



Queen
Anne's
County

THE COUNTY COMMISSIONERS OF
QUEEN ANNE'S COUNTY

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James J. Moran, At Large
Jack N. Wilson, Jr., District 1
Stephen Wilson, District 2
Robert Charles Buckey, District 3
Mark A. Anderson, District 4

County Administrator: Gregg A. Todd

Executive Assistant to County Commissioners: Margie A. Houck

County Attorney: Patrick Thompson, Esquire

September 18, 2018

Mr. Pete K. Rahn, Secretary
Maryland Department of Transportation
Post Office Box 548
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: Beach to Bridge Traffic Plan

Dear Secretary Rahn:

We are pleased to present the attached "Proposed Beach to Bridge Traffic Plan" for your review. The objective of this plan is to keep Bay Bridge bound traffic on Rt. 50, thus eliminating local congestion on Kent Island and in Grasonville. As you know, we are extremely concerned about westbound traffic exiting Route 50 prior to the Bay Bridge and the resulting local traffic issues.

With the increasing popularity of traffic apps such as Waze, which utilizes user information to constantly adjust routes, returning beach traffic is being re-directed further into the collector and local roads off of Rt. 50 thus creating traffic jams deeper into our communities. These traffic jams create safety risks as they limit our emergency service providers' ability to respond to crises and restrict our citizens to their homes.

This packet includes two tabs; **Tab 1, Maps** and **Tab 2, Traffic Counts**. The maps in Tab 1, developed in conjunction with the Queen Anne's County Sheriff's Department and emergency service providers, starting east of the 50/301 split and continuing to the Rt. 8 exit on Kent Island consist of:

- **Map 12** – Eliminating the left turn from Rt. 50 to Rt. 18 west of Queenstown Outlets;
- **Map 11** – Implementing police checkpoint at Nesbit Road overpass to allow local traffic only;
- **Map 10** – Leaving westbound Exits 45A, 44B, 44A open as they only serve local communities with no outlet to Rt. 50;
- **Map 9** – Leaving westbound Exit 43A open and implementing police checkpoint at Chester River Beach overpass to allow local traffic only;
- **Map 8** – Closing westbound Exit 42;
- **Map 7** – Leaving westbound Exit 41 open for access to the Kent Narrows and implementing police checkpoint east of the Rt. 50 on ramp off of Rt. 18 to allow local traffic only;
- **Map 6** – Leaving Exit 40A open but closing Piney Creek Road;
- **Map 5** – Leaving Exit 39B open but closing Chester River Station Road;

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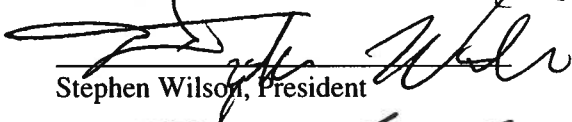
- **Map 4** – Leaving Exit 39A open, closing Castle Marina Road north of Main Street and implementing police checkpoint on Main Street;
- **Map 3** – Closing entrance to Shopping Center from Rt. 18 and implementing police checkpoint at intersection of Shopping Center Drive and Rt. 18 (Main Street) to allow local traffic only;
- **Map 2** – Leaving Exit 38A open but closing Duke Street prior to Island Plaza Court;
- **Map 1** – Leaving Exit 37 open.

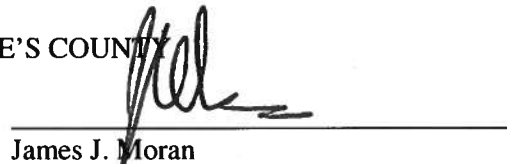
Tab 2 consists of traffic count data taken at the following locations: US 301 at Del Rhodes Avenue, US 50 at Carmichael Road, and US 50 west and east of the Bay Bridge. **Page 1, Queen Anne's County Traffic Counting Program - Traffic Volumes Traveling Westbound and Eastbound on Sundays in July** shows Sunday traffic volumes over the westbound span of the Bay Bridge ranging from 48,818 to 61,093 with an average of 55,290 on July Sundays (Row 5). By adding the counters east of the Bay Bridge at Carmichael Road and Del Rhodes Avenue (Rows 2 & 3) and subtracting these totals from the total number crossing the Bay Bridge (Row 5), we see that the local traffic (Kent Island and Grasonville) affecting the bridge traffic is only a fraction of the total traffic (shown as real numbers in Row 6 and percentage of total in Row 7). Similar calculations are shown on rows 8 thru 14 for eastbound Sunday traffic demonstrating that local traffic is a very small percentage of the total traffic on Rows 13 and 14.

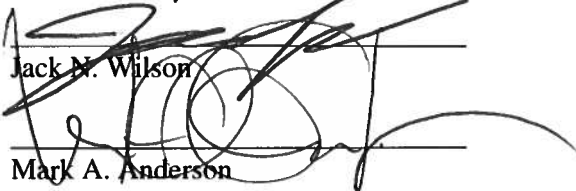
We ask that MDOT take the time to review this plan, which would not be implemented until the 2019 beach season, and provide us with feedback and support. We will soon be hosting a series of town hall meetings with local residents, emergency service providers and businesses to allow for their input and suggestions. This endeavor will only be successful through the cooperation of our residents, law enforcement, state and local government and the beachgoers that travel Rt. 50. It needs to be clear to them that Rt. 50 is the only way to Reach the Bridge.

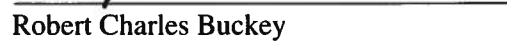
Sincerely,

THE COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY


 Stephen Wilson, President


 James J. Moran


 Jack N. Wilson


 Robert Charles Buckey


 Mark A. Anderson



PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND

MAP 1

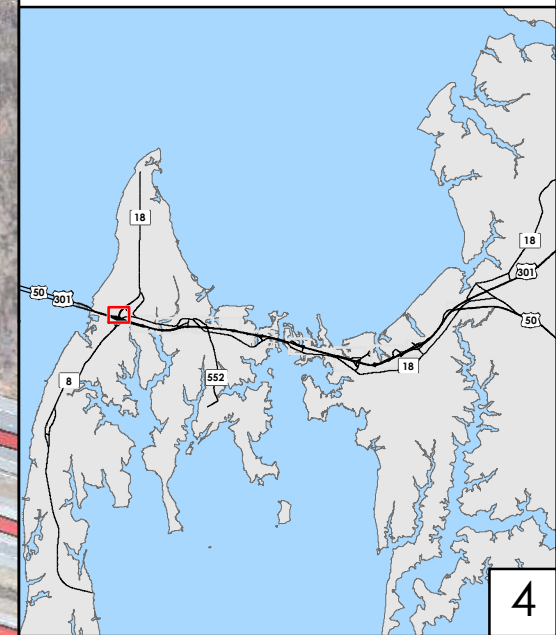


1 inch = 200 feet



Legend

-  POLICE CHECKPOINT
-  CLOSED
-  OPEN
-  EMERGENCY ACCESS ONLY
-  NO LEFT TURN
-  TURN AROUND
-  EXITS
-  County Roads
-  State Roads



PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND
**MAP
2**

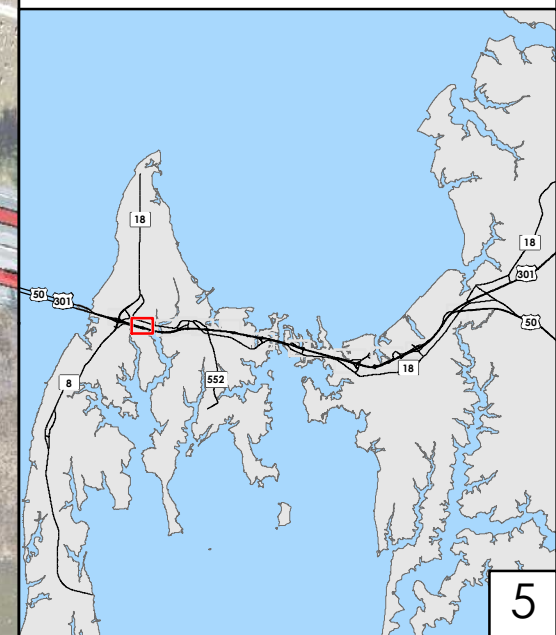


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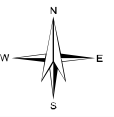
PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND

MAP 3

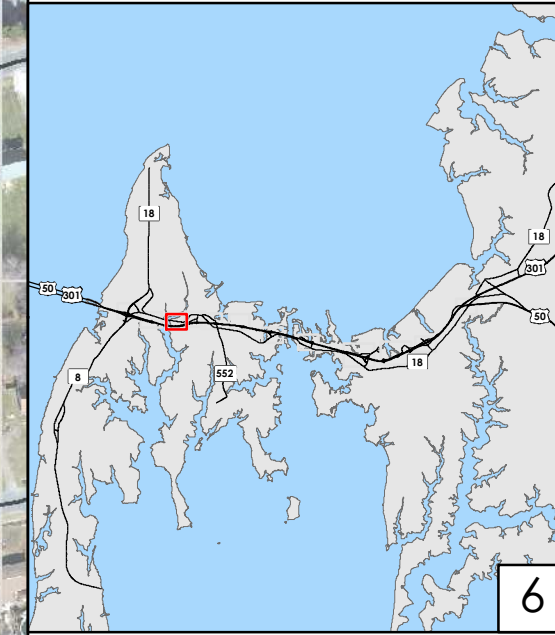


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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND
MAP 4

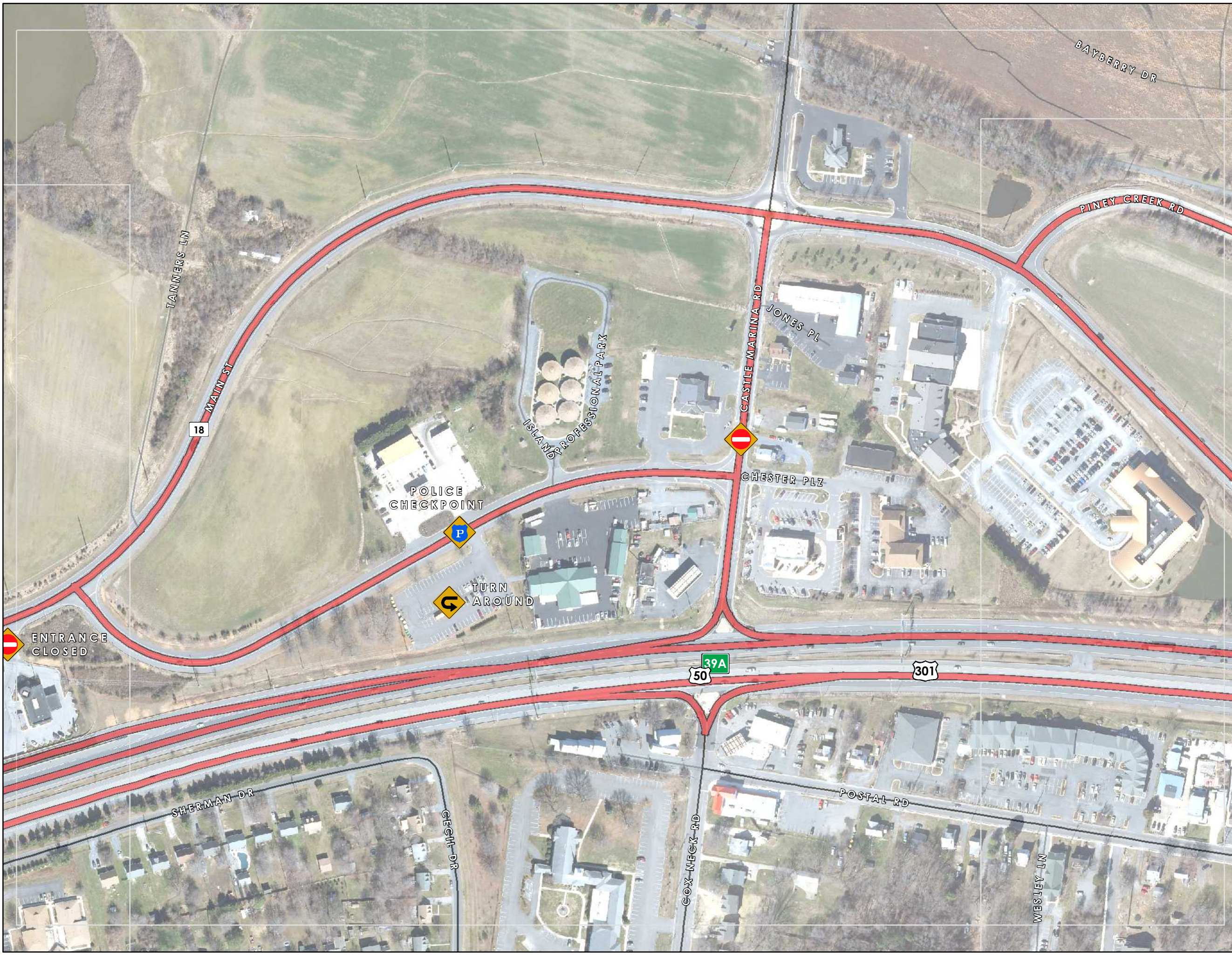
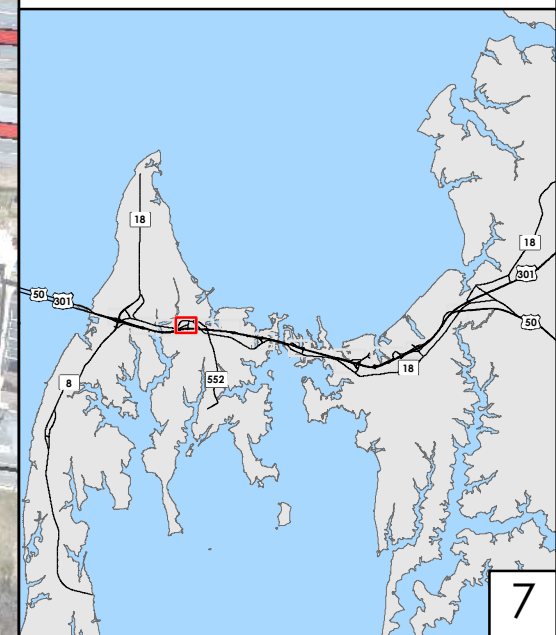


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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND
**MAP
5**

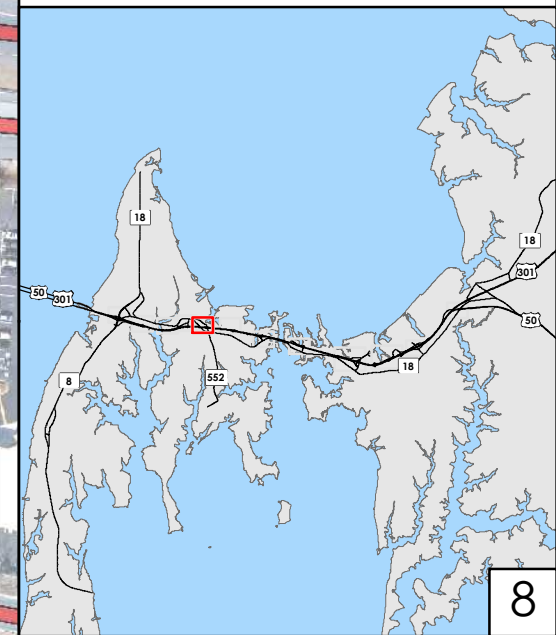


1 inch = 200 feet



Legend

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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY MARYLAND

MAP 6

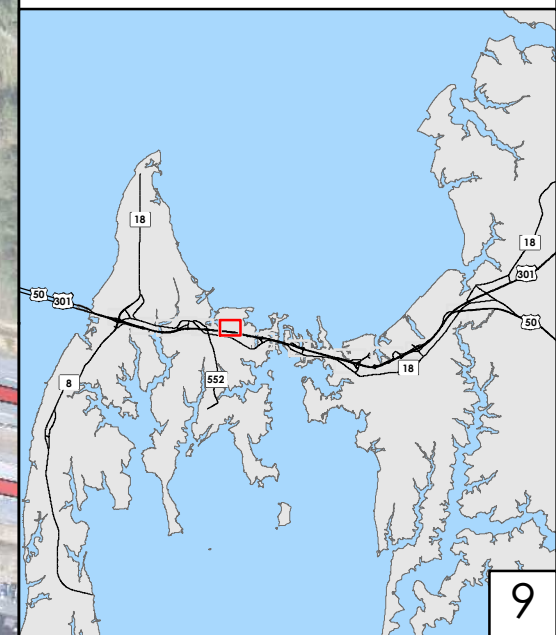


1 inch = 200 feet



Legend

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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND
MAP 7

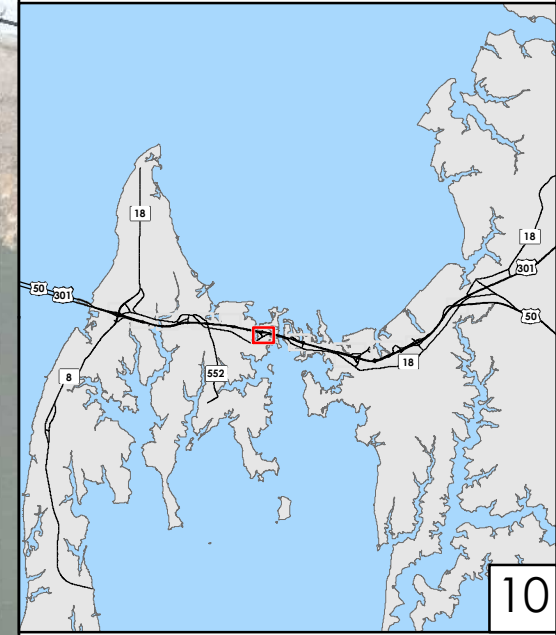


1 inch = 200 feet



Legend

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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND
**MAP
8**

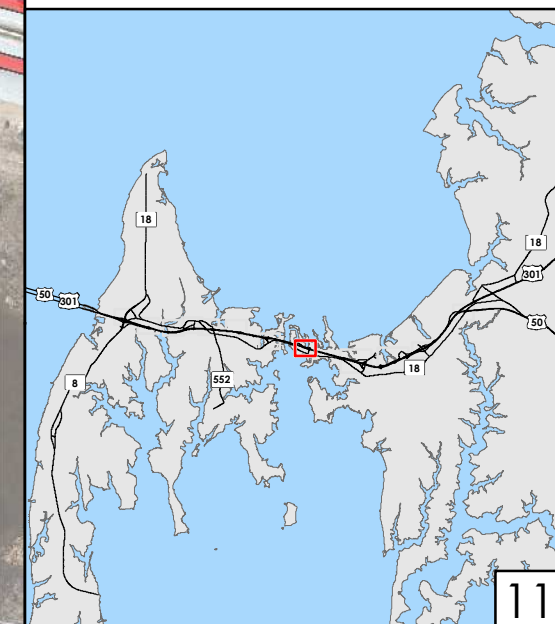


1 inch = 200 feet



Legend

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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND

MAP 9

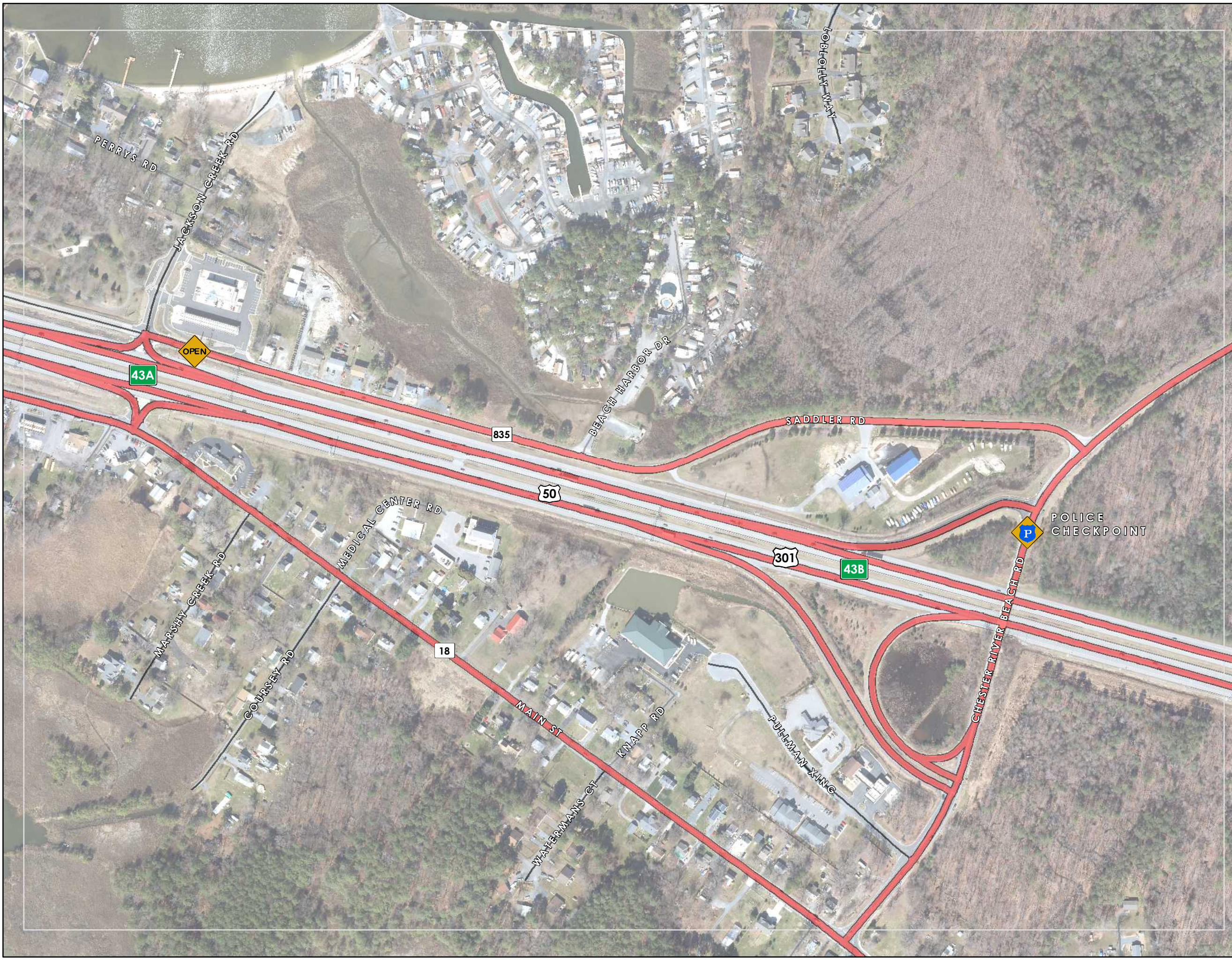
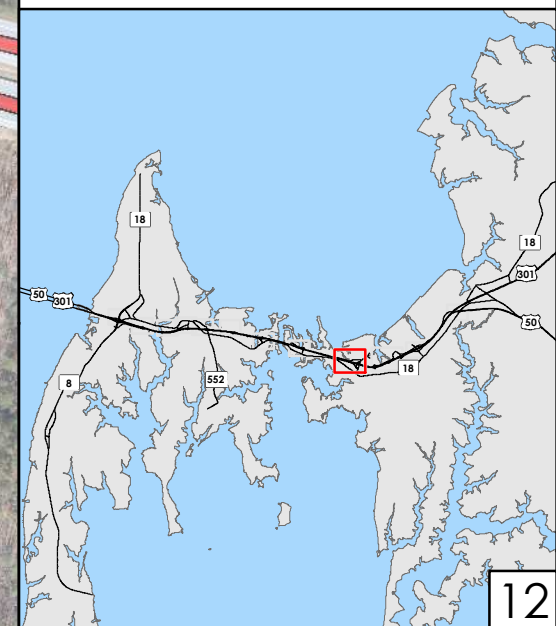


1 inch = 300 feet



Legend

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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND
MAP 10

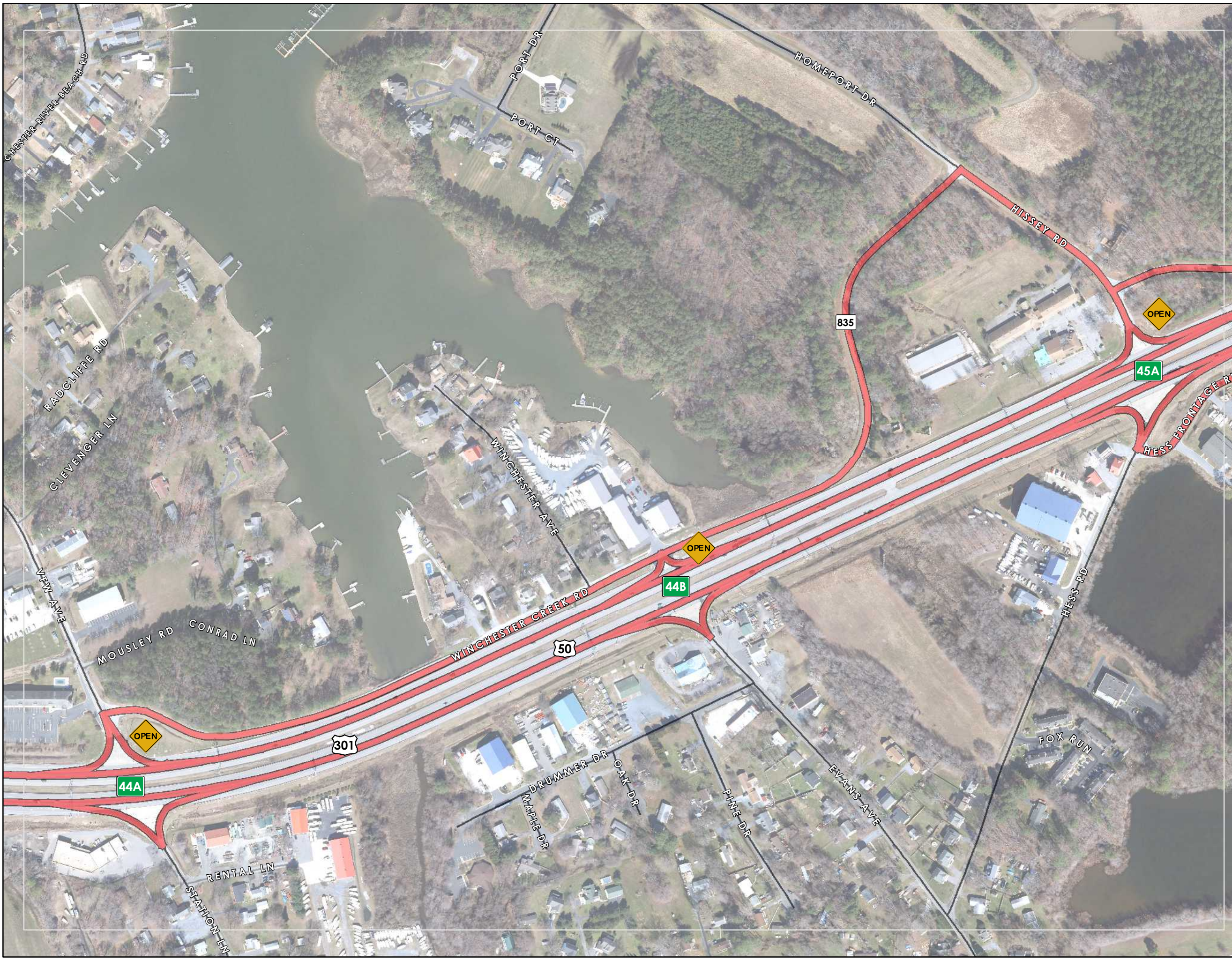
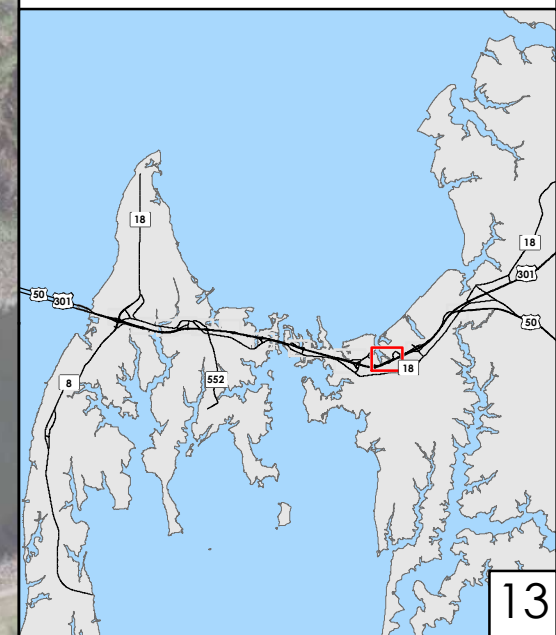


1 inch = 300 feet



Legend

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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND
**MAP
11**



1 inch = 200 feet



Legend

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PROPOSED BEACH TO BRIDGE TRAFFIC PLAN

QUEEN ANNE'S COUNTY
MARYLAND
**MAP
12**

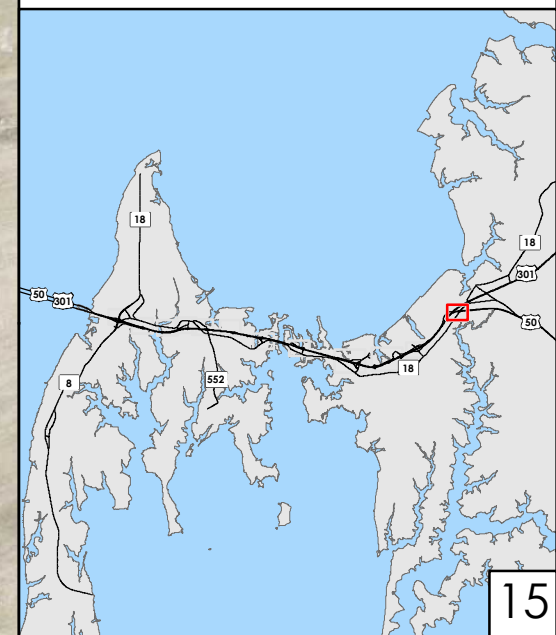
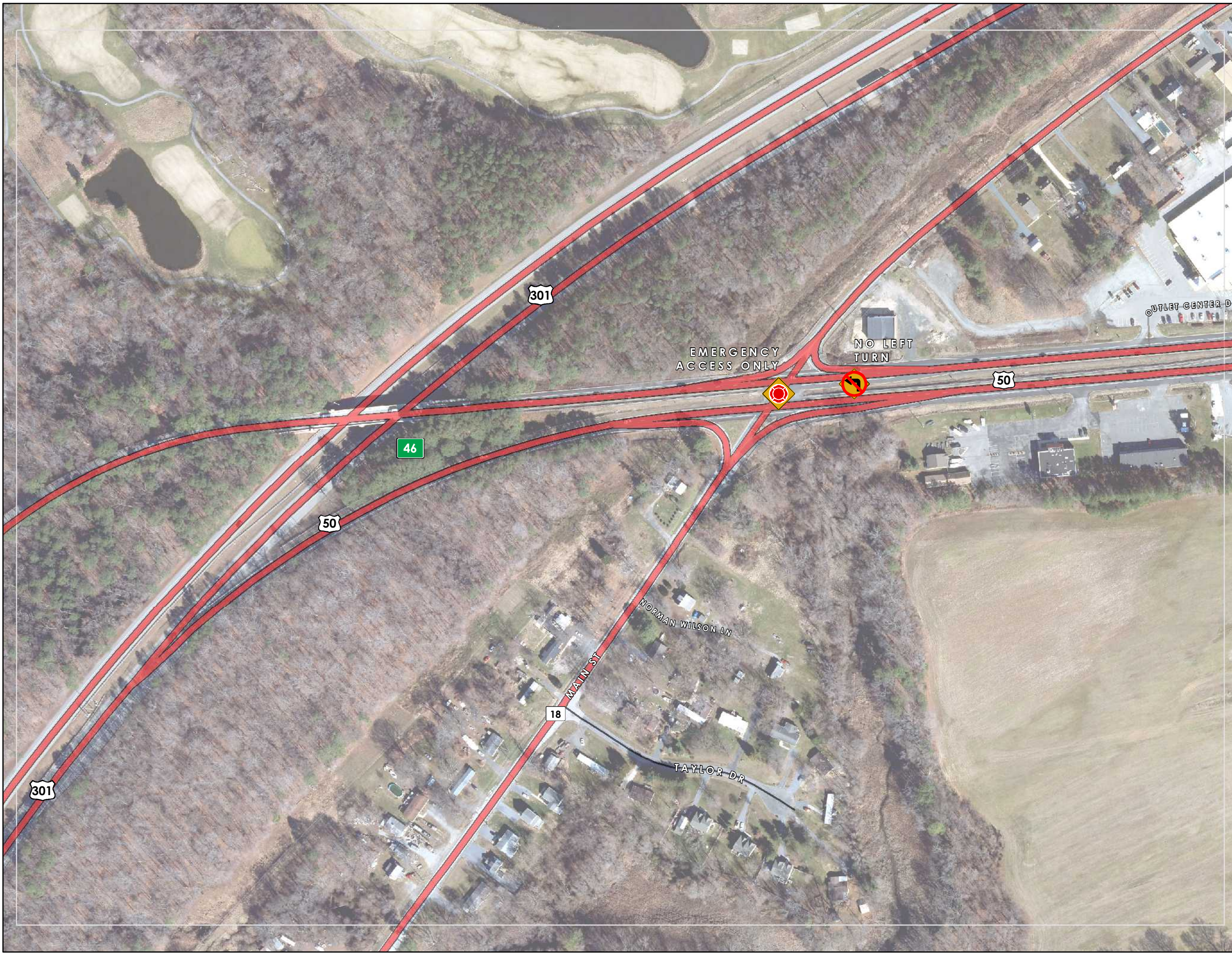


1 inch = 200 feet



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Queen Anne's County Traffic Counting Program - Traffic Volumes Traveling Westbound and Eastbound on Sundays in July

Row #	Counter Location	2018 July				
		Sunday July 1	Sunday July 8	Sunday July 15	Sunday July 22	Sunday July 29
1	Tracking Volumes Traveling Westbound from 301 & 50 split to Bay Bridge					
2	US 301 Southbound @ Del Rhodes	12,333	17,239	15,363	14,326	14,169
3	US 50 Westbound @ Carmichael	34,885	40,153	39,047	32,743	38,530
4	Combined traffic entering the split westbound	47,218	57,392	54,410	47,069	52,699
5	US 50 Westbound, just west of Bay Bridge	51,879	61,093	57,941	48,818	56,717
6	Difference in volume entering the split westbound and volume crossing the Bay Bridge	4,661	3,701	3,531	1,749	4,018
7	Percent of traffic volume change (increase) from split to Bay Bridge	9.87%	6.45%	6.49%	3.72%	7.62%
8	Tracking Traffic Volumes Eastbound from Bay Bridge to 50/301 split					
9	US 50 Eastbound, just east of Bay Bridge	39,551	34,967	37,994	32,604	37,145
10	US 301 Northbound @ Del Rhodes	10,902	10,169	11,070	10,131	11,135
11	US 50 Eastbound @ Carmichael	26,292	21,980	24,310	20,451	23,740
12	Combined traffic that is leaving split passing the counters on 50 & 301	37,194	32,149	35,380	30,582	34,875
13	Difference in traffic volume crossing the Bay Bridge eastbound and leaving the split eastbound	-2,357	-2,818	-2,614	-2,022	-2,270
14	Percent in traffic volume change (decrease) from Bay Bridge to split	-5.96%	-8.06%	-6.88%	-6.20%	-6.11%

Note: Volumes shown are 24 hour counts