



Section F

CONCLUSION AND RECOMMENDATIONS



1. Conclusion

The capacity and operational analyses evaluate the intersections and corridors of interest to find deficiencies within the roadway network in Talbot County. A adequate amount of intersections and corridors (mainly along State maintained facilities) contain significant peak period volumes that operate at an unacceptable Level of Service 'D' or worse. Existing, short, and long term improvements to the deficient areas of the system should be considered.

Some of the intersections along US 50 that indicate improvement needs include an additional third through lane along northbound a southbound US 50. Currently US 50 provides a third lane within the Easton city limits that acts as a right turn service lane for local travel. Converting this third lane into an additional through lane would create conflicting traffic impacts to the roadway system. The modification would limit access for local residences and increase delay and congestion for east-west movements crossing US 50 into Easton. These adverse impacts should be considered for the US 50 corridor.

The safety analyses indicates that localized congestion and current roadway and roadside design conditions contribute to the majority of the deficient safety conditions. Providing measures to improve traffic flow along the identified congested roadways and intersections in addition to upgrading and employing the roadway and roadside design standards to County roads, will reduce accidents.

The Talbot County Transportation Planning Study/Thoroughfare Plan should be periodically updated and revised based on current conditions. The future projected growth used in the study are estimates, therefore the future growth projections should be updated based on accurate traffic volume counts and local development information.

a. Current State Highway Administration Initiatives

The Maryland State Highway Administration (SHA) documents their roadway need assessments in the *Highway Needs Inventory (HNI)*, which was last revised in 2002. The following Talbot County needs can be found in the HNI (See **Appendix A7-SHA Highway Needs Inventory**):

Primary

1. MD 404 four-lane divided highway reconstruction from US 50 to County Line
2. US 50 access control improvements from MD 404 to MD 322 north of Easton
3. US 50 divided highway reconstruction from MD 322 north to MD 322 south of Easton
4. US 50 access control improvements from MD 322 south of Easton to north of Choptank River Bridge



Secondary

1. MD 33 multi-lane reconstruction from Lincoln Avenue (MD 33 relocated) to MD 322
2. MD 33 relocated two lane construction from MD 33 north of Yacht Club Road to MD 33 north of Lincoln Avenue
3. MD 309 Relocated connector road and interchange construction at US 50/MD 322 from MD 309 to US 50
4. MD 322 divided highway reconstruction from US 50 south to US 50 north of Easton
5. MD 331 new bridge over Choptank River
6. MD 331 multi-lane urban reconstruction from Chilicutt Road to Dover Street

SHA also details their roadway planning programs in the *Maryland Consolidated Transportation Program (CTP)*, which is implemented over a six-year period and is updated every year. The following Talbot County projects in the preliminary engineering and 2005 construction stages can be found in the 2006-2011 CTP (See **Appendix A8-SHA Consolidated Transportation Program**):

1. MD 404 upgrade to a four-lane divided highway with access controls from US 50 to MD 404 Business (Partial engineering underway)
2. MD 33 resurfacing from Oak Creek to MD 329 (Start construction 2006)
3. MD 33 resurfacing from MD 579 to Dodson Avenue (Start construction 2006)
4. MD 404 resurfacing from US 50 to Caroline County Line (Under construction)
5. MD 333 urban street reconstruction in Oxford from Strand Street to Caroline Street (Start construction 2007)
6. US 50 safety/spot improvements at various locations throughout Talbot County (Under construction)
7. US 50 purchase right-of-way for access controls from MD 404 to MD 322 north of Easton and MD 322 south of Easton to Choptank River (Start 2006)
8. US 50 resurface and restripe from 0.5 west of MD 328 to 0.5 miles east of MD 331 (Start construction 2006)

SHA has recently completed installing an interconnect signalization system that coordinates the signal timing for the traffic signals along US 50 from MD 309 to Dutchman's Lane. Also within this area SHA has re-allocated the outer right turn lanes along US 50 in each direction to shared through/right turn movements (3 through lanes in each direction). These recent improvement should improve the operations of the study intersections along US 50 within the Easton town limits analyzed in this transportation study.



b. Current Talbot County Initiatives

Talbot County has created a project priority listing with the intent to be incorporated in the updated 2006-2011 CTP:

1. *MD Route 50/MD Route 322 Intersection/Interchange Study/Improvement*

This intersection currently experiences a deficient level of service during weekday peak hours. Not only is this intersection a significant access point to and from US 50, but also is envisioned as a much needed potential east-west connection. Such a connector is extremely important to Talbot County and the Town of Easton, which are bisected by US Route 50 and the substantial volume of traffic it carries. As a minimum, a project planning study for intersection and interchange improvements, which defines limits of right-of-way needs, should be undertaken. Such an effort would allow local government to negotiate for this needed land as part of nearby and adjacent development project approvals.

2. *MD Route 404 Capacity and Safety Improvement*

The State should continue with improvement to this regionally important roadway. Such reconstruction should not only address capacity and safety, but also ensure that local communities are not unreasonably divided by this effort.

3. *MD Route 322/MD Route 334*

Port Street Intersection Improvement - This is the only intersection along MD Route 322, Easton Parkway, corridor that does not have left turn lanes/bays on the through street. This deficiency creates safety and capacity issues at this location, particularly at peak traffic hours. This situation is further exacerbated by the high volume of trucks that use Port Street to access several fuel depots and an asphalt plant.

4. *US Route 50/MD Route 309 Intersection Capacity Improvement*

MD Route 309, Cordova Road, is a significant corridor for vehicular traffic from northern Caroline County (Denton, Ridgely, Greensboro, etc.) to Easton and points south along US 50. During morning peak hours, left turns from MD 309 to US 50 eastbound commonly back up through the adjacent MD 309/Black Dog Alley intersection. A second left turn lane onto US 50 would likely eliminate this extensive backup. Also, the left turn lane from US 50 eastbound to MD Route 309 should be evaluated for adequate capacity.

5. *US Route 50/MD Route 328 – Goldsboro Street Intersection Improvement*

This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsboro Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or



provide technical assistance to the Town for diversion of east – west traffic from this intersection.

6. *MD Route 50/MD Route 331 – Dover Street Intersection Improvement*

This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

7. *MD Route 33 Capacity and Evacuation Improvement*

Portions of this corridor, between the Town of St. Michaels and the Town of Easton, experience some weekday capacity issues, which are anticipated to increase into the future. Also, during recent weather related emergencies, such as Tropical Storm Isabel, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the County. The MD 33 corridor is the sole evacuation route for this populated neck or peninsula. Accordingly, capacity improvements as well as elevation modification, eliminating or minimizing storm surge road flooding, should be pursued.

8. *US Route 50/Barber Road Intersection Improvement/Access Control*

This intersection is an ongoing concern for the nearby community. This concern primarily focuses on safe left turns from eastbound US Route 50 to Barber Road. This is the first signalized intersection along US 50 from Dorchester County. The character of this corridor, near the intersection, does not appear to adequately alert drivers of the upcoming intersection. Also, the close proximity of commercial entrances to this intersection appears to create safety/driver expectation conflicts.

2. Recommendations

Tables 43-45 present a series of matrices that compile characteristics of traffic needs, access concerns, and safety concerns of the roadway intersections and corridors that were studied and inventoried in the transportation planning study. The information originated from the engineering analysis of the 39 study intersections, 16 study corridors, and the County roadway inventory. Additional input was incorporated from discussions with the Talbot County Department of Public Works, Sheriffs Department, and various countywide public meetings. **Table 43** lists the study intersections and other County intersections that were identified as problem intersections. **Table 44** lists the study corridors, and **Table 45** lists the County roadway inventory corridors and other County corridors that were identified as problem corridors. The matrices indicate characteristics that can be prioritized and addressed for future transportation improvements.



a. Access management

Access management refers to various physical and regulatory techniques to ensure efficient and safe use of a highway. The improvements should be used to remove conflicts between decelerating/accelerating traffic and higher speed through traffic, mitigate poorly located driveway entrances, provide better connecting service roads, and coordinate locations of intersecting public roads. **Table 41** lists applicable access management techniques. An arrangement of these techniques should be considered in order to improve traffic flow along US 50 and any future new roads.

Table 41 – Access Management Techniques

Management Category	Management Techniques
Left Turning Movements	<ul style="list-style-type: none"> • Raised median to prevent left turns • Raised channelization to limit access to right-in • Raised median with left-turn movements • Left-turn acceleration lane • Alternating left-turn lanes • Continuous left-turn lanes
Right Turning Movements	<ul style="list-style-type: none"> • Widen narrow right lanes to assist right turns • Installation of right-turn deceleration lanes • Continuous right-turn lanes, auxiliary lanes • Installation of right-turn acceleration lanes
Driveways	<ul style="list-style-type: none"> • Conversion of two-way driveway to two one-way driveways • Conversion of two-way driveway to two two-way driveways with restricted movements • Physical barrier to prevent uncontrolled access to driveway • Closure of driveway when access is provided via another public road • Purchase of right of access and closure of driveways • Construction of public road entrance to consolidate driveways
Local Road Network	<ul style="list-style-type: none"> • Construction of service roads • Construction or reconstruction of local roads to serve local trips previously made on the mainline • Extension of parallel private drives and closure of driveways
Grade Separation	<ul style="list-style-type: none"> • Overpass - bridge over mainline • Flyovers – ramp bridging the mainline • Interchange – allows continuation of movement from and to mainline
Complimentary Measures	<ul style="list-style-type: none"> • Improved median opening geometry • Pavement markings • Directional signs and lighting • Site planning and design

a. Travel Demand Management (TDM) Solutions

Travel demand management refers to measures intended to reduce or shift travel to alternative times, modes, or routes in order to mitigate traffic congestion, air pollution, and fuel consumption. These measures are categorized as pricing, parking control, land use, work schedule changes, and other alternative actions to improve journey to work travel



quality. **Table 42** lists applicable travel demand management techniques. Some of these measures would require State or County to pass legislation or modify existing policies. An arrangement of these measures should be considered along the deficient corridors mentioned in this Study as an alternative to adding capacity to the existing roadway network.

Table 42 – Travel Demand Management Techniques

Management Category	Management Techniques
Pricing	<ul style="list-style-type: none"> • Cash-out-of employer-paid parking • Pay-as-you-drive auto insurance • Public sector parking pricing • Parking excise tax • Parking pricing for non-work-related destinations • Road pricing • Area pricing • Graduated registration fees • Motor fuel tax • Employee Commuter Option (ECO) Pass system
Parking Control	<ul style="list-style-type: none"> • Control of parking supply • Preferential parking for carpools and vanpools • Major activity center fringe park-and-ride parking
Land Use	<ul style="list-style-type: none"> • Major activity center and neighborhood site planning • Growth management
Work Schedule Changes	<ul style="list-style-type: none"> • Telecommuting • Flextime and compressed work week
Other	<ul style="list-style-type: none"> • Trip-reduction ordinances • Area-wide rideshare • Transportation management associations • Education/marketing • ITS advanced transit information systems