

## TRANSPORTATION

### INTRODUCTION

To say that transportation issues are important to Easton would be an understatement. The various routes and terminuses that comprise the transportation system of Easton have a profound impact on Town residents, workers, and visitors. This system provides the means for all of these people to get from home to work as well as to reach shopping, entertainment, and cultural, attractions both within and beyond Easton. Ensuring that this system operates efficiently, yet in a manner that respects the numerous and sometimes conflicting needs of all who use and are impacted by the system, is the general theme of this chapter.

Usually the transportation issue that piques people's interest in Easton has something to do with US Route 50. In this Plan Update, however, issues concerning the design of roads within subdivisions, and the degree of connectivity of those subdivisions to the rest of the road system of Easton sparked a great deal of interest and brought hundreds of new people into the planning process. There were also a significant number of people interested in alternate modes of travel (i.e. other than automobile). All of these issues and more are the subject of this Element.

### BACKGROUND

One of the major factors influencing the way in which land is used is the transportation system. This is certainly true in Easton. The earliest estates in Talbot County, including some in the Easton area, date back over 300 years to locations chosen out of the necessity to be located on the water. The large industrial buildings which seem out of place in the middle of Easton, make more sense when one considers that they were once located on a thriving rail line dating back to the mid 1800's. Finally, Easton has grown

eastward in the last 40 to 50 years, due in no small part to the presence of high traffic volumes on a major highway, U.S. Route 50.

### **Road System**

Clearly one of the major factors shaping both the type and location of growth (particularly commercial growth) over the past few decades has been U.S. Route 50. With the opening of the Chesapeake Bay Bridge in 1952 came the opportunity for millions of Western Shore residents to easily travel to the Eastern Shore, primarily to Ocean City and nearby resorts. Over the years since that time, entrepreneurs have built a variety of establishments, particularly fast-food restaurants and gasoline stations, along the Route 50 corridor in an attempt to entice this large migrating market to stop in Easton.

There is little doubt that many business owners have benefited from Route 50 and its seasonal traffic. However, this same traffic carries numerous negative impacts ranging in scope from minor inconveniences to life-threatening dangers. In most basic terms the source of these negative impacts is two-fold: (1) too many points of direct access onto/off-of Route 50 and (2) Route 50 trying to essentially be two kinds of road at once, a local service route and a quasi-interstate highway.

While it is clear that improvements are desperately needed to Route 50, it is less clear what form those improvements should take. There is a concern among many local residents that the State Highway Administration will dualize the Easton Parkway and have it serve as an Easton Bypass. Some highway-oriented businesses located on Route 50 could see a decrease in business. However the larger concern is that such a change would essentially solve nothing and would cause new problems. With the growth of the Town toward and along the Parkway in recent years, numerous signalized intersections would be necessary, probably even more than exist now on Route 50. The alternative to signalized intersections is grade-separated intersections, but that would seem to be precluded at

several locations (e.g. MD 33 & MD 333) by environmental constraints. In fact, environmental concerns make it seem unlikely that the Parkway could even be widened.

Another objection to such a major change in traffic patterns is based on the impact it would have on the western portion of Easton and Talbot County. When the Easton Parkway was constructed in the 1960's it was for the purpose of affording residents of Western Talbot County the opportunity to travel north or south without having to make the circuitous trip through Downtown Easton and out to Route 50 on either Dover or Goldsborough. Despite the growth in signalized intersections, the Parkway still serves that function well. However, it is doubtful this would still be the case if the Parkway became "Route 50 - Bypass".

With this as the backdrop, it is not surprising that the least supported option for the future of Route 50 through (or around) Easton, as expressed in the Visioning opinion survey used with the 2004 Plan, was to reroute Rte. 50 to the Parkway. This option received only 5.9% of the 446 responses. What is most interesting about this survey, are the next choices because they represent a clear and dramatic shift from the opinions expressed in the 1997 Comprehensive Plan. In 1997, it was clear that the participants who helped draft that Plan felt that Route 50 should remain exactly where it is today, but with significant access and intersection improvements, as well as improvements/enhancements to the appearance of buildings along this corridor. During the public-input phase of both the 2004 and this Plan, however, this option was not nearly so supported. In the online survey conducted for this Plan only 13.1% of the respondents indicated that Route 50 "was not a problem". 24.8% recommend keeping it where it is but constructing overpasses or underpasses. The leading option was to construct a Salisbury-style bypass around Easton, selected by 36.6% of the 763 respondents to this question.

There are attractive advantages to this option. For instance, it would in essence make the existing Route 50 in Easton a local road. Gone would be the waits through multiple signal cycles. There would be no more being trapped in places like South Beechwood, Clifton, or even Stoney Ridge because traffic is bumper-to-bumper and slow moving. If this scenario were to unfold, Route 50 could be reduced in width which would offer tremendous opportunities to enhance the design of this corridor. Those travelers who needed to stop in Easton for services would be directed down this new “Business 50” and those who did not would continue on around our community on the new bypass.

A word or two should be said about this proposed bypass. A number of people who participated in the Update process were under the impression that the bypass that we are talking about here would essentially be the Eastside Collector previously referenced in earlier versions of this Plan. That road has been stricken from this Plan, but it was only ever intended to connect neighborhoods on the east side of Town and provide a much needed alternate means of travel to the congested Route 50 or the meandering, generally poorly constructed and/or maintained Dover Neck – Manadier-Black Dog Alley routes. The bypass that we are referring to here would be on the scope and scale of the one around Salisbury and would pass well to the east of the existing Town and the Future Growth Area.

So how do we reconcile these conflicting realities/possibilities and effectuate a bypass around Easton? At this time about the best that we can do is plant the seed of this idea and the best place to do that is here in this Comprehensive Plan. Thus it will be supported as a long-range option. In the meantime, we will continue to work with the State for landscaping enhancements, intersection improvements, and access management along the existing Route 50 corridor through Easton.

Another commonly expressed transportation problem in the Town is east-west access. This has been a long-standing problem and, as discussed above, was part of the reason for building the Easton Parkway. The Parkway does work well for travelers from the west who want to go north or south without having to travel through Town. However, for travelers who want to move between the East and West sides of town, there is no particularly efficient route.

There have been some recent improvements that help with the issue of east-west (i.e. local) traffic. For example, the recently completed synchronization of traffic signals along Route 50 provides longer crossing time for east-west traffic.

This difficulty in moving in an east-west direction is largely at the root of many neighborhood-level traffic concerns. At one time or the other in recent years, residents in St. Aubin's, the East End neighborhood, and the Goldsborough Street corridor have complained about inordinate volumes of traffic. The reason is that the current east-west path through Town routes traffic through residential neighborhoods. If an alternative existed, these neighborhood complaints would lessen. Alternatives for East-West travel are discussed later in the Planned Transportation Improvements Map section of this chapter.

One proposed improvement that could provide significant relief to the east-west traffic problem is the relocation of MD 309 to the point where the former railroad crosses US Rte. 50. The new 309 would follow the rail line for a short distance before rejoining its current route.

This move is necessitated by a desire to get this intersection away from its current location immediately adjacent to the airport where a grade-separated interchange would pose a major aviation hazard. The State Highway Administration proposed this concept to local officials as a means to improve safety at the U.S. 50 and Airport Road intersection. The concept has since been endorsed by both Town and County officials as well as regional

elected leaders, in that the SHA continue and advance further planning for this improvement. The benefit to east-west traffic in Easton is that the proposed interchange would also include linking the Easton Parkway with the Paper Run Road via a grade separated interchange, thereby providing significant relief, for the East-West movement on the north side of Town.

### **Airport**

Easton is fortunate to have air service within town limits. The Easton Airport is a County-owned facility located at the northern end of the Town just west of Old Centreville Road (MD Rte. 662) and south of Airport Road. Primary access to the airport is via U.S. Rte. 50. The County Council and an Airport Manager manage the operation of the Airport with the assistance of a five member Airport Advisory Board appointed by the County Council.

The operational characteristics of the Airport may be summarized by the following information taken directly from the Airport section of the Talbot County web page:

### **Operational Statistics**

According to the Maryland Aviation Administration, ESN is one of the top three busiest general aviation airports in the state. The operational statistics below detail the airport's based aircraft and annual aircraft operations.

#### **Based Aircraft**

Single-engine aircraft 125  
Multi-engine aircraft 21  
Corporate Jets 13  
Helicopters 3  
**Total Aircraft 161**

Annual Aircraft Operations  
Local GA 20%  
Transient GA 65%  
Military 4%  
Air Taxi 11%  
**Total Operations 51,015**

### **Airport Operators**

Air Repair  
410-822-2999

WestAir Aviation (Maintenance, Avionics, Sales, Service, FAA certified repair stations)  
Repair Station LI1D297K  
410-763-7985

Clark Transportation (Limos, shuttles)  
410-822-6335

Easton Aviation, LLC (Charters, Rentals, Flight Training)  
410-822-8181  
888-454-5909

East Coast Flight Services (Domestic & International Charter)  
410-820-6633  
410-770-9093

Easton Jet Service  
410-820-8770

Maryland Air (Charters, Rentals, Flight Training)  
410-822-0400  
800-451-5693

With the growth of Easton Airport there have increasingly come conflicts between the airport and its neighbors as a result of the increase in traffic, noise, etc. In response to this conflict, Talbot County has instituted special zoning requirements for County lands surrounding the airport. In addition, the County has obtained several avigation easements

on properties adjacent to the facility that essentially prohibit any use or activity that would interfere with flight operations. The County plans to acquire more aviation easements as opportunities arise in the future.

Much of the land surrounding the Airport lies within the Town of Easton. This area is not subject to any special airport-related zoning requirements at this time. This is an option that could perhaps be added in a future revision of the Town's Zoning Ordinance. In the meantime, all of the land immediately surrounding the airport is zoned for industrial uses. Provided that airport clear zones are respected and that uses are restricted to something like warehousing or storage on those properties potentially at risk to an aircraft accident, this should be sufficient to minimize future conflicts in this area.

In another area, the residential areas of North Easton and County land surrounding the northern part of Easton, the conflict is not the potential for accidents as much as it is the inconvenience created by the increased air traffic. This calls for sacrifice on the part of both parties. Residents of these areas live in the proximity of an airport and that does in fact create a certain amount of nuisance, including noise, fumes, and vibrations. On the other hand, the airport should do its part to minimize such impacts on these areas by channeling its growth and the associated nuisances towards the industrial and undeveloped neighboring properties as much as possible. The airport does not always have a say in terms of where it is going to grow as evidenced by the continuing struggle to find land for an extended or longer runway. The Airport does, however, have some decisions under its control, for example the length of the runway, and these decisions should be made with an eye toward minimizing impacts on residents as much as possible.

The mission statement of the Airport contains a succinct statement of its goals. In part, it reads as follows:



*Talbot County's Easton Airport is and will remain the Mid-Shore's premier non-commercial general aviation airport providing outstanding service and support for its private, corporate and government tenants, transient aircraft users and the Talbot County community at large. It will be a good neighbor by being sensitive to environmental concerns and will support the educational mission of the schools, emergency and medical evacuation services, and environmental and other law enforcement activities. It will strive always to ensure security and safety to persons and property on the ground and in the air and to further the goals of Talbot County's Comprehensive Plan.*

In addition to the transportation role of the Airport, it also plays an important economic role. It is an important source of employment, with 40 on-site businesses employing 150 persons. Furthermore, based on a 2005 study by the Maryland Aviation Administration, the Airport directly and indirectly generated \$20.6 million in personal income, \$21.8 million in business revenues, \$7.7 million in local purchases, and \$2.1 million in tax revenues.

## **Port**

Port facilities for the Town of Easton are provided at Easton Point. Easton Point is a triangular-shaped piece of land surrounded on two-sides (and at the point) by water. The area generally referred to as Easton Point extends east to the Easton Parkway. Much of the land on Easton Point is not within the Town of Easton. The exceptions are the Town Public Works Facility, the Talbot County Public Works Facility, the Londonderry Retirement Community and a few small intervening parcels.

The present mix of uses on Easton Point is quite diverse. Right on the point is a small marina with a small restaurant, and a public boat ramp. Both are heavily utilized.

There are also some industrial uses that still rely on the river for deliveries of bulk materials. There are a limited number of commercial uses including two gasoline stations. Nearer to the Parkway are the aforementioned Retirement Community and the County Public Works Facility, which is in the process of closing. The intervening parcels consist of fairly low-end housing and the Town Public Works Facility.

The future role of Easton's port facilities is clouded. A great many people have suggested that this area has tremendous redevelopment potential, although no one has come forth with a proposal to annex and redevelop it. If this ever comes to be, the future of the port is most likely a mixed use project with a strong recreational component to include uses such as an expanded marina, boat ramp, and a waterfront park or open space with less emphasis on truly industrial uses. Higher density (i.e. Townhouse or apartment) residential and commercial uses would also seem to be an appropriate part of the mix in any redevelopment plan.

## **Rail**

Rail service in Easton and in all of Talbot County has been discontinued for several years. The remaining rights-of-way have generally either been retained by the State Rail Administration or reverted to private property owners. This makes the restoration of rail service unlikely during the planning period.

## **Pedestrian and Bicycle Plan**

Transportation Plans often focus almost exclusively on the highways of a community, with perhaps a little attention directed to air, rail, and/or port service. What is often totally neglected is the most fundamental mode of transportation, walking, and the system to accommodate these pedestrians, sidewalks.

The older sections of Easton have long had sidewalks and recently some parts of this area have undergone sidewalk and streetscape improvement projects. Since the early

1980's, the Planning and Zoning Commission has required sidewalks as one of the elements of infrastructure necessary to approve a subdivision. The problem areas are those that developed in the interim, primarily during the 1950's, 60's and 70's. In these areas there are no sidewalks and pedestrians are forced to use the roadway. Obviously this is not the safest situation. Areas such as these are prime locations for the Town to retroactively install sidewalks.

## **Bicycles**

In recent years planning for bicycle travel has become more important. Bicycle path design and construction is one of the most frequently used projects for Federal Inter-modal Surface Transportation Efficiency Act (ISTEA) monies. Such projects may not be as high profile as a light rail or subway system, but they are imminently more affordable and can potentially be just as effective in spreading the total transportation demand among a wider variety of modes of travel.

The State is also interested in promoting bicycle travel. One of the mandates of the Growth Act is that Transportation elements of Comprehensive Plans must now address pedestrian and bicycle trails as potential modes of travel.

In that vein, the Town adopted the **“Pedestrian and Bicycle Master Plan”** in 1999. This Plan has been updated concurrent with this overall Comprehensive Plan. A copy is included in the Appendix to the Plan and it should be considered part and parcel of this Plan. This Plan was drafted by Judy Grillo and an advisory committee comprised of members of WalkBikeTalbot, a local bicycle and pedestrian advocacy group.

As stated in the Pedestrian and Bicycle Master Plan, its guiding principles are that Easton will:

- Provide quality pedestrian and bicycle accommodations.

- Provide all its citizens, regardless of age or ability, with accessibility and mobility.
- Further transportation policies that enhance quality of life, support livable, in-town land use and encourage neighborhood preservation.
- Lead Talbot County in promoting environmentally-friendly transportation policies.
- Ensure accessible, reliable and safe transportation for older and disabled citizens.
- Develop innovative local and regional transit options.

The purpose of the Plan is stated as:

This is a long-range plan which identifies proposed new and improved bicycle and pedestrian facilities for the Town of Easton. It identifies a strategy to implement the plan and also a number of education and promotion actions to improve conditions and facilities, and encourage walking and bicycling as a means of transportation and recreation. The goal is to provide a roadmap for the next 5-10 years so that Easton can prioritize the limited funding available for infrastructure improvements and improve access for persons with disabilities, older adults, pedestrians and bicyclists.

The Plan includes a number of recommendations for physical improvements to the Town's Bicycle/Pedestrian infrastructure. The Maps on the following two pages depict the location of these suggested improvements. There is one map depicting the Bike routes proposed in the Bicycle/Pedestrian Plan and one showing proposed improvements to the Pedestrian System. The changes are described more completely in the Plan contained in the Appendix. In short the Bicycle Routes build on the Rail/Trail and include recommended improvements/upgrades to a number of Town Streets to make them more suitable for Bicycling. Likewise the Pedestrian improvements include both recommended intersection improvements/new

crosswalks and proposed extensions or creations of the Town's sidewalk system. There is also one proposed Bicycle Route that is outside the limits of the map. It follows Black Dog Alley which in part forms the eastern boundary of the Town's ultimate Growth Area.

Insert Proposed Bicycle Routes Map Here

Insert Proposed Pedestrian System Map Here

## **Public Transportation**

The Town of Easton does not offer any form of Public Transportation. This is not expected to change during the Planning period. However, Delmarva Community Services offers a Delmarva Community Transit service to which the Town regularly contributes. Delmarva Community Transit operates two fixed routes in the Town of Easton (routes C and D). The hours of operation are from 7:15 a.m. to 5:15 p.m. A St. Michaels Shuttle runs between 6:00 a.m. and 5:30 p.m.

In FY '08 ridership on Route C was 14,046 and on Route D was 5,588. Officials from Delmarva Community Services have indicated that there was an obvious increase in ridership in March/April of 2008, coinciding with the rapid escalation of gasoline prices that was occurring at that time.

While little, if anything significantly more sophisticated in the realm of public transportation is expected to be feasible to accommodate Easton's future growth, we should not dismiss such possibilities out-of-hand. An expanded transit system from Delmarva Community Transit (or someone else for that matter) is certainly not undesirable from the Town's perspective. Also, we should initiate discussions with the appropriate State Transportation officials concerning the need/desirability for demand management strategies (e.g. park and ride lots). A number of people have been observed utilizing some of our businesses parking lots informally for park and ride. It may be appropriate to establish an officially designated lot for this purpose.

## **TRANSPORTATION MAP**

Proposed improvements, enhancements, and expansions to Easton's transportation system are presented graphically on the **Transportation Map**. The Transportation Map depicts some 24 proposed Improvements which are briefly described below. In most cases



neither the timing of these improvements nor the exact nature of the improvements is known at this time. Generally they will occur in association with development of adjacent property. Similarly they will be paid for by the developers of adjacent properties unless they become specifically identified and budgeted projects of either the Town, Talbot County, the State of Maryland, or some combination thereof, or are identified by the Town as one of the projects to be paid for with the Transportation component of the Town's impact fees.

**(1) Revised MD Rte 309 tie to US Rte 50** – A high priority of both the Town of Easton and Talbot County is the redesign and relocation of this intersection which is presently located immediately east of the Airport. The proposed plan is to move this intersection south to the Rte 50/Rte 322 intersection and to make it a grade-separated interchange. This would have the added benefit of creating the first means of crossing Rte 50 without being stuck at a traffic signal and enabling traffic from west of Rte 50 to access the Easton Commons shopping area more easily.

**(2) Proposed Bridge Connecting Rte 322** – See above

**(3) East Side Residential Collector Grid** – The issue which generated the most interest in this iteration of the Comprehensive Plan Update process, was undoubtedly a road identified in the 2004 Plan as the East Side Collector Road. Following much debate and discussion, the Planning Commission decided to terminate a portion of it (Beechwood Drive as it travels through Easton Club East) at the northern boundary of Easton Club East. Instead what is now proposed is the establishment of a gridded street system on the eastern side of Town, replicating the street system of the older parts of Easton. There is no single collector road proposed.

This street system is proposed for a number of reasons, many of which have been discussed elsewhere in this Plan. Two are most important. First, such a system provides better access within and between different neighborhoods. Second, it is our belief that this sort of road system will facilitate the kind of urban-type of development we want to see as described throughout this Plan. There is evidence to suggest that the arterial/collector road hierarchical system encourages the suburban-style of development that we so adamantly oppose. For all of these reasons and others specified throughout this Plan, the grid system should be established for new development on the eastern side of Town. However, it should be implemented with sensitivity to existing neighborhoods. Given this and the fact that little, if any, development is expected to occur during this Planning period on the east side of Town (except possibly for some portion of the Brooks Farm), this issue should be further developed through the preparation of a Small Area or Specialty Plan that focuses on the issue of connectivity and traffic and circulation on the east side of Town.

**(4) Service Road East Side of Route 50** – A service road is proposed running behind the businesses fronting on Route 50 between Matthewstown and Chapel Roads. This would allow for travel between the various businesses on Route 50 without having to actually re-enter and exit Route 50. This helps address one of the problems of Rte. 50, that of serving as both a local road and a major through road on the same stretch as it travels through Easton.

**(5) Chapel Road/Route 50 Intersection Improvement** – Traffic capacity improvements for this intersection is the highest priority project in the Talbot County Consolidated Transportation Program. The exact nature of these improvements is unknown and will depend on the nature of the further

development of the “Easton Commons” site, as well as the development of the lands between Chapel Road and Mulberry Drive. A recent improvement is the introduction of split phasing of the signal at this intersection.

**(6) RTC Park Property Access** - The Town should develop a plan for the development and use of the parcel known as the RTC Park. Part of this plan should include the identification of the most appropriate means of accessing (and possibly traversing) the property.

**(7) West Side Service Road** – This mirrors the improvement described for the east side in number 4 above. It involves the extension of Calvert Street into the RTC property and thence northward to Chapel Road.

**(8) East/West Connector** - A proposal to improve east-west access is outlined. It involves the extension of Marlboro Avenue to Creamery Lane. The traffic would then turn onto Aurora Park Drive, cross Aurora to Magnolia, which would extend across the RTC property and eventually over to Route 50 in the vicinity of the current Taylor Contractors property. It is shown as continuing across Rte. 50 to an extension of Elliott Road. It can also tie into Mulberry Drive via the service road system described in number 4 above. This project has been thoroughly studied since it was first included in the 2004 Plan. A portion of the Impact Fees that we began collecting a few years ago are dedicated to this project. It will likely, however, still be some time until sufficient funds are available to initiate this project and it may have to proceed in logical segments rather than being built all at once.

**(9) Goldsborough Street/Ocean Gateway Intersection Improvements** – This intersection is one of the worst, if not the worst, in Easton. There are two measures of an intersection’s effectiveness. This intersection currently fails on

one of the two measures in the morning peak and on both measures during the afternoon peak. Worse yet, it continues to fail by one of the measures, even if the East-West Connector Road is built, which would presumably divert much of the traffic off of this road. Clearly more improvements are necessary and at least as a first step, additional land should be acquired so that all three movements on Goldsborough can be accommodated from lanes dedicated for each as far west as possible.

**(10) June Way Extension** – This is a simple extension of the existing June Way in the Waylands Subdivision to what would be an extension of Fisher Range Road coming south out of Matthewstown Run to form part of the East Side Residential Collector Grid system described in item 3 above.

**(11) Clifton Road Improvements** – This proposed improvement connects Dover Road and Chesapeake Avenue (see item 21 below) and would potentially connect to North, South, and Middle Clifton offering these three residential subdivisions an alternate to Route 50.

**(12) Intersection Improvements, 5-corners** - A roundabout is proposed at “Five Corners” (the intersection of Washington, Harrison, Idlewild, and Peachblossom) beside Idlewild Park.

**(13) Dutchman’s Lane road/intersection Improvements** – Improvements are designed and some have already been made to Dutchman’s Lane. Additional improvements should begin to be constructed this year (2009) to make this heavily travelled road safer and more pedestrian friendly.

**(14) Connector, Tristan Drive to Oxford Road** – This proposed improvement would connect Tristan Drive and ultimately Easton Parkway with Oxford Road

(MD 33) thus eliminating the need to travel all the way to the Oxford Road Easton Parkway intersection and shaving off several minutes from this trip.

**(15) through (18) Rails to Trails extensions** – Extensions to the Rails to Trails system are proposed in every direction. The current trail runs north-south through Town and it is proposed to be extended across Route 50 on the north to follow the rail bed and across Easton Parkway on the South to tie into the Trail system of Cooke’s Hope and surrounding properties. The trail is also proposed to be established in an east-west direction by building it concurrent with and alongside of Chesapeake Avenue (see item 21 below) and along the former Claiborne rail line running to the west, across the Easton Parkway and across the Tred Avon River over a bridge already funded by the developers of Easton Village.

**(19) Beechwood Drive Extension** – Actually there are two Beechwood Drives and as they are no longer proposed to connect, one of them needs to be renamed. This extension refers to the one that runs adjacent to the Lakelands project. The proposed extension would connect the current end of that portion of Beechwood Drive with Dutchman’s Lane, east of the Easton Club East Subdivision.

**(20) Hemlock Lane Extension** – This would extend this road which currently dead-ends in the Woods at Stoney Ridge to the aforementioned Beechwood Drive Extension and form part of the East Side Residential Collector Grid System (see item 3 above).

**(21) Chesapeake Avenue** – Chesapeake Avenue is a proposed new road for which the right-of-way actually exists today (and has existed for quite some time). It would represent the primary source of east-west access for much of the hundreds of undeveloped acres located between Dutchman’s Lane and Chilcutt

Road. An eastern extension of the Rail-Trail is proposed to be co-located with the road, which would intersect Route 50 just north of Idelwild Avenue and could possibly tie in with an extension of Idlewild (see #24 below). In this scenario Idlewild would provide the vehicular intersection with Route 50 while Chesapeake would provide a grade-separated bicycle/pedestrian crossing.

**(22) Bay Street – Marlboro Avenue Connector** – This proposal would formalize a movement that a number of people are making by traveling a circuitous route through a series of private drives and parking lots between Bay Street and Marlboro Avenue. Talbot County has recently purchased property in the Bay Street Condominiums and should they locate some portion of their government offices there, this road will become significantly more important, not so much as a shortcut between Bay and Marlboro, but for access to these offices.

**(23) Industrial Park Road Extension** – Industrial Park Road runs through the Clifton Industrial Park which was annexed into the Town in 2007. Concurrent with that annexation, Industrial Park Road was significantly upgraded to Town standards. This proposal would extend this road southward to Chesapeake Avenue. Once this extension is constructed and Chesapeake Avenue is built, along with the residential streets leading to it, it would be possible for people in the Stoney Ridge/Easton Club East/and To-be Developed Farms to travel this system up to Industrial Park Drive to Dover Road and a fully signalized intersection at Teal Drive.

**(24) Idlewild Avenue Extension** – This proposal would take Idlewild Avenue across Route 50, where it currently ends. Ideally it would also then connect to Chesapeake Avenue (see # 21 above). If feasible, this crossing of Route 50 should

be grade separated, which would also ease traffic on Dutchman's and Dover, the next intersections in either direction.

## **TRANSPORTATION GOALS AND OBJECTIVES**

**GOAL:** To provide a functional road and street system for the safe, convenient and efficient movement of people, goods and services among places of residence, employment, shopping and recreation and to provide a circulation system which is compatible with, and promotes, the logical and rational development of the Town of Easton.

### **OBJECTIVES:**

- ✓ Work with State and County officials to expedite the MD 309 relocation.
- ✓ Maximize the capacity, safety, and efficiency of the existing street and highway system.
- ✓ Improve access to, and movement within, the Central Business District.
- ✓ Improve the Route 50 circulation system with an emphasis on a better separation of through and local traffic.
- ✓ Consolidate driveway access points onto Route 50 and develop an intersection control plan that limits left turning movements onto Route 50.
- ✓ Build a network of local roadways and streets to support planned development and existing communities, avoiding using Route 50 for local traffic as much as possible, and providing convenient roadway access from neighborhoods to commercial and business centers.
- ✓ Develop a Small Area Design/Transportation Plan to better understand and describe the options available for creating the most efficient transportation system (for automobiles, bicycles, and pedestrians) on the east side of the Town and the Town's future Growth Area.

- ✓ Discourage strip forms of development and instead cluster development at strategic points along Route 50.
- ✓ Improve east-west access through Town.
- ✓ Work cooperatively with Talbot County and the State of Maryland to improve east-west movements at specific intersections (i.e. Goldsborough and Dover)
- ✓ Require future development to occur based on a gridded street system which includes accommodations for pedestrians and bicycles.
- ✓ Where possible, retrofit existing subdivisions with road connections within and between subdivisions to more closely approximate a gridded street system and increase connectivity between neighborhoods.
- ✓ Reduce the growth in the number of commercial accesses on Route 50.
- ✓ Work diligently with the State Highway Administration to improve all roads that intersect with Route 50.
- ✓ Improve the appearance of uses bordering Route 50 and concentrate efforts on correcting functional problems on the existing Route 50 Corridor rather than on rerouting this traffic onto Easton Parkway.
- ✓ Support, in the long-term, any State plans to construct a Route 50 Bypass around the east side of Town. This would be coupled with the conversion of the existing Route 50 through Town to a boulevard-type road.
- ✓ Enhance the Town's "Public Transportation" system.
- ✓ Work with the appropriate State Transportation officials to evaluate the feasibility of establishing a park and ride lot in Easton.



GOAL: To expand the Town's Trail system and create more and safer opportunities for people to walk and bicycle throughout the Town.

OBJECTIVES:

- ✓ Work with the MD Department of Transportation and find whatever grants may be available to construct a bicycle/pedestrian grade-separated crossing of Route 50 at Chesapeake Avenue.
- ✓ Implement the Goals and Objectives of the Bicycle and Pedestrian Master Plan.
- ✓ Work with Talbot County to coordinate and connect Town projects with County (and inter-county) projects to become part of a larger network of pedestrian/bicycle trails.
- ✓ Include as part of any Route 50 or Easton Parkway intersection improvements, the addition of safe and effective crosswalks.

GOAL: To provide for the growth of Easton Airport in a manner that is least intrusive on neighboring residents.

OBJECTIVES:

- ✓ Control development adjacent and near the Easton Municipal Airport so as to not allow incompatible land uses to develop which could possibly restrict the future growth of air service and facilities.
- ✓ Work with the Easton Airport, possibly in review of the Airport Master Plan, to encourage the use of whatever methods or policies might alleviate impact on all residential areas of the Town in general, and those adjacent to the Airport in particular.