



## Queen Anne's County

### **County Commissioners:**

James J. Moran, At Large  
Jack N. Wilson, Jr., District 1  
J. Patrick McLaughlin, District 2  
Philip L. Dumenil, District 3  
Christopher M. Corchiarino, District 4

## THE COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY

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County Attorney: *Patrick Thompson, Esquire*

June 11, 2024

Mr. Paul J. Wiedefeld, Secretary  
Maryland Department of Transportation  
Post Office Box 548  
7201 Corporate Center Drive  
Hanover, Maryland 21076-0548

**RECEIVED**

**JUL -3 2024**

**SECRETARY'S OFFICE  
DEPT. OF TRANSPORTATION**

**Re: Queen Anne's County Transportation Priority Letter  
FY 2025 – 2030 Consolidated Transportation Plan**

Dear Secretary Wiedefeld:

The “*safety and mobility for our citizens*” is the driving factor towards the establishment of our local transportation priorities. Below is a listing of the transportation priorities for Queen Anne's County for inclusion in the 2025-2030 Consolidated Transportation Plan.

Specifically, we wish to call your attention to our highest priorities which include funding for additional capacity for the Bay Bridge, critical transportation improvements on Kent Island due to Bay Bridge congestion, funding final engineering and construction of the US Route 50 & 213 interchange, installation of safety improvements along US 301, continued support of local transit and multimodal improvements.

### **William Preston Lane, Jr. Memorial Bay Bridge**

As projected in the Bay Bridge Life Cycle Cost Analysis and the Bay Crossing Study, traffic impacts and congestion within the Bay Bridge corridor will continue to deteriorate. The increase in traffic and limited capacity of the Bay Bridge as the single crossing of the Chesapeake Bay in Maryland will result in continued and consistent delays if not addressed now. The delays on this primary transportation and freight corridor impact the daily operations of many Maryland residents and businesses but impacts a disproportionate number of Queen Anne's County residents making it a top priority. It is vital to the safety and mobility of Queen Anne's County Citizens that continued steps be taken now to quickly complete the Bay Crossing Study Tier II NEPA process. Due to both the local and regional significance of this facility it is essential that the planning and funding for additional safety and capacity improvements continue and remain on schedule.

The NEPA process, design and construction of a future bay crossing will take years to complete, therefore, we must continue to evaluate and implement all possible options to actively manage



congestion during peak travel times and future construction projects. We appreciate MDOT's support and resources committed to the US 50/301 Ramp Management Program on Kent Island during the summer of 2024 as a new alternative congestion management strategy. We look forward to our continued partnership with MDOT to implement strategies such as this to manage congestion in the corridor.

The Tier II NEPA study is reviewing impacts and proposing improvements related to a new bay crossing in a 20 mile corridor from MD 2 interchange to the US 50/301 split in Queenstown. The County has identified many transportation improvements in adopted public policy documents such as the Queen Anne's County Comprehensive Plan, Kent Island Transportation Plan and the Queen Anne's County Pedestrian and Bicycle Master Plan. As the NEPA process continues the transportation improvements in locally adopted plans within the study area should be included as proposed corridor improvements associated with a future bay crossing.

### **Maryland Route 18**

Recognizing that the NEPA study, design and funding improvements to add a new bay crossing will take time, Queen Anne's County has identified vital interim improvements in the Kent Island Transportation Plan to improve the movement of traffic on Kent Island. The Kent Island Transportation Plan is posted on our website at [www.qac.org/DocumentCenter/View/4460](http://www.qac.org/DocumentCenter/View/4460).

The top priority of the many improvements identified in the Kent Island Transportation Plan is to enhance the safety and capacity of Maryland 18. The plan specifically identifies the need to initiate comprehensive roadway and pedestrian improvements from Castle Marina Road to the Kent Narrows. As the only alternative route to using Route 50/301 this project will serve to increase mobility and eliminate routine congestion as well as seasonal traffic gridlock. By providing comprehensive bicycle and pedestrian improvements it will also provide residents an alternative to driving. The County recognizes and appreciates MDOT taking the first steps towards planning improvements by initiating the MD 18 Planning and Environmental Linkages Study (PEL) for MD 18. We are hopeful that the study recommendations will move quickly towards implementation resulting in construction of improvements in the near future. As a MDOT planning document in the Bay Crossing Study area all of the recommendations and proposed improvements in the MD 18 PEL should be incorporated into the corridor improvements proposed by the Bay Crossing Study.

### **US 301 & MD 405 Intersection**

There are many at-grade crossings along the US 301 corridor which are identified in our Highway Needs Inventory for access control improvements and interchanges. Specifically, the intersection of US 301 and MD 405 is a high crash location which needs immediate attention to improve safety and reduce accidents. As traffic continues to increase on US 301 more accidents will occur. We urge MDOT to move forward by funding the design and construction of the necessary safety improvements to reduce crashes and fatalities at US 301 & MD 405 and within the entire US 301 corridor.

### **Bicycle & Pedestrian Improvements**

The Kent Island Transportation Plan and Queen Anne's County Pedestrian and Bicycle Master Plan identify a pedestrian overpass crossing US 50/301 on Kent Island near the US 50 and MD 8 interchange as an important transportation goal. This pedestrian overpass and approaches would be a key link in connecting the Cross Island Trail with the South Island Trail on MD 8. The County is



requesting MDOT's assistance to review and approve a crossing location and fund a feasibility study of the pedestrian overpass or suggest an alternative location.

The County is also requesting continued support of our efforts to expand the Queen Anne's County bicycle and pedestrian network. The County is planning to continue our successful partnership with MDOT by providing local funds to leverage the support of State and Federal grants towards development of capital trail improvements. The top tier priorities identified in the Queen Anne's County Pedestrian and Bicycle Master Plan include the extension of both the Cross Island Trail and the South Island Trail. The Queen Anne's County trail system provides for an environmentally friendly alternative mode of transportation to connect our citizens to jobs, commercial areas, schools, parks and other services. Making vital connections in our trail system promotes a healthy alternative to driving, creates recreational opportunities and promotes tourism opportunities for visitors as well as an everyday transportation alternative for our residents.

### **US Route 50 & 213 Interchange**

Construction of an interchange at US 50 & MD 213 is a long-standing priority for Queen Anne's County and has been listed in the CTP for over 25 years as part of the US 50 Ocean Gateway project to widen US 50 from Queenstown to Wye Mills. Having the corridor improvements on US 50 in place as outlined in previous CTP's is vital to prepare for the anticipated improvements associated with a new Bay Crossing. Land acquisition and design work has occurred in Wye Mills clearing the way for final engineering and construction of this interchange. As Route 404 is now dualized and thru traffic on Route 50 continues to increase, this overpass becomes essential to safely move traffic between Route 50 & 213 as well as providing safe access to Chesapeake College, our regional Community College serving five counties.

### **Transit**

The Transit Division requests continued support of County Ride, our Locally Operated Transit System (LOTS). In January of 2023 we started a "Ride Free in '23" campaign to grow ridership, we continued this program in 2024. We saw a significant increase in passengers in 2023 and even greater growth in the 2024. County Ride is projected to finish FY24 at 31,833 rides which would be a 15% increase over FY2023. We had 31,744 driver hours worked and those drivers drove 470,000 miles.

Additional funding is imperative to meet the increase in the demographic that notes the age shift that indicates that services of the older adult and disabled citizens will continue to increase. The Annual Transportation Plan for FY2025 includes capital funding for Preventative Maintenance and a new bus.

All funding provided through MTA is greatly appreciated as we continue to provide safe and reliable transportation to the citizens of Queen Anne's County.

### **Regional Cooperation & Coordination**

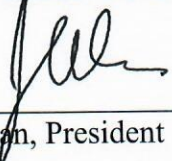
As a member of the Baltimore Regional Transportation Board, we are very invested in cost effective, systematic, and regionally integrated approaches to addressing multimodal congestion, mobility, and safety in the Baltimore region. . This year, with even greater funding constraints statewide, this is even more important. Our regional priorities continue to support these principles, focusing on operational efficiency, multi-modal mobility, and cross-agency and cross-border coordination.



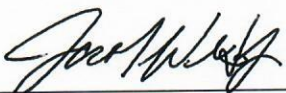
- To facilitate this interjurisdictional coordination, we would prioritize the Bay Bridge Corridor of US 50/30 from MD 404 in Queen Anne's County to I-97 in Anne Arundel County as a multi-jurisdiction corridor of State and Regional significance.
- We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan and request MDOT advance planning, design, and operational funding in coordination with our local and regional transit systems to meet the goals and priorities in the Regional Transit Plan.
- Transportation Systems Management and Operations (TSMO) strategies offer cost effective approaches that leverage our investments in the existing transportation system. We strongly support funding and implementing TSMO strategies and are particularly interested in how these strategies can address the region's bottlenecks.
- We strongly support funding and implementing bike and pedestrian projects in the region.

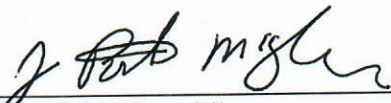
The Queen Anne's County Board of Commissioners appreciates your consideration of our priorities and inclusion of them in the Consolidated Transportation Plan. We look forward to working with MDOT to implement these priority transportation projects.


**QUEEN ANNE'S COUNTY  
BOARD OF COUNTY COMMISSIONERS**

  
James J. Moran, President

  
Christopher M. Corchiarino

  
Jack N. Wilson, Jr.

  
J. Patrick McLaughlin

  
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