programs and public services described in this Section will shape the County's transportation policies. Specific design of the transportation system will consider land use patterns, economic development needs and traffic needs to adequately provide and maintain intra-county and regional connections.



Section 8.11.1 Transportation Plan Element Relationships

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

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

Section 8.11.2 Linking Land Use and Transportation

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 following examples indicate this relationship:

| Transportation Planning Decision | Direct Impacts | Indirect Impacts on Land Use Decisions |
|----------------------------------|---|--|
| Overpass/Interchange | Improves driver safety. Improves circulation. | Provides connections. Improves pedestrian & bike accessibility. Increases intersection level of service. |
| Expanded roadways | Increases impervious surfaces. Impacts community context in town, suburban and rural landscapes. | Encourages increased traffic volumes. |

Section 8.11.3 Transportation and 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.

Section 8.11.4 Transportation and 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.



Section 8.12 Transportation Guiding Principles, Vision, Goals and Objectives

Transportation decisions to increase roadway capacity when coupled with pedestrian and cycling accessibility and connectivity can contribute to improved efficiency of the entire roadway network through the potential for reduction in vehicle miles of travel as a result of providing these alternatives. The guiding principles for the development of safer roadways and enhanced bicycle and pedestrian accessibility are that the County will:

- Encourage the provision of safe and easily accessible pedestrian and bicycle accommodations for residents with consideration of handicap accessibility.
- Promote connections within towns and the County and to the larger region, expanding on the trail systems already in place.
- Foster transportation policies that enhance quality of life, support livable, in-town land use and encourage neighborhood preservation.
- Promote environmentally-friendly transportation policies.
- Facilitate accessible, reliable and safe transportation for older and disabled citizens.
- Develop innovative local and regional transit options.
- Improve the ability of children, adults and seniors to maintain healthy, active lives.
- Decrease traffic congestion, noise and air pollution through increasing bicycle and pedestrian use.
- Identify a potential network of bicycle and pedestrian facilities.

Section 8.12.1 Transportation Vision, Goals and Objectives

The **Overarching Goal** for the transportation system is to meet the current and future mobility needs of residents, businesses and visitors with a balanced multi-modal transportation system. The following is the transportation vision for the County. This vision will be achieved through implementation of a variety of transportation studies, initiatives, projects and programs that are outlined in this Section and Appendix 4.

Section 8.12.2 Roadway Hierarchy (Functional Classification)

Local County roads provide the dominant component of Maryland's transportation network coupled with the State highway system that serves as the backbone of the State's roadway system. A roadway network is typically comprised of a hierarchy of road types. In general, roads serve two key functions: access and mobility. The degree to which roadways serve these functions defines the functional classification of the road. Local roads and collector roads principally provide access to businesses, residential neighborhoods, schools and other facilities. Arterial roads primarily provide mobility by connecting major destinations, which can be in local proximity or in the broader region.

Roads in Queen Anne's County comprise the full hierarchy of roadway classifications from Major Arterial such as US 50/301, Minor Arterials including Route 213 and 300, Major Collectors, for example, Routes 18 and 304 and 313, Minor Collectors like Bennett Point Road and Routes 305 and 19, and a host of local neighborhood community roads. MapT-1: Roadway Functional Classification identifies the classifications of County and State roadways in the County.



Section 8.12.3 Existing Traffic Volumes & Level of Service

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

Existing and forecasted estimates of traffic volumes can generally reveal how a road does ~~is~~ or can be expected to function, which is described as the Level of Service. Traffic studies that analyze and evaluate the Level of Service are conducted to determine whether improvements for safety or capacity are necessary.

Level of Service (LOS) is a technical term referring to the operating LOS at an intersection or roadway segment. LOS is a qualitative description of operations based on delay and maneuverability. It can range from "A" representing free flow conditions to "F" representing gridlock.

The County roadways, in general, currently function at a Level of Service "A." However, the County does experience higher levels of traffic congestion during peak tourism seasons.

In Queen Anne's County due to the presence of the Chesapeake Bay Bridge, which is the link to the Eastern Shore, and US 50 being the most significant travel route to reach shore destinations and vacation beaches in Delaware and Maryland, the traffic volumes and their impacts on the level of service are seasonal and most notably on weekends. Standard practices in determining the level of service impacts analyzed in traffic studies are based on peak hour volumes that do not take into consideration this seasonal through traffic. A method to incorporate this traffic into traffic analysis needs to be considered in coordination with the State Highway Administration.

*The **VISION** is that the County plans to maintain and enhance a system of roadways that accommodate visitors, residents and workforce commuters.*

- *Coordination among Towns and the County will be established to handle new traffic patterns, safety concerns, and mobility through population centers in order to maintain a healthy balance between those who live in the County and other business and vacationing travelers.*
- *The County will continue to improve and expand opportunities for all modes of travel including bicycle, pedestrian, transit, rail, and carpooling commuters.*
- *The County will promote walking and bicycling for outdoor recreation, fitness and transportation, having safe access to local roadways and trails in order to make the County a better, safer and more connected place to live and visit.*



Section 8.13 Transportation Network Issues & Opportunities

The following is a listing of County transportation issues and priorities consistent with the State's priorities:

- Land use policies promote directing growth to the County and Town Planning Areas for purposes of minimizing the cost of infrastructure, preserving rural agricultural lands, and reducing sprawl.
 - The maintenance of the transportation system is heavily reliant on the State Highway User Revenue (HUR) funded primarily by fees generated from fuel consumption and vehicle titling and registration to finance improvements, operations and maintenance. The cost of maintenance, construction and operations often exceeds the HUR share allocated to the County from the State. Allocation of HUR funds is based upon the miles of roadway in the County relative to the total miles of roadways maintained by all counties and Baltimore City.
- Roadway and bridge maintenance and operations focus on user safety and ensuring safe structural conditions.
- Roadway and bridge capital improvement projects are prioritized based upon the need to improve safety, mobility/accessibility and structural conditions.
- The population is aging which will be accompanied by an increased dependence upon transit services for mobility.
 - The Queen Anne's County Transportation Study completed in 2008 identifies strategies to support the increased demands for transit services to support older citizens, disabled persons and commuters.
 - Partnerships are utilized to provide needed transit services for all users.
- Increasing population results in increased transportation needs.
 - Future needs may require an expansion of transit services and access to other modes of travel to reduce community and environmental impacts.
 - Increased population in the County, State and region have resulted in increased travel for work, as well as recreation and tourism, thus affecting key corridors such as US 50/301, US 50 and MD 404.
 - Congestion is increasing as demand for the movement of people and goods increases.
 - Increase in vehicle miles traveled across the region and State.
- US 50/301 and US 50 Corridor Study – Bay Bridge to Ocean City.
 - Review land use and create strategies and solutions for use management and good design practices specific to the corridor.
 - Increase economic development opportunities.
 - Prepare architectural and site design guidelines to enhance the corridor.



Section 8.14 Transportation Policies, Programs and Regulations

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

Section 8.14.1 Federal and State Policies and Programs

The following provides a description of several key State and Federal programs and policies associated with communities with respect to transportation program delivery, funding and grants:

- **Consolidated Transportation Program (CTP)** – The CTP is Maryland’s six-year capital budget for transportation projects.
- **Community Transportation and 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 percent 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 Maryland State Highway Administration (SHA) to plant landscaping along State highways.

County Priorities Consistent with State Priorities

- ① **System Preservation and Safety** – investing in improvement of what we have.
- ② **Smart, Green and Growing** – promoting new measures and mechanisms to encourage ridesharing, telecommuting and other commuter options and establishing a broader sustainability agenda to address emissions and other environmental impacts, to preserve resource lands and to promote compact, mixed-use development.
- ③ **Natural Environment** – continuing to be committed to environmental stewardship to improve and restore environmental conditions.
- ④ **Economic Recovery and Stability** – investing in infrastructure improvements that support local and regional economic development.
- ⑤ **Pedestrian & Bicycle Improvements** – providing facilities for alternative modes of travel to reduce impacts on the environment and infrastructure costs.
- ⑥ **Context Sensitive Design** – designing projects at a scale that is compatible with the character of the community.



- **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, 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.
- **Scenic Byways Program** – This program identifies scenic and historically significant routes for tourism development and provides funding for corridor management plans.
- **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.

Section 8.14.2 County Transportation Policies and Regulations

The County recognizes the importance of creating, maintaining and operating an efficient, functioning, safe and cost effective transportation system as a key factor to sustainability of the County. The County has established rural road design standards

- **Roads Design and Construction Standards Manual** – The County maintains and enforces the requirements of this Design and Construction Manual as it applies to new development and redevelopment projects. The manual contains standards and regulations regarding: road classifications, geometric design principles, contract drawings, typical road sections guidelines, construction methods and standards, and developer responsibilities. The manual also includes examples for deeds of dedication, letters of credit and performance bonds, as well as standard construction details including: typical rural and growth area road sections for residential and commercial development, trenches, curb and gutter, sidewalk, entrances and inlets.
- **Adequate Public Facilities Ordinance** – The County's Adequate Public Facilities Ordinance (APFO) identifies when traffic studies are required to be prepared and submitted in association with development proposals. These traffic studies determine whether the development will have impacts on the adequacy of the level of service at roadway intersections, and if so, what mitigation is necessary to provide adequate facility improvements.



Section 8.15 Sustainability 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 community facilities and services.

Section 8.16 Community Facilities Goals, Objectives and Recommendations

This section identifies various goals, objectives and recommendations that will contribute to providing community facilities and transportation improvements.

*The **Overarching Goal** for community facilities and transportation is to meet the current and future facilities, services and mobility needs of residents, businesses and visitors.*

Goal 1: Reduce Environmental Impacts Associated with Community Facilities

Objective 1: Adequate infrastructure shall be available for development.

Recommendations:

1. Continue to implement the regulations for bonding to ensure completion of infrastructure required as part of development approvals.
2. Develop procedures and processes that create cost effective solutions.
3. Provide stormwater management solutions that mitigate adverse impacts of development on all tributaries within the watershed.

Objective 2: Keep track of new technologies that reduce nitrogen and phosphorus from septic system.

Recommendations:

1. Continue to support State and County requirements to utilize Best Available Technology (BAT) for nitrogen removal with septic systems that are installed in the Critical Area when public sewer is not available.
 2. As technology becomes available seek to implement innovative nutrient reduction septic systems.
-



Objective 3: The County will seek to achieve increased recycling through improved recycling programs.

Recommendations:

1. Modify existing recycling programs.
2. Explore single stream recycling.
3. Explore more efficient and available ways to collect household hazardous waste.
4. Support private and non-profit organization efforts to promote recycling, and coordinate with private industry recyclers.
5. Explore innovation and creative ways to recycle.
6. Encourage private industry and non-profit efforts to use recycled materials.

Objective 4: Any newly designated Planning Areas and associated infrastructure should be placed outside of the 100 year floodplain and Critical Areas.

Recommendation:

1. Seek to design and locate new public infrastructure so that it is not adversely impacted by flooding or sea level rise.

Objective 5: Preserve water quality.

Recommendations:

1. The County should assist Towns in their planning of the development of stormwater management mechanisms and mitigation.
2. Monitor sediment control measures prior to and during construction.

Objective 6: Identify suitable location for the Mid-Shore Regional Landfill.

Recommendation:

1. Review the County's Solid Waste Plan to assess appropriate location for the Mid-shore Regional Landfill.



Goal 2: Sustainable Smart Growth Management Inside and Outside Planning Areas

Objective 1: Develop affordable, reliable, and state-of-the-art infrastructure and community facilities/services that meet the safety, transportation, communication systems and entertainment needs of the County's population.

Recommendations:

1. Ensure the Adequate Public Facilities Ordinance (APFO) and impact fee ordinance is maintained and improved through yearly review to provide adequate public facilities as part of development proposals.
2. Infrastructure improvements should be planned and implemented with government entities. The County should control the rate of development by controlling the timing of when infrastructure is provided, which may require that such projects are included in the capital budget.
3. The needs of residents in the County take precedence over the "drive through" populations.
4. Adequate Public Facilities testing of all municipal developments should be part of Annexation agreements.

Objective 2: Plan, design, improve, manage, maintain and expand infrastructure and community facilities and services responsibly to meet the needs of residents and businesses.

Recommendations:

1. Expand the County's trail system to connect major towns and recreation areas.
2. No more major residential subdivision should be permitted in Critical Areas.
3. Utilize existing infrastructure as a resource to promote infill development.
4. Examine infrastructure within the Planning Areas and identify where there are capacity deficiencies through the Comprehensive Water and Sewerage Plan and planning process.
5. Consider a strategic implementation plan and funding strategies to address infrastructure deficiencies as part of the Comprehensive Water and Sewerage Plan.

Objective 3: Encourage development of medical facilities.

Recommendations:

1. Identify key locations with sufficient access to roads and infrastructure.
 2. Encourage public/private partnerships to support development of community facilities and services.
-



Objective 4: Support and encourage the maintenance and enhancement of public safety services.

Recommendations:

1. Strengthen and expand public safety services.
 - a. Support and encourage the establishment of benchmarks for providing acceptable public safety services.
 - b. Support and encourage the development and implementation strategies to meet the established benchmarks.
 2. Support and encourage appropriate studies to determine the impact fees necessary to support public safety consistent with the inherent risk for an associated use.
 3. Protocols should be examined to provide for cooperation among State, County, and municipal police agencies.
-

Goal 3: Provide Infrastructure to Support Economic Development

Objective 1: Identify future trails/paths to connect residential neighborhoods with shopping centers and employment centers.

Recommendations:

1. Require improvement and dedication of lands for public trails and paths as part of development plans.
 2. Provide means for bike and pedestrian travel.
-

Objective 2: Promote business retention and expansion.

Recommendations:

1. Establish designated areas for commercial and industrial uses which are serviced with public facilities. Encourage redevelopment of existing commercial and industrial facilities no longer in use.
 2. Support regional and State organizations that install County-wide state-of-the-art data and tele-communications.
-



Goal 4: Provide Aesthetics and Amenities

Objective 1: Preserve the unique character of the region in developed areas by use of enhanced landscaping.

Recommendations:

1. Utilize berms and enhance landscaping in appropriate places, particularly in business park locations and for development along scenic byways.
 2. Incorporate innovative energy and environmentally sustainable design in business park development.
-

Objective 2: Provide additional public access to tidal waters at appropriate locations.

Recommendation:

1. When development or redevelopment occurs provide public access to tidal waters, where appropriate or feasible.
-

Goal 5: Provide Educational Facilities

Objective 1: Support the educational plans for land acquisition, new facilities and improvements to existing facilities.

Recommendation:

1. Work with the Board of Education, developers and other entities to support master planning to meet future needs of the educational system.
-



Section 8.17 Transportation Goals, Objectives and Recommendations

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

Goal 1: Multi-Modal Transportation Network

Objective 1: Plan, design, improve, manage, maintain and expand infrastructure and community facilities and services responsibly to meet the needs of local residents and businesses.

Recommendations:

1. Expand public bus service.
2. No more major residential subdivisions should be permitted on Kent Island until transportation issues are resolved.
3. Examine infrastructure within Planning Areas and identify areas where infrastructure is deficient through the Comprehensive Water and Sewerage Plan (CWSP) and within the Master Roadway and Transportation Plan, which is part of this Section.
4. Create a strategic implementation plan and funding strategies to address infrastructure deficiencies in coordination with the Capital Improvements Program (CIP).
5. Review the use of impact fees and impact fee subareas as an incentive to encourage development within designated Planning Areas.

Objective 2: Strongly support resolutions to traffic problems in the County caused by through traffic that impede the movement of local traffic and citizens.

Recommendations:

1. The needs of residents in the County take precedence over the “drive through” populations.
 - a. Create a more reliable public transportation system including increased bus service for existing population.
 - b. Initiate joint planning efforts to relieve thru traffic congestion in the County and adjoining population centers.
 - c. In coordination with the State Highway Administration review how peak hours are determined in association with the impact on the Level of Service for the analysis conducted in traffic studies.
2. A list of priority transportation improvement projects in no specific order:
 - a. US 301 & MD 304 Interchange – complete design and fund for construction.
 - b. US 50/301 & MD 213 Interchange – This project is the number one component of the long-range US 50 Ocean Gateway project. Complete final design and fund for construction.
 - c. US 50 Ocean Gateway Safety & Capacity Improvements – Continue planning, design and construction of interim improvements along this corridor. Specifically, a new signal at Carmichael Road with geometric improvements and service road connections.
 - d. Cox Creek Connector & Dundee Overpass – This is a needed project to provide both safety improvements and to allow for necessary highway system alternatives for local and



emergency traffic mobility. Funding for planning and design is requested. Special funding sources should also be considered to address this growing concern.

- e. Stevensville Streetscape – Fund for construction.
- f. Kent Island Transit – Maintain and expand commuter bus lines and routes.
- g. MD 213 at Fey Road – Continue planning and design for safety and capacity improvements.

Objective 3: Create safe and adequate infrastructure related to mobility which is available for all modes of travel.

Recommendations:

1. Recognizing the unique character of one way in and one way out roads on peninsulas in the county; provide for safety in the design and function of these roads.
2. Work with the State Highway Administration to designate beach traffic lanes to Ocean City and Delaware beaches, which may result in:
 - a. Removal of traffic lights along US 50;
 - b. Reduction in accidents; and
 - c. Improvement in local traffic mobility.
3. Work with the State Highway Administration and Toll Authority to develop a US 50/301 Corridor Plan to help move traffic through the County.
4. On this State road, work with the State Highway Administration to adjust the sections of US 50 between US 301 and MD 404 to be a limited controlled access highway.
5. Improve the local roadway system to provide alternative routes for local residents especially in areas around US 50/301.
 - a. Provide local access/frontage roads for business and resident traffic.
6. Provide commuting citizens a reliable transportation route in the County to other metropolitan areas while assuring access for deliveries to the Eastern Shore. Also promote delivery access to major airport systems, mainly Baltimore/Washington International Thurgood Marshall Airport (BWI), and warehouse facilities and other markets.
7. Support State funding of interchanges at key intersections, in no order of priority:
 - a. At the Outlets in Queenstown;
 - b. US 50 and MD 213 at Chesapeake College;
 - c. US 301 and MD 304; and
 - d. US 50 and Carmichael Road.
8. Promote adequate public transportation and availability of park-and-ride facilities for transit.
9. Encourage and improve bypass around Centreville.
10. Support the interchange at US 50 and MD 404.
11. Design a new overpass in Queenstown to connect MD 18 on the south side of US 50 and the north side of US 301. This would permit free movement for local traffic and avoid the use of US 50/301.
12. Support a study for the realization of the Cox Creek Creek connector.
13. Support initiation of design and funding by the State Highway Administration for the replacement of the Chester River Bridge.
 - a. Cooperate with Kent County and SHA to preserve rights-of-way so that preservation easements and developments do not prohibit construction of a new bridge.
 - b. Promote the design of a well landscaped unit incorporating bicycle, pedestrian and local access integrated into the community fabric on both sides of the river.
14. Require that any analysis of traffic safety and volume shall cover the following:
 - a. Periods of peak usage as determined by normal rush hour traffic specific to usage.



- b. Peak usage specific to Chesapeake Bay Bridge and seasonal traffic.
 - c. The ability of residents to move from one side of Route 50 to the other side of Route 50 during peak volumes on the Chesapeake Bay Bridge and seasonal traffic.
15. Acquire information regarding roadway capacity, traffic safety and volume through the use of independent traffic consultants approved and funded by the County and reimbursed by the applicant of the new project.

Objective 4: Develop a Transportation Study identifying capital improvement projects consistent with the Future Land Use Plan and the Master Roadway and Transportation Plan.

Recommendation:

- 1. Determine from the Transportation Study Capital Improvement Projects that are consistent with the Comprehensive Plan and annually prioritize State Highway Administration (SHA) projects in the Queen Anne's County Transportation Priority Letter.

Objective 5: Support efforts to achieve cooperative planning with Maryland State Highway Administration (SHA).

Recommendation:

- 1. Support studies and leverage resources that create and mandate alternate routes for truck traffic.

Goal 2: Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support sustainable smart growth management strategy

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

Recommendation:

- 1. Apply the complete streets philosophy to identify multi-modal transportation solutions and making connections to and from residential neighborhoods to employment and commercial centers.
-



Objective 2: Incorporate public involvement in the planning, design and construction of all transportation projects.

Recommendation:

1. Continue to provide opportunity for public involvement in the planning, design and construction of transportation improvements.

Objective 3: Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the existing and planned character of neighborhoods.

Recommendation:

1. Use flexibility in design to achieve context sensitive design solutions compatible with the character of the neighborhood.

Objective 4: Protect neighborhood streets from through traffic.

Recommendation:

1. Utilize a number of access management strategies to provide adequate and safe access while discouraging through traffic. Examples include: shared driveways, one-way in/one-way out, restrict left turns, alternate traffic routes and other similar solutions.

Objective 5: Protect scenic corridors identified on Map T-3 by applying sustainable smart growth management strategies.

Recommendations:

1. Develop land use and sign regulations, site design and buffering and screening requirements to protect the character and scenic landscapes along the corridor.
2. Implement a variety of Byway Enhancement Guiding Principles as identified in this Plan.

Goal 3: Manage the roadway system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses

Objective 1: Promote safe and convenient bicycle and pedestrian access throughout the transportation system and programs.

Recommendations:

1. Create and continue to review and update a County Bicycle and Pedestrian Plan in conjunction with updates to the Comprehensive Plan.
2. Add bicycle lanes, signed bicycle routes and shared lane markings to develop the on-street bikeway network.
3. Use innovative designs and bicycle-specific treatments at intersections and small connector paths to improve safety and interconnectivity.
4. Coordinate planning, design and implementation of bicycle facilities with the incorporated towns as well as with communities across the County.



5. Launch a bicycle parking initiative.
6. Require new housing, retail and office development to provide bicycle parking.
7. Work with Maryland Upper Shore Transit System and County Ride to accommodate bicycles in support of a multi-modal transit system, and improve bicycle parking at transit stops.
8. Continue to develop off-road paths to create a connected trail system with connections to spine routes that serve key destinations in the County.
9. Identify roadway improvements to reach acceptable levels of comfort for existing and proposed bicycle routes.
10. Promote the health benefits of bicycling/walking.
11. Seek to strengthen the enforcement of traffic laws related to bicycles/pedestrian safety.
12. Acknowledge Bicycle Routes Map as the Official Queen Anne's County Map for designated bicycle routes. Refer to Map T-5.
13. Pursue various funding opportunities to improve level of comfort on specific roadway segments as identified through further study.
14. Pursue various funding opportunities to develop, enhance and promote designated bicycle routes.
15. Consider options for County & State wayfinding signage for bicycle routes.
16. Promote the designated bicycle routes as viable options for connectivity.
17. Work with residents, community groups, businesses, civic associations and all property owners to expand the network of walkways on existing public rights-of-way and in new acquisitions of open space.
18. Create and implement a Safe Routes to School Program in public and private schools.
19. Continue the extension of existing paths/trails as depicted on Map CF-2 with respect to proposed trails and greenways.

Goal 4: Manage the roadway system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses

Objective 1: Promote adequate capacity on the street system for both vehicular and non-vehicular modes.

Recommendation:

1. Implement with assistance from the State improvements to MD Route 8 and interchange of US 50/301 at MD Route 8.

Objective 2: Promote efficient freight and goods movement.

Recommendation:

1. Utilize the rail to the maximum extent as possible to serve the County and region.



Objective 3: Allocate roadway right-of-way space for various modes such as vehicles, bicycles and pedestrians.

Recommendation:

1. Review Roadway Design Manual to ensure standards accommodate all modes of transportation when identifying right-of-way requirements as well as design. Follow Complete Streets Principles.

Objective 4: Make intersection improvements where necessary to enhance safety, mobility and accessibility.

Recommendations:

1. Partner with the State to study, design and construct intersection improvements identified on Map T-3.
2. Partner with the Towns to seek assistance from implementation partners such as the State and development community to complete transportation projects identified in Town and Community Plans as reflected on Maps T-4A through T-4G and the Designated Bicycle Routes Map T-5.

Goal 5: Provide adequate roadways to meet current and future safety, mobility/accessibility and structural conditions needs

Objective 1: Continue roadway maintenance and operations to meet transportation needs.

Recommendation:

1. Explore innovative approaches to roadway maintenance and operations to reduce the overall cost.

Objective 2: Continue roadway capital improvements to meet transportation needs.

Recommendation:

1. Explore various funding mechanisms, partnerships and grant sources to enable capital projects to be undertaken.

Objective 3: Apply access management strategies to roadways.

Recommendation:

1. Utilize a variety of access management strategies to ensure mobility at acceptable levels of service along US 50/301.



Goal 6: Continue to provide transit services for special needs populations and other users

Objective 1: Find ways to continue service and to expand service as needs increase.

Recommendation:

1. Continue to seek funding to support transit service.
-

Goal 7: Reduce traffic congestion along major corridors

Objective 1: Provide programs and facilities to promote bicycling, walking and carpooling to reduce vehicular use.

Recommendations:

1. Continue to seek State and Federal funding to assist with the completion of various phases of proposed and potential path and trail projects identified on Map CF-2.
 2. County elected officials, with support from the State Legislative Delegation, will continue to provide annual written priority list to the Secretary of MDOT for multi-modal transportation improvement needs.
-

Objective 2: Promote ridesharing/carpooling and use of transit.

Recommendations:

1. Seek funding to conduct a study to support the placement of additional park-and-ride facilities.
 2. Identify types of incentives needed to promote ridesharing / carpooling.
-



8.0 Community Facilities & Transportation

Page Intentionally Blank