

The County Commissioners of Kent County

RONALD H. FITHIAN
PRESIDENT
ROCK HALL, MD

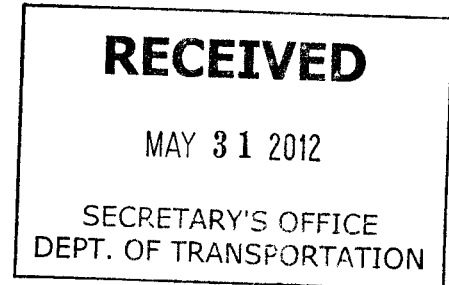
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May 22, 2012



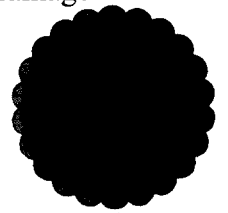
The Honorable Beverly Swaim-Staley
Secretary, Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21706

RE: Kent County 2012 Transportation Priority Letter

Dear Secretary Swaim-Staley:

We would like to thank the staff of the Maryland Department of Transportation for its continued cooperation and support in meeting the transportation needs of the County. The Board of County Commissioners, in cooperation with the municipalities in Kent County, presents the following priority listing of transportation projects for your consideration.

- ≈ Restore Highway User Revenue distribution to local governments, "Fuel & Vehicle Tax Fund Transportation Infrastructure"
- ≈ Construction, Engineering, and Project Planning Priorities
 - ◆ Chester River Bridge Crossing
 - ◆ Intersection of Maryland Routes 20, 291 and Upper High Street in Chestertown
 - ◆ Drainage Improvements along Maryland Route 291 between Millington and the Delaware State Line
 - ◆ Maryland Route 313 overpass of US301
- ≈ Streetscape Priorities
 - ◆ Millington - Cypress Street
 - ◆ Galena – Maryland Routes 313, 290, and 213
 - ◆ Butlertown and Worton – Maryland Routes 298 and 297 – sidewalks, drainage improvements and traffic calming
- ≈ Trail and Pedestrian Priorities
 - Chestertown Rail Trail – connections and expansion
 - Sidewalks and pedestrian walkways along Flatland Road



Recycled Paper



- Maryland Route 289 to Radcliffe Creek bike /pedestrian improvements for connections to the water trail
- Rock Hall Trail System
- Addition of bike lanes during resurfacing projects

≈ Stoplight Violation Camera at Maryland Routes 291 and 213

≈ Rock Hall Transit Improvements

Thank you for your consideration of these transportation priorities in Kent County. We look forward to working cooperatively with the Maryland Department of Transportation on the planning and implementation of these important local transportation improvements.

Very truly yours,

THE COUNTY COMMISSIONERS
OF KENT COUNTY, MARYLAND


Ronald H. Fithian, President

William W. Pickrum, Member



William A. Short, Member

KCC/go

Consolidated Transportation Program – Kent County Priority Projects

Project: Chester River Bridge Crossing – Planning, design and fund for construction.

Description and Need:

The Chester River Bridge Crossing project consists of construction of a new Chester River Bridge. This bridge is an essential connection between Kent and Queen Anne's County. While the bridge is structurally sufficient, both the National Bridge Inventory website, as well as, the Maryland State Highway Administration website list the Chester River Bridge as Functionally Obsolete. The bridge was constructed in 1930 and rehabilitated in 1990. The Maryland Route 213 Corridor and the Chester River Crossing have been studied for decades with the most recent feasibility study final report issued in 2010.

Project Area:

The study area for the 2010 Chester River Crossing Feasibility Study included Maryland Route 213 from Route 297 in Kent County south to the intersection with Route 544 in Queen Anne's County as well as the area two miles east and west of the existing Maryland Route 213 Chester River Bridge.

MTP Goals:

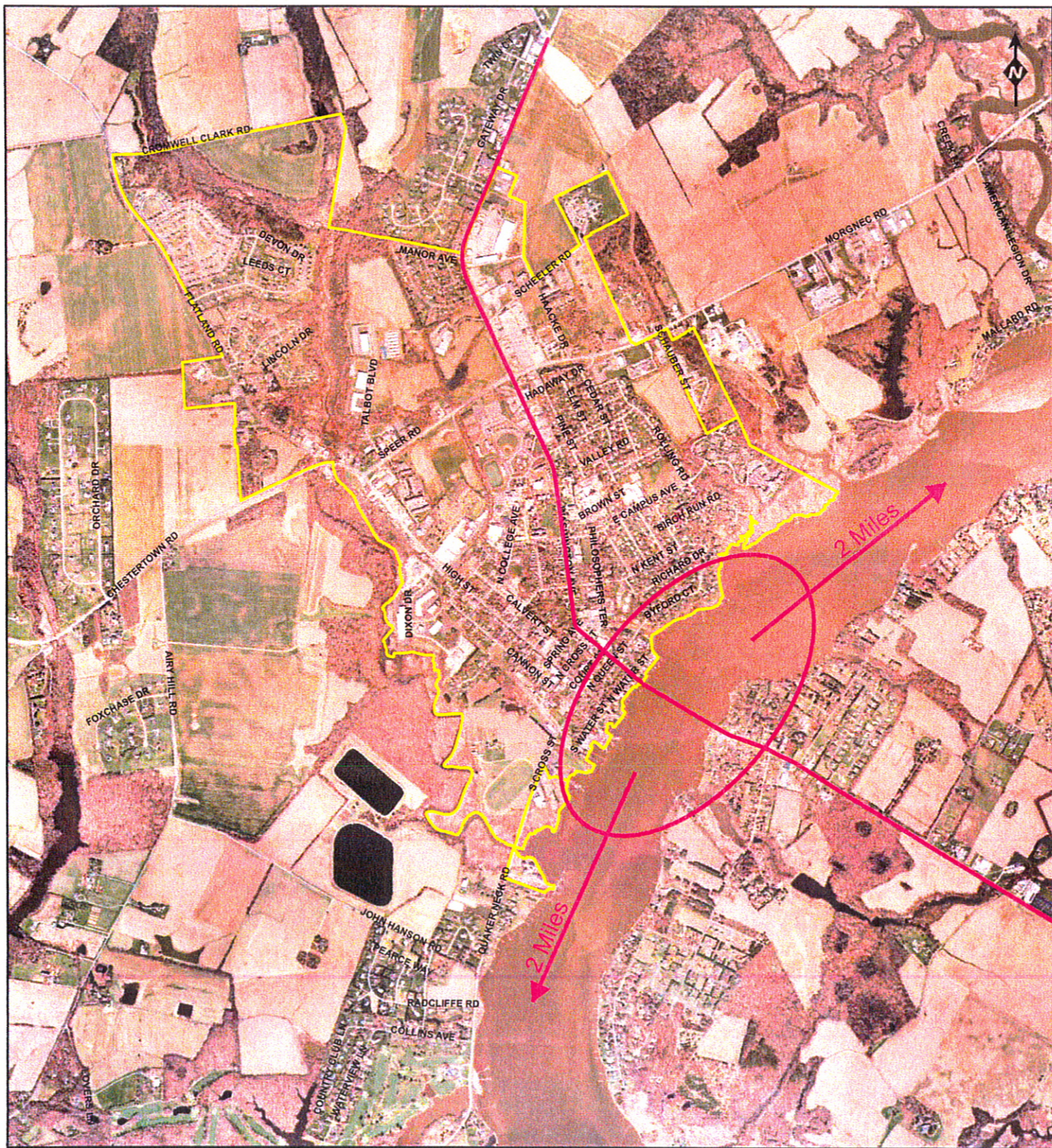
The current truck and agricultural equipment traffic over the Chester River Bridge and through Chestertown causes traffic congestion, safety hazards, and adversely affects local scenic and historic resources. Heavy vehicle loads also cause structural deterioration of the bridge which results in increased maintenance costs and time. A fully functioning bridge is essential to connect residents in Kingstown and other areas of northern Queen Anne's County to the jobs and services found in Chestertown, including the Chester River Hospital and the emergency services provided by the Chestertown Fire Company and Kent & Queen Anne's Rescue Squad.

Comprehensive Plan Consistency:

Construction of the Chester River Bridge is listed as a high priority transportation project in Comprehensive Plans for both Kent County and Chestertown. The Chester River Bridge Crossing in conjunction with a limited access parkway would facilitate vehicular, bicycle, and pedestrian safety and help preserve the Town's Historic District from destructive traffic impacts.

CTP: Kent County, Maryland
Construction, Engineering and Project Planning Priorities

Chester River Bridge Crossing - Planning, design and fund for construction



○ Project Area

1 inch = 2,500 feet

Consolidated Transportation Program – Kent County Priority Projects

Project: Intersection Improvements – Roundabout at Maryland Routes 20 and 291

Description and Need:

The intersection of Maryland Routes 20 and 291 with Upper High Street in Chestertown serves as the gateway for traffic passing through to Rock Hall and the southeastern section of Kent County, as well as, the town growth area east of the intersection. While the three way stop has improved safety at the intersection, congestion occurs several times a day, particularly on Route 20 coming from Rock Hall. Residential construction in the area will worsen the congestion. Alleviating this congestion in conjunction with other proposed gateway improvements is essential to continuing growth in Chestertown and Kent County. Traffic from both of the County's main growth areas – Chestertown and Rock Hall regularly travel through this intersection.

Project Area:

The study area for these gateway improvements includes MD Route 20 from Maryland 514 (Flatland Road) to Upper High Street just beyond the intersection with Route 291.

Maryland Transportation Plan Goals:

Improvements at the intersection of Maryland Route 20 and 291 with Upper High Street support the goals of the Maryland Transportation Plan by:

- ≈ Alleviating congestion at this critical intersection in Chestertown by reducing the queue traveling west on Route 20 thus improving the quality of service and overall transportation network.
- ≈ Increasing safety for vehicles by reducing collision rates.
- ≈ Increasing safety for bikes and pedestrians by providing shorter crossing distances, allowing pedestrians and bikes to cross one direction of travel at a time, and allowing pedestrians to choose a safe gap in traffic as traffic slows to enter the roundabout.
- ≈ Facilitating the continued growth of the western portion of Chestertown.
- ≈ Reducing fuel consumption and improving air quality by providing smoother flow, reduced idle time and fewer stops.
- ≈ Improving the western gateway to Chestertown with improved aesthetics, access management, and traffic calming.

Comprehensive Plan Consistency:

Both the Chestertown and Kent County Comprehensive Plans include the construction of the roundabout at Routes 20 and 291 and Upper High Street as a high priority transportation project. The Plans view this project as important to relieve traffic congestion, as well as, an overall improvement to the gateway to Chestertown. The Chesapeake Country Scenic Byway Corridor Management Plan also discusses the importance of gateway enhancements and includes this gateway to Chestertown as one in need of improvement.

Intersection of Routes 20 and 291 in Chestertown - Planning, design and fund for construction

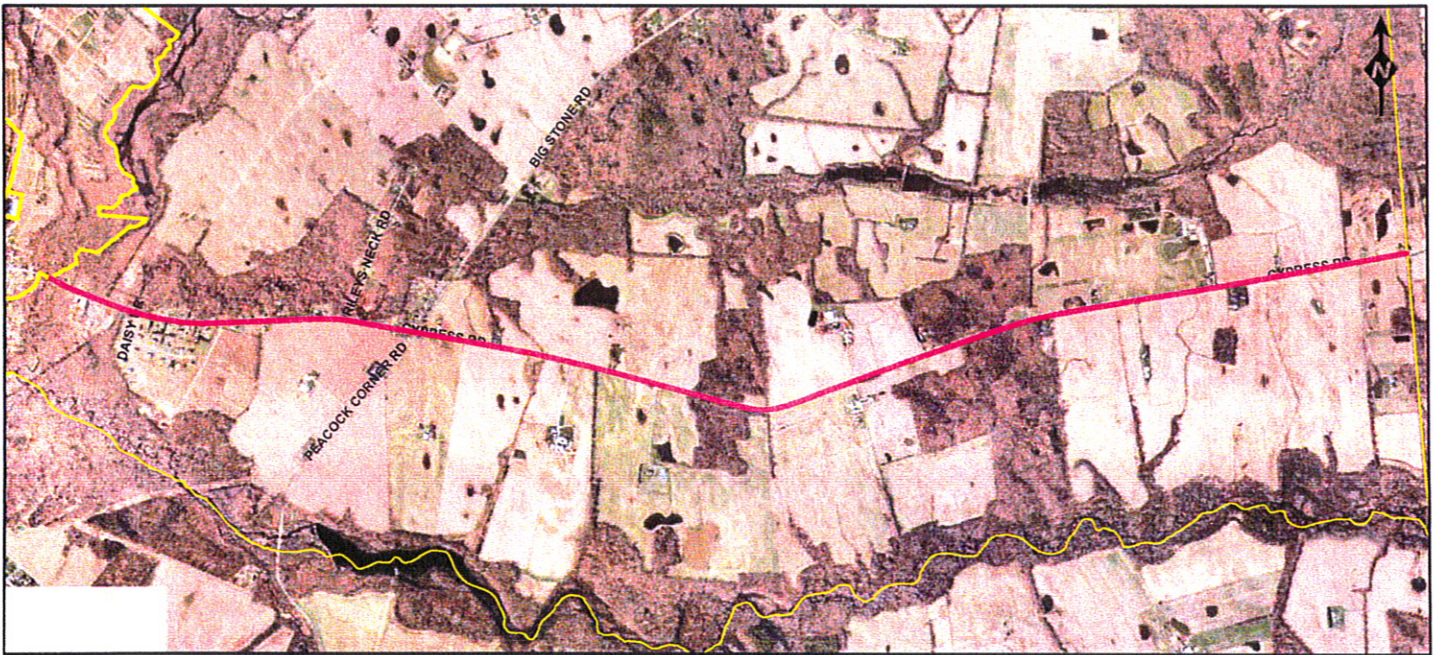


 Project Area

1 inch = 200 feet

CTP: Kent County, Maryland
Construction, Engineering and Project Planning Priorities

Drainage improvements Route 291 between Millington and the Delaware State line for safety improvements



1 inch = 3,000 feet

 Project Area

Consolidated Transportation Program – Kent County Priority Projects

Project: Route 313 and 301 Grade Separated Interchange

Description and Need:

The intersection of Maryland Route 313 with US 301 is one of three major crossings of US 301 in Kent County. The other two, Route 291 and Route 290, are grade separated interchanges. While the current J-turn is a vast improvement over the previous hazardous at grade crossing, increased truck traffic, both on US 301 and Route 313, make the J-turn a short term solution. Route 313 serves as one of the connections between the Town of Galena and to the County's business and industrial growth area near Massey.

Project Area:

The study area for Maryland Route 313 and US 301 grade separated interchange includes the areas just beyond the intersection on both US 301 and Route 313.

Maryland Transportation Plan Goals:

A grade separated interchange at US 301 and Route 313 will reduce crossing conflicts occurring on US 301 by eliminating an at grade intersection, as well as, providing a safe crossing for emergency services located in Galena to reach the residents of Massey and the business and industrial users on the Massey side of US 301. The grade separated interchange will increase the operational efficiency of both US 301 and Route 313 by concentrating turning traffic in a few locations. Air quality improvements may be expected due to reduced truck idle time, smoother flow, and fewer stops.

Comprehensive Plan Consistency:

The Kent County Comprehensive Plan lists the construction of a grade separated interchange at the US 301 and Maryland 313 intersection as a priority transportation project. The area near US 301 and Route 313 is the only area in the County with the combination of both rail and a major north – south transportation corridor. This combination of transportation alternatives along with the improvements to US 301 in Delaware may make this portion of Kent County an attractive location for business expansion.

CTP: Kent County, Maryland
Construction, Engineering and Project Planning Priorities

Maryland Route 313 and US 301 Overpass - Planning, design and fund for construction



○ Project Area

1 inch = 1,200 feet

Consolidated Transportation Program – Kent County Priority Projects

Project: Streetscape Improvements

Description and Need:

The proposed streetscape projects in Galena, Millington, Worton and Butlertown consist of traffic calming, sidewalk and drainage improvements that will move each area towards a more complete street. The Galena and Millington projects have been designed and waiting for funding for several years. The Worton and Butlertown pedestrian, drainage and traffic calming improvement are in the planning stage.

Project Area:

The Millington project area is along Cypress Street in the Town of Millington. The Galena traffic calming area is in the area of Cross St and Main. The Worton and Butlertown project area includes Maryland Routes 297 and 298 in the communities of Worton and Butlertown.

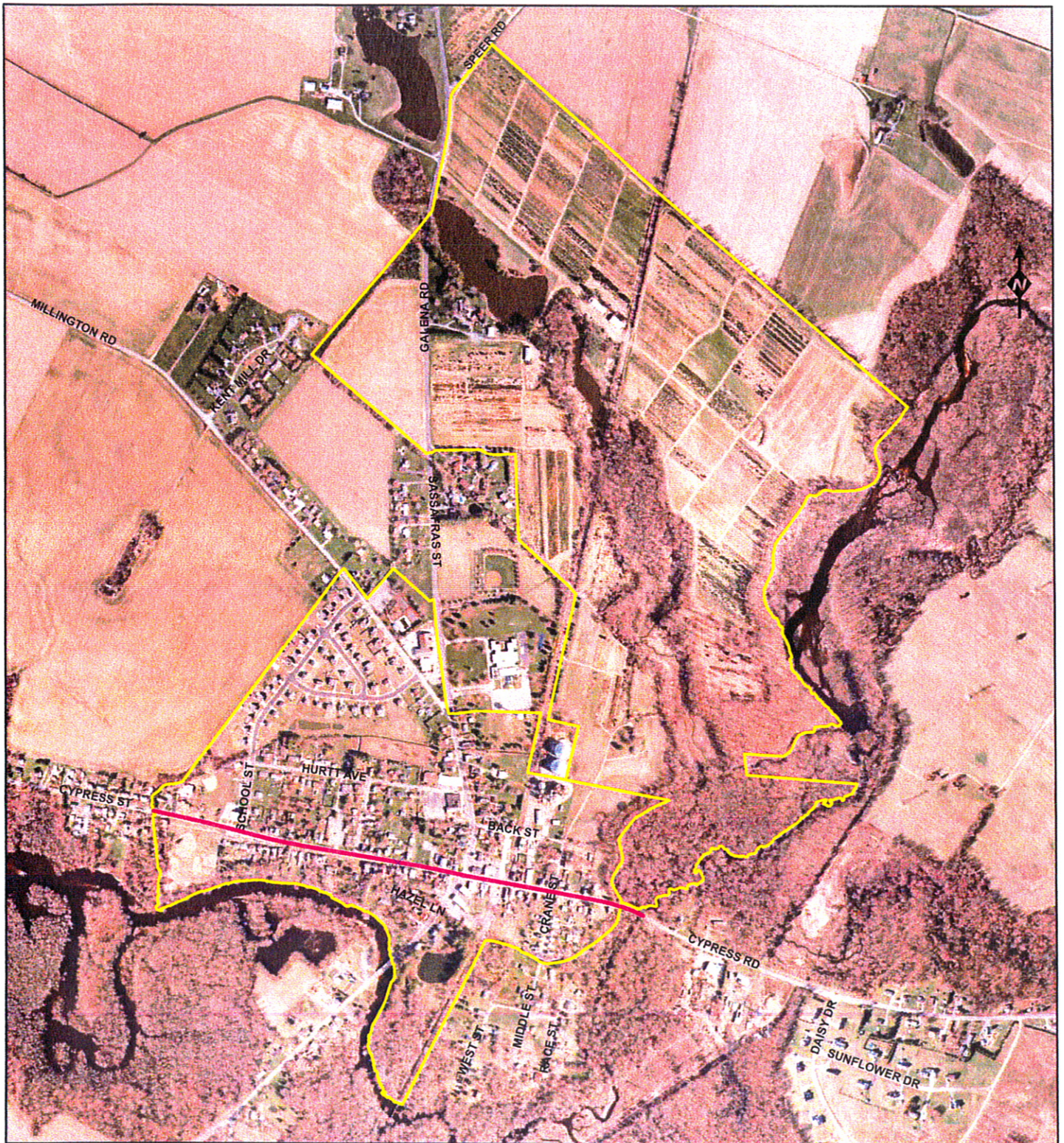
Maryland Transportation Plan Goals:

The streets in these communities are an important part of the community structure, allowing children to walk to school as well as residents and visitors to visit neighborhood stores and restaurants. Each project will improve the safety of pedestrians and vehicles as they travel through the communities. These projects provide or improve public amenities necessary to encourage development within these designated growth areas of the county.

Comprehensive Plan Consistency:

An overarching goal of the Kent County Comprehensive Plan is to encourage growth to occur in and around the County's existing towns and villages. To accomplish this goal, it is essential to assure that the towns and villages maintain and enhance their unique character and remain desirable places to live. The Comprehensive Plan recognizes that public amenities such as sidewalks, complete streets, and safe places to walk and drive are essential amenities necessary for the vitality of each community. The Comprehensive Plan includes a strategy to complete neighborhood conservation and streetscape projects.

Millington - Cypress Street - Fund for construction

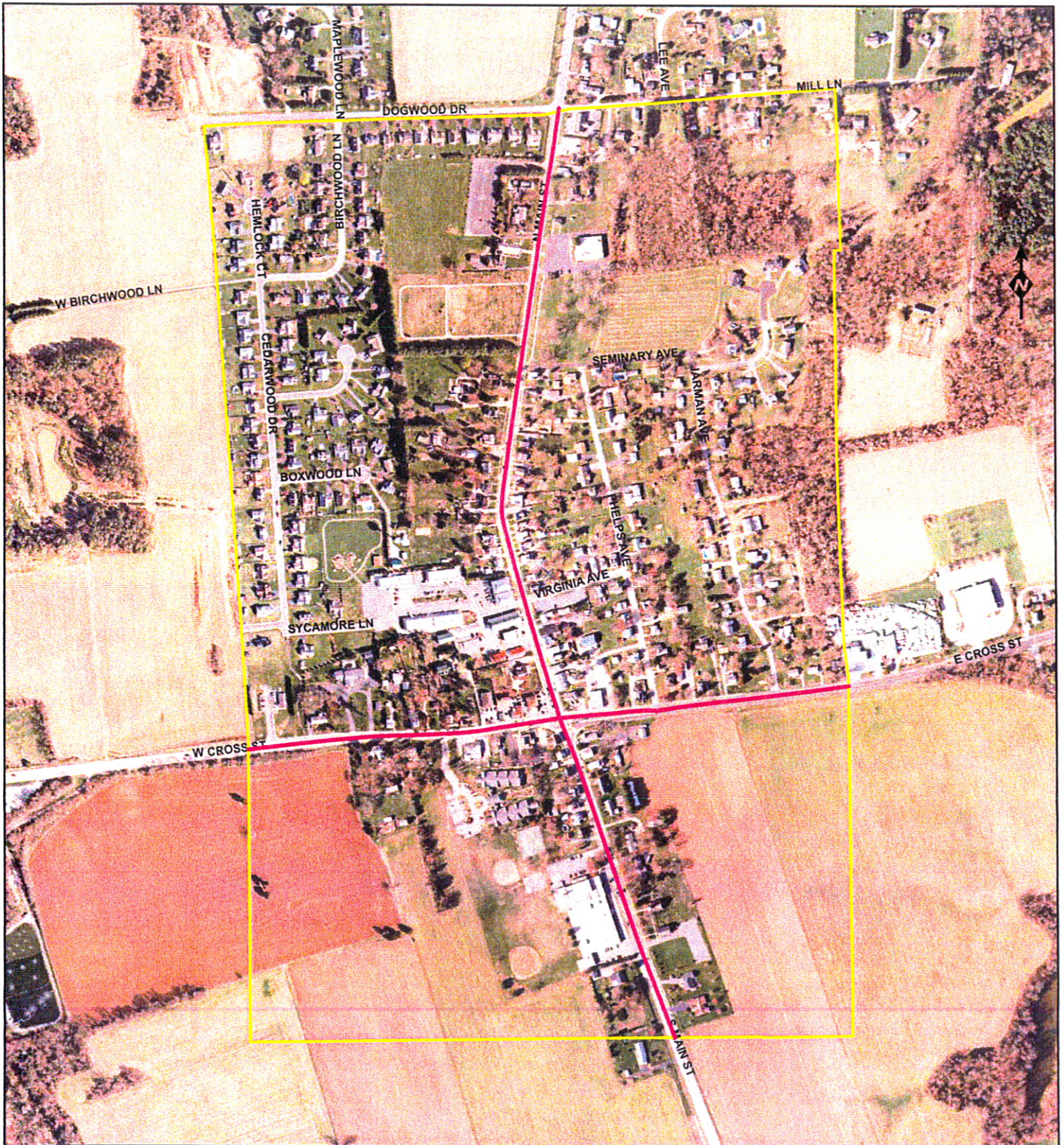


1 inch = 1,000 feet


 Project Area

CTP: Kent County, Maryland
Streetscape Priorities

Galena - Routes 313, 290 and 213 - Fund for construction



1 inch = 600 feet



 Project Area

Source: Kent County Dept. of Planning, Housing and Zoning, aerial taken Spring 2010. Map prepared May 2012.

CTP: Kent County, Maryland
Streetscape Priorities

Butlertown and Worton - Routes 297 and 298 - Sidewalks, traffic calming and drainage improvements -
Planning and design for safety improvements



-  Project Area
-  Priority Funding Area

1 inch = 1,200 feet

Consolidated Transportation Program – Kent County Priority Projects

Project: Trail and Pedestrian Priorities – Chestertown Trail System

Description and Need:

With the success of the recently completed rail trail, Chestertown proposes to expand the trail and create additional opportunities for walking and biking within the town. The proposed projects look to improve safety for pedestrians and cyclists in three heavily used areas. Completion of these projects will reduce reliance on automobiles by providing safe connections from the various areas of the town.

Project Area:

The study area for the Chestertown trail system includes the intersection of the rail trail with Route 291; Route 291 between Maryland Routes 20 and 213; Flatland Road (Maryland 544) from Route 20 to edge of town, and Route 289 from Cross St to John Hanson Road with connections to the water trail at Radcliffe Creek.

Maryland Transportation Plan Goals:

Enhancement and expansion of the Chestertown trail system supports the Maryland Transportation Plan goals by:

- ≈ Providing a safe alternative means of transportation which connects the various town neighborhoods
- ≈ Reduction of in-town traffic and vehicle miles traveled by providing safe opportunities for pedestrians and cyclists
- ≈ Air quality improvements by reducing vehicle miles traveled particularly short trips on cold engines

Comprehensive Plan Consistency:

The Chestertown Comprehensive Plan describes the town transportation system as one that includes state highways, town roads, private roads, public sidewalks, hiking-biking paths and a publically operated regional transit system. It reiterates the Town's support of biking and trails by including a discussion and map of the rails to trails path and trail system for the Town. The Kent County Comprehensive Plan includes a strategy to enhance existing and create additional bicycle and pedestrian routes and linkages throughout the county.

CTP: Kent County, Maryland
Trail and Pedestrian Priorities

Chestertown Rail Trail - connections and expansion



○ Project Area

1 inch = 2,000 feet

Consolidated Transportation Program – Kent County Priority Projects

Project: Trail and Pedestrian Priorities – Rock Hall Trail System

Description and Need:

Large numbers of visitors and local residents walk and bike on the streets of Rock Hall. In many locations, walkers and bikers are forced to compete with automobile traffic for space. Three loop systems seem to dominate the pattern of walking and biking in the Town and all include Main Street, the Harbor, and Gratitude. The first step in the Town's goal to develop a pedestrian and bicycle system to connect residential areas and communities facilities is to develop a plan that identifies and prioritizes pathways, investigates areas for improved connections, and identify potential funding sources.

Project Area:

While the entire town is included in the study area for Rock Hall trail system, the study will place particular emphasis on the current pedestrian patterns and connections between the marinas with Main Street, the Harbor with the Town Beach, the Haven with the Harbor, and the Civic Center Park with the Harbor.

Maryland Transportation Plan Goals:

A Rock Hall trail system supports the goals of the Maryland Transportation Plan by providing:

- ≈ Safe alternative means of transportation by preserving and enhancing the walking and biking scale of the town
- ≈ Reduction of in-town traffic and vehicle miles traveled, by providing safe opportunities for pedestrians and cyclists
- ≈ Air quality improvements by reducing vehicle miles traveled particularly short trips on cold engines
- ≈ Water quality improvements by reducing the need for additional roads and parking
- ≈ Safe connections between the restaurants and other businesses to marinas and residential areas
- ≈ Increased economic activity and tourism through connections from the marinas to the businesses on Main Street and on the Harbor.
- ≈ Continued development in the town that reinforces the small town character while providing and connecting amenities that will improve the overall desirability of the town as a place to live and visit.



Comprehensive Plan Consistency:

The Rock Hall Comprehensive Plan includes numerous strategies supporting the creation of a trail system within the town and recognizes that this system is integral not only to the transportation system of the town but also to maintaining the overall character of the Town. Strategies include the identification of potential bike and pedestrian paths, the addition of paths along major roads, and continuation of the grid pattern by extending walking and bile paths along existing road right of ways.

The Kent County Comprehensive Plan includes a strategy to enhance existing and create additional bicycle and pedestrian routes and linkages throughout the county.

Rock Hall Trails - Planning and design funds



-  Project Area
-  Priority Funding Area

1 inch = 1,200 feet

Consolidated Transportation Program – Kent County Priority Projects

Project: Addition of Bike paths during resurfacing

Description and Need:

Kent County continues to see an increase in the number of bike tours visiting the county as well as residents seeking safe alternative transportation for short distance trips. Providing bike lanes during resurfacing will increase safety for both our residents and visitors.

Project Area:

State Highways in Kent County

Maryland Transportation Plan Goals:

The addition of bike lanes during resurfacing supports the goals of the Maryland Transportation Plan by providing:

- ≈ Safe alternative means of transportation by preserving and enhancing the walking and biking scale of the county
- ≈ Reduction of in-town traffic and vehicle miles traveled, by providing safe opportunities for pedestrians and cyclist
- ≈ Air quality improvements by reducing vehicle miles traveled particularly short trips on cold engines.
- ≈ Water quality improvements by reducing the need for additional roads and parking

Comprehensive Plan Consistency:

The Kent County Comprehensive Plan includes a strategy to enhance existing and create additional bicycle and pedestrian routes and linkages throughout the county as a means to reduce our auto dependency.

Consolidated Transportation Program – Kent County Priority Projects

Project: Trail and Pedestrian Priorities – Chestertown Trail System

Description and Need:

With the success of the recently completed rail trail, Chestertown proposes to expand the trail and create additional opportunities for walking and biking within the town. The proposed projects look to improve safety for pedestrians and cyclists in three heavily used areas. Completion of these projects will reduce reliance on automobiles by providing safe connections from the various areas of the town.

Project Area:

The study area for the Chestertown trail system includes the intersection of the rail trail with Route 291; Route 291 between Maryland Routes 20 and 213; Flatland Road (Maryland 544) from Route 20 to edge of town, and Route 289 from Cross St to John Hanson Road with connections to the water trail at Radcliffe Creek.

Maryland Transportation Plan Goals:

Enhancement and expansion of the Chestertown trail system supports the Maryland Transportation Plan goals by:

- ≈ Providing a safe alternative means of transportation which connects the various town neighborhoods
- ≈ Reduction of in-town traffic and vehicle miles traveled by providing safe opportunities for pedestrians and cyclists
- ≈ Air quality improvements by reducing vehicle miles traveled particularly short trips on cold engines
- ≈ Water quality improvements by reducing the need for additional roads and parking

Comprehensive Plan Consistency:

The Chestertown Comprehensive Plan describes the town transportation system as one that includes state highways, town roads, private roads, public sidewalks, hiking-biking paths and a publically operated regional transit system. It reiterates the Town's support of biking and trails by including a discussion and map of the rails to trails path and trail system for the Town. The Kent County Comprehensive Plan includes a strategy to enhance existing and create additional bicycle and pedestrian routes and linkages throughout the county.

CTP: Kent County, Maryland

Chestertown - Stoplight violation cameras at intersection of Routes 291 and 213



 Project Area

1 inch = 200 feet

Source: Kent County Dept. of Planning, Housing and Zoning, aerial taken Spring 2010. Map prepared May 2012.

Consolidated Transportation Program – Kent County Priority Projects

Project: Trail and Pedestrian Priorities – Rock Hall Transit Improvements

Description and Need:

With the closure of the Rock Hall Trolley, residents and visitors must either walk, bike or drive to reach businesses in Town. The trolley provided an invaluable service by connecting the marinas and adjacent neighborhoods to the businesses on Main Street, the Harbor, and Rock Hall Avenue. Rock Hall businesses propose to develop a private/semi private transportation system to provide safe non-auto dependent transportation in the town.

Project Area:

The incorporated boundaries of Rock Hall with possible extensions to Green Lane, Spring Cove, Piney Neck, and Skinners Neck.

Maryland Transportation Plan Goals:

A Rock Hall transit system supports the goals of the Maryland Transportation Plan by providing:

- ≈ Safe alternative means of transportation
- ≈ Reduction of in-town traffic and vehicle miles traveled, by providing alternative modes of transportation
- ≈ Air quality improvements by reducing vehicle miles traveled particularly short trips on cold engines.
- ≈ Water quality improvements by reducing the need for additional roads and parking
- ≈ Improving safety by providing connections between the restaurants and other businesses to marinas and residential areas
- ≈ Increased economic activity and tourism through connections from the marinas to the businesses on Main Street and on the Harbor.

Comprehensive Plan Consistency:

The Rock Hall and Kent County Comprehensive Plans encourage the development and use of alternative transportation and support public, private, and semi-private transportation systems.