

## **CHAPTER 7 - TRANSPORTATION PLAN**

### **INTRODUCTION**

Each incremental addition or improvement to the Town's overall transportation system should be seen as serving a vital role in protecting the health, safety, and welfare of the community. An effective program for enhancing mobility choices is important to maintaining quality of life for residents and visitors as well as promoting a strong local economy. This element of the Comprehensive Plan addresses the elements of Town services and infrastructure that serve the transportation needs of the community.

### **GOAL**

- Insure the mobility needs of the community are met.

### **OBJECTIVES**

- Maintain a functional road and street system for the safe, convenient, and efficient movement of people, goods, and services.
- Provide a balance of transportation facilities that meet the needs of Denton.
- Coordinate various modes of transportation so that they complement each other.
- Improve pedestrian and bicycle opportunities in the Town by insuring that pedestrian and bicycle facilities are an integral part of transportation project design.
- Coordinate local transportation planning with County, State, and Federal efforts to provide an efficient transportation system.
- Require that the lay-out of new street connections in undeveloped areas assures connectivity to the overall Town street system.
- Identify and address safety issues in the transportation system.
- Maintain the existing system to maximize the effective lifespan of transportation investments.
- Manage the existing system to maximize performance, including the use of new technologies.
- Expand transportation system capacity where necessary to support existing centers, planned growth areas, and increased demand for goods movement.

## FUNCTIONAL CLASSIFICATION OF ROADS AND STREETS

Based on the function (through traffic versus local traffic versus land access) and level of traffic most frequently carried, roads and streets can be classified as either arterials, collectors, or local access streets. The Federal highway functional classification system and the Town’s local functional classification system described below are shown on Map 7-4. The Town of Denton is designated as a rural area for purposes of the Federal Functional Classification system.

### State/County Roads System

#### MD Route 404 (approx. 3.3 miles within Denton)

MD Route 404, which by-passes around the northern and eastern portions of Denton, is classified by the State as an Other Principal Arterial. MD 404 is a four-lane highway that by-passes most of the Town to the north. MD 404 has at-grade intersections at River Road (MD 328), Business Route 404 (Gay and Franklin Streets), Legion Road, and Deep Shore Road. There is a grade separated interchange at MD 313 (Sixth Street). The Legion Road and Deep Shore Road intersections are signalized. MD 404 is a major east-west highway serving the Eastern Shore. It runs 24.61 miles from MD 662 in Wye Mills to the Delaware State line where it continues to Nassau, DE (near Rehoboth Beach). It provides the most direct vehicular route from major metropolitan areas to the west (Northern Virginia, Washington, D.C., Baltimore, and Annapolis) via US Route 50 to the Delaware coastal resort towns. Peak use occurs during summer weekends when beach traffic is most intense and the road has a high accident rate. The State Highway Administration Highway Needs Inventory anticipates MD 404 becoming a four-lane highway from US 50 to the Delaware State line.

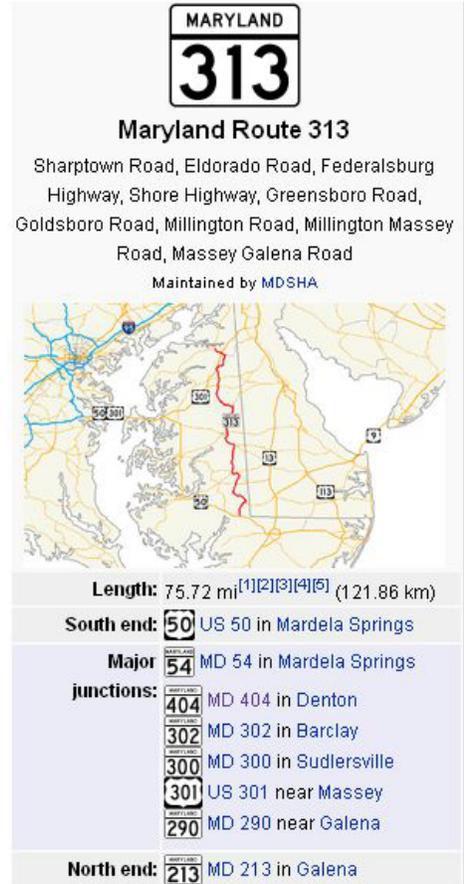


Map 7-1

MD 404 Business starts and ends at two intersections with MD 404 and is classified as a Rural Major Collector, along with MD 619 and Sixth Street. Components of MD 404 Business are Franklin Street (dual undivided lane west from Market Street intersection) and Gay Street (dual undivided lane east from Market Street intersection).

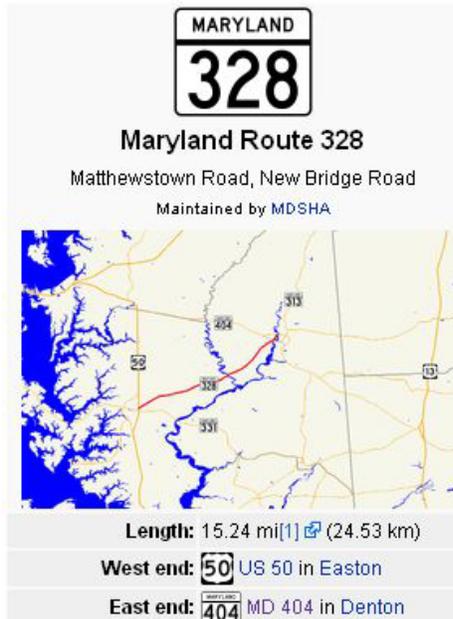
MD Route 313 (approx. 3.5 miles within Denton)

MD 313 is classified as an undivided Rural Minor Arterial. This north-south highway traverses directly through the Town of Denton where it becomes MD 619 (6<sup>th</sup> Street, also classified as an undivided Urban Major Collector), connecting Denton to Federalsburg to the south and Greensboro and Goldsboro to the north. State Routes 404, 328, and 313 afford access from Denton to other primary highways serving the region including US Routes 50, 301 and 13.



**Map 7-2**

MD Route 328 (approx. 1.70 miles alongside Denton)



**Map 7-3**

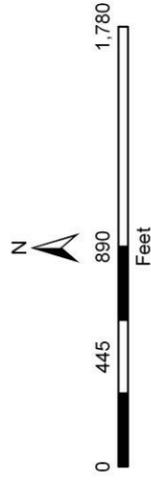
MD Route 328 is classified by the State as an undivided Rural Minor Arterial. It runs north-south along the westernmost Town border.

Denton is also served by several collector roads which connect the Town to other areas of the County and points beyond. Camp and Foy Roads, and Market Street (Town Major Collectors), Hobbs, Garland, and Legion Roads (Town and County Major Collectors depending on segment) provide access to points east of Denton.

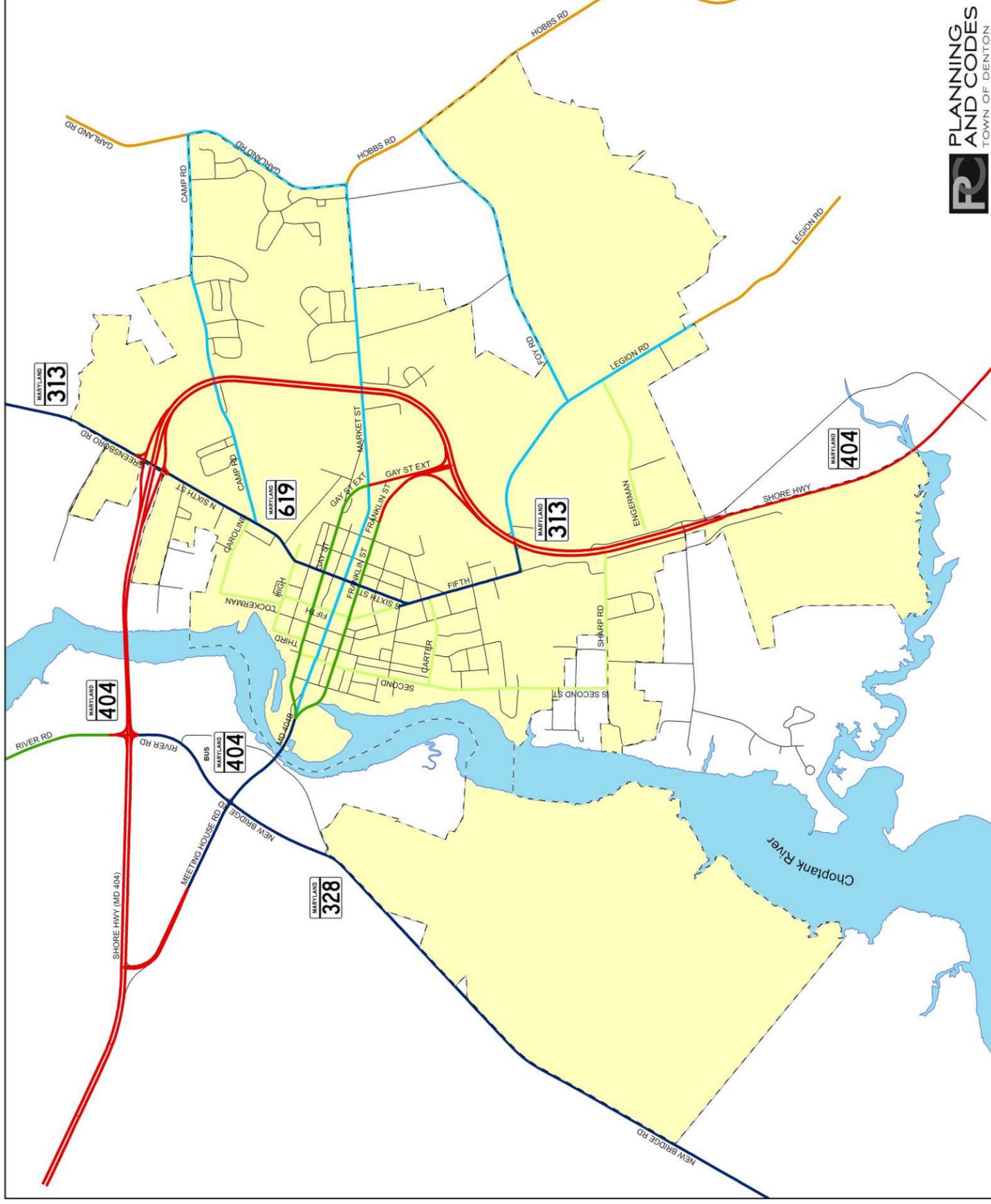
MD 619 (Sixth Street) is classified as an undivided Urban Major Collection (approximately 1.1 miles).

# Comprehensive Plan 2010 Denton, Maryland

## Road Classifications

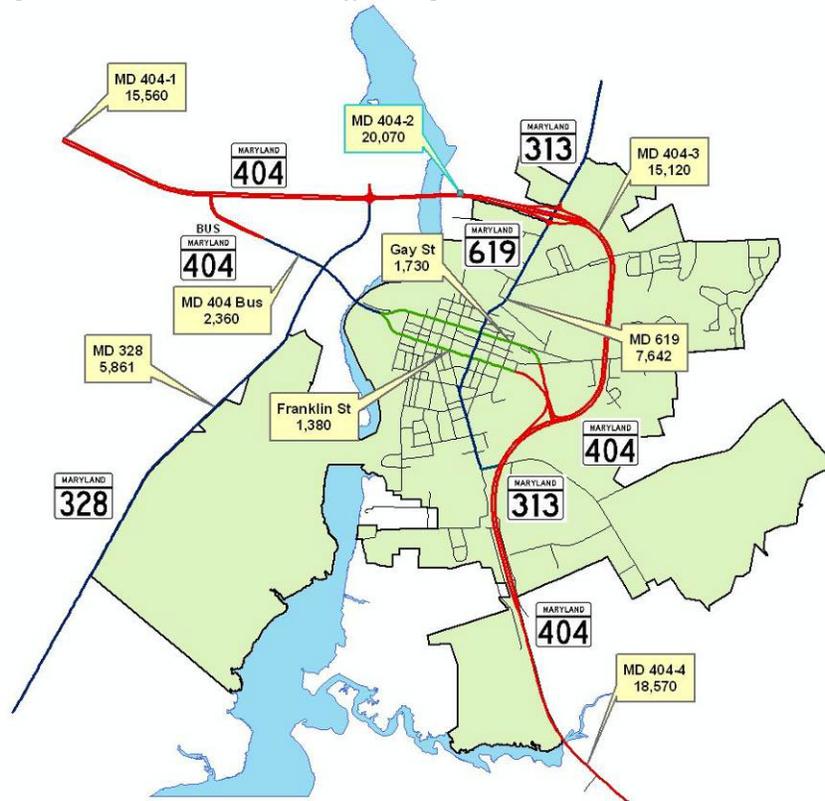


- State Other Principal Arterial
- State Rural Minor Arterial
- State Rural Major Collector
- Town Major Collector
- County Major Collector
- Town Minor Collector
- Town Local Access Streets
- - - Corporate Boundary



Map 7-5 illustrates the State Highway Administration’s 2008 Annual Average Daily Traffic Volume totals for State highways in the vicinity of Denton.

**Map 7-5: 2008 Annual Average Daily Traffic Volume - Denton Vicinity**



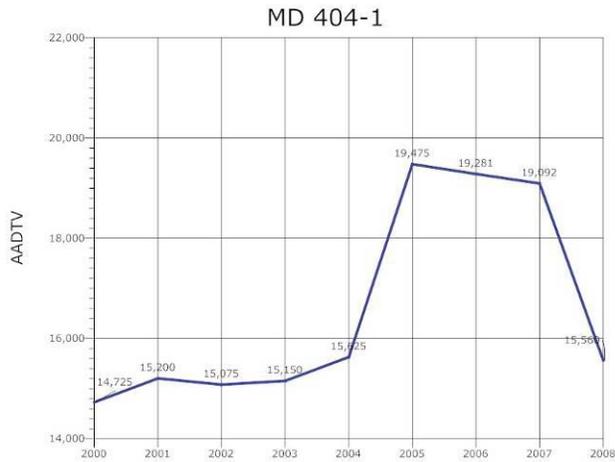
Source: State Highway Administration

**Table 7-1: Annual Average Daily Traffic Volume – 2000 through 2008**

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	% Chg.
MD 404-1	14,725	15,200	15,075	15,150	15,625	19,475	19,281	19,092	15,560	5.7%
MD 404-2	11,075	11,450	17,175	17,250	17,825	18,275	18,091	17,912	20,070	81.2%
MD 404-3	13,425	13,800	13,475	13,550	14,025	14,675	14,531	14,392	15,120	12.6%
MD 404-4	14,225	14,700	15,275	15,350	15,825	16,275	16,111	15,952	18,570	30.5%
MD 404-B	3,625	3,700	3,800	3,475	2,575	2,775	2,751	2,722	2,360	-34.9%
Franklin Street	na	na	na	na	3,650	1,575	1,561	1,552	1,380	-62.2%
Gay Street	na	na	na	na	1,875	2,275	2,251	2,232	1,730	-7.7%
MD 619 (Sixth)	6,675	6,950	7,225	7,375	7,650	8,025	8,120	8,041	7,642	14.5%
MD 313	10,375	10,750	11,225	11,475	11,850	12,325	12,750	12,621	11,992	15.6%
MD 328	5,725	5,875	6,150	6,225	6,375	6,650	6,582	6,170	5,861	2.4%

Source: State Highway Administration

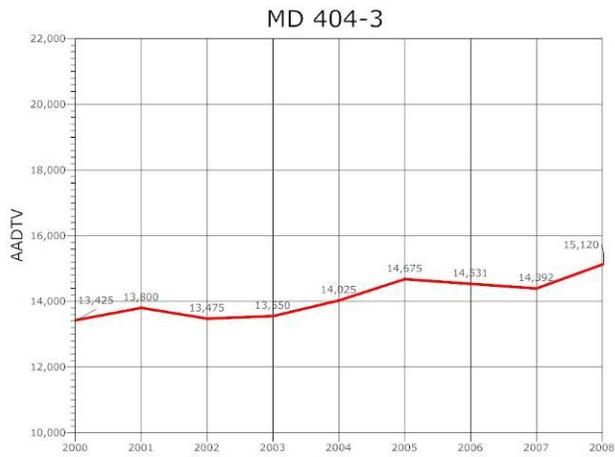
The SHA Annual Average Daily Traffic Volume data for each of the above routes from 2000 to 2008 is depicted on the following pages (Charts 7-1 through 7-12).



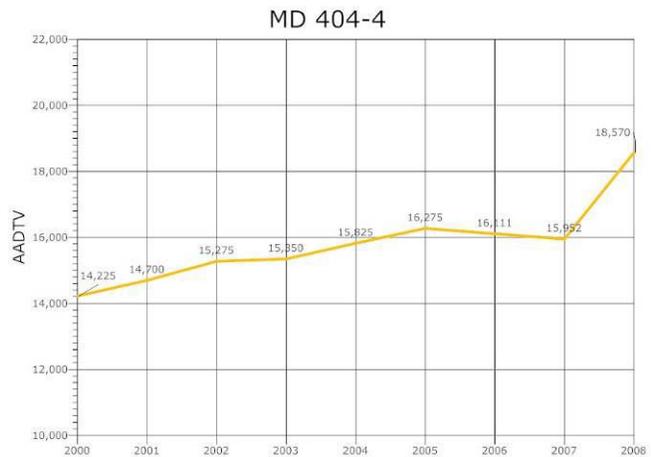
**Chart 7-1**



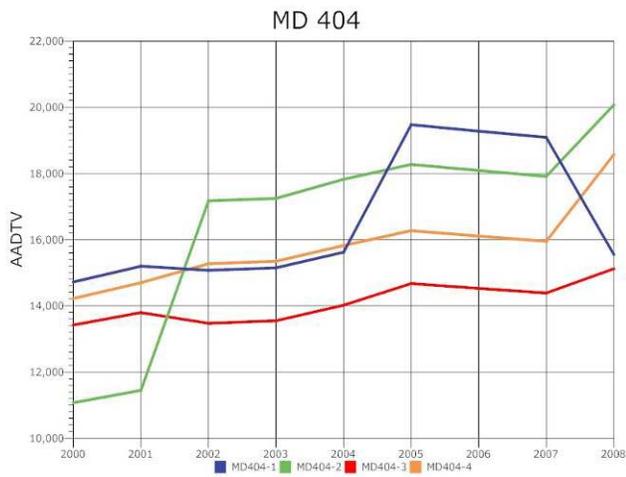
**Chart 7-2**



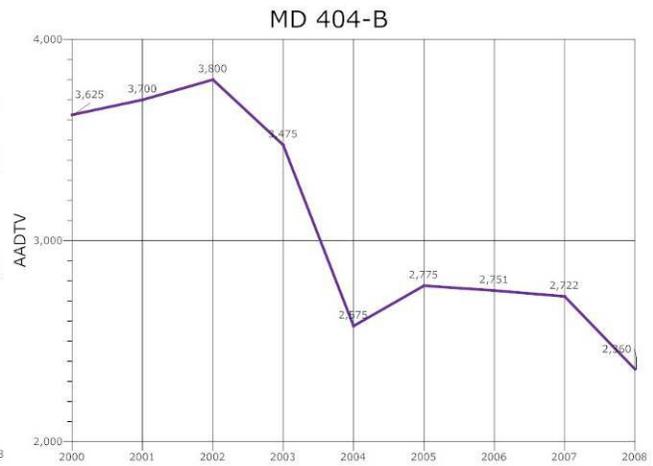
**Chart 7-3**



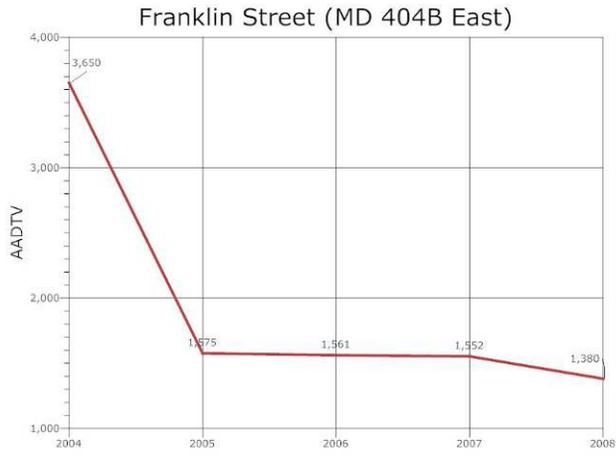
**Chart 7-4**



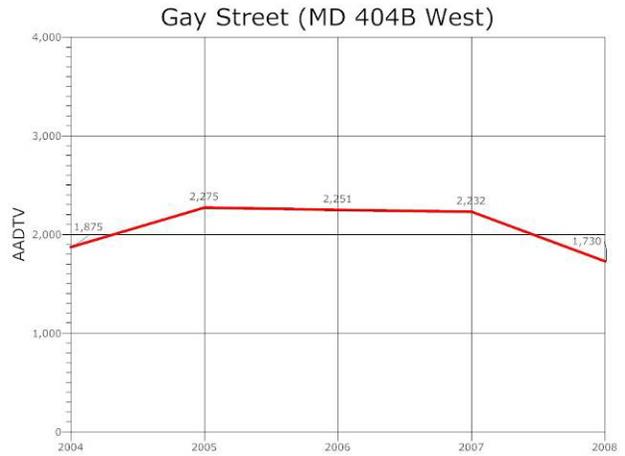
**Chart 7-5**



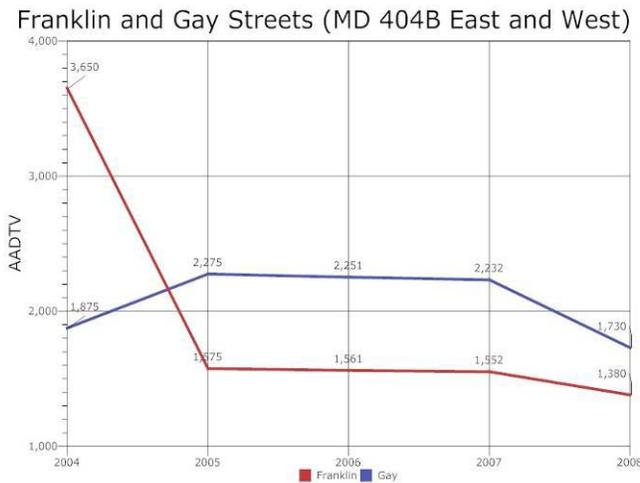
**Chart 7-6**



**Chart 7-7**



**Chart 7-8**



**Chart 7-9**



**Chart 7-10**



**Chart 7-11**



**Chart 7-12**

Below are some traffic volume observations during the last eight years:

- Volume on MD 404 has generally increased
  - Volume at point 2 (Choptank Bridge) increased significantly
  - Volume at points 1, 3 & 4 have increased to a lesser extent
- Volume on MD 404 Business has declined over the last five years
  - Volume on Franklin Street (eastbound MD 404B) has declined significantly
  - Volume on Gay Street (westbound MD 404B) has remained somewhat static
- Volume on MD 313 and MD 619 has increased steadily except for the last two years where it has declined slightly
- Volume on MD 328 has remained generally steady

At this time, no conclusions are drawn regarding these trends.

### **Town Roads System**

For its purposes, the Town has classified its streets as Town Major Collectors, Town Minor Collectors and Local Access Streets (Map 7-4). Major Collector routes include Market Street, Legion Road, Foy Road, Hobbs Road, Camp Road, and Garland Road. Minor Collector routes include Caroline Street, Lockerman Street, Second Street, Fifth Street, High Street and portions of Third Street, Sharp Road, Carter Avenue, and Engerman Avenue.

As currently undeveloped areas of the Town are urbanized, it is important that new and extended collector streets be planned and built to service new local streets within the development.

### **Transit**

Public transit service in Caroline County is provided through Maryland Upper Shore Transit (MUST), a collaborative fixed route service that operates in Caroline, Kent, and Talbot Counties as USTAR (Upper Shore Take-A-Ride), in Dorchester County as DCT (Delmarva Community Transit), and Queen Anne's County as County Ride.

MUST provides for the transportation needs of the elderly and disabled persons of the service area, as well as the general public, with regular routes to major shopping centers, medical offices and employment areas within the five-county area (Map 7-6). The program also provides for the transportation needs of Medical Assistance clients, and coordinates services with other social service agencies. Special services are available for persons who are unable to use regional fixed routes. Fares for Senior Citizens and Disabled Persons are \$1.00 per day, and include free transfer to complete a one-way trip within the MUST system. Fares for the General Public are \$2.00 per day, and include free transfer to complete a one-way trip within the MUST system.

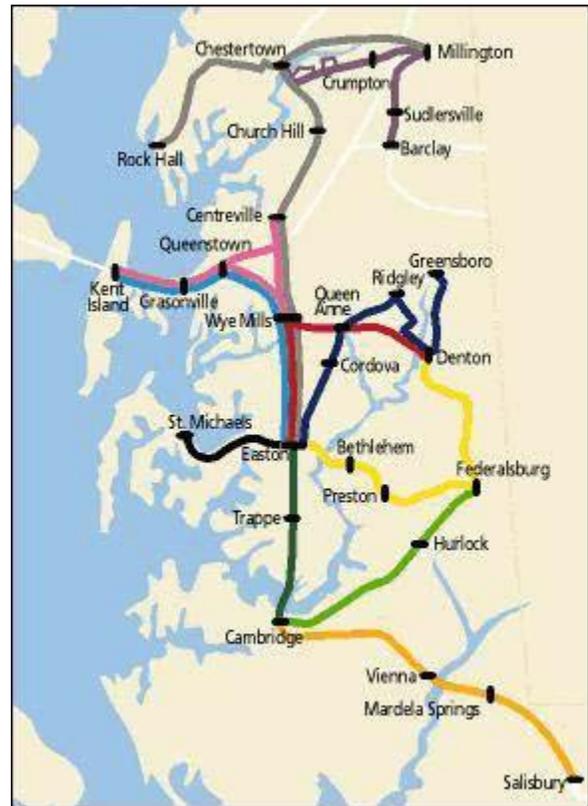
Map 7-6, next page, shows MUST system routes. The Red Route serves Denton, Queen Anne, Chesapeake College, and Easton. The Yellow Route serves Denton, Federalsburg, Preston, Bethlehem, and Easton. The Blue Route serves Denton, Greensboro, Ridgely, Queen Anne,

Cordova, and Easton. Transfers connect to other routes which enable transit to other major stops in Dorchester, Talbot, Queen Anne’s, and Kent Counties.

MUST is in the planning stages to provide transfers which enable transit to the Western Shore.

**Level of Service**

Level of service is a measure of a roadway or an intersection's volume versus capacity ratio. As the volume of traffic on any given roadway or at an intersection increases to approach the design capacity for traffic during peak traffic periods, level of service decreases. Table 7-2 describes the condition of traffic for various levels of service.



**Table 7-2: Level of Service**

**Map 7-6**

Level of Service	Condition of Flow	Condition of Intersection	Volume to Capacity Ratio
A	Free Movement, Smooth Flow	Open	0.3
B	Occasional Restriction of Movement	Infrequent Backups	0.5
C	Movement Steady, Somewhat Restricted	Occasional Backups	0.8
D	Periodic Congestion, Movement Restricted	Frequent Backups	0.9
E	Frequent Congestion, Movement Very Restricted	Maximum Traffic Moves with the Cycle	1.0
F	Maximum Congestion, Very Slow, Very Restricted	Jammed Traffic occasionally Fails to Move on Signal Cycle	1.0+

In small urban centers such as Denton B, C, or D Levels of Service are normal, with Levels of Service A, B, or C preferred. Level of Service D is acceptable if confined to only brief periods during the peak hour of traffic. In no case should proposed new development be allowed to impact traffic flows on adjacent streets which would result in level of service of E or F.

The Planning Commission may require the applicants for development approvals to submit a Traffic Study for any project which they feel might negatively impact level of service on Town streets. Traffic studies cover all of the basic traffic issues, including the traffic characteristics and level of service of existing streets affected by the proposed project; trip generation rates for the proposed land uses; the impacts of traffic from the proposed use on the operation of existing streets; effects of any planned roadway alterations including added turn lanes, signalization, and improvements to the intersections and medians; and information about highway and intersection design capacities.

## **TRANSPORATION PLAN**

### **Roads and Streets Policies**

The following policies will apply to the construction of any new roads and streets within Denton:

1. All new streets will conform to the Town's functional classification of street types (Map 7-4).
2. The general layout of all new streets shall meet all safety and access requirements for fire, police, and emergency services.
3. Flow of arterial street traffic should not be significantly impeded. Local street intersections should be spaced to minimize interruptions of arterial traffic flow.
4. Site accesses and driveways should be minimized along arterial streets. Controlled and shared access is encouraged.
5. New streets should provide appropriate connection to streets in adjacent subdivisions or neighborhoods.
6. Vehicular movement at design speed must be assured. All streets must have proper widths of right-of-ways, curb-to-curb width, and radius of curvature of horizontal and vertical curves for required level of service.
7. All streets shall be designed and built in accordance with standards set forth in the Town Subdivision Regulations. Residential street standards for width of street and width of right-of-way may be reduced to fit the scale of the neighborhood.
8. Private streets shall be discouraged.
9. Cul-de-sacs shall be discouraged.

10. Proposed new development will be required to be served by access streets adequate to accommodate the vehicular traffic projected to be generated by the development. Developers will be required to pay for the construction of all new streets in accordance with Town standards and may be required to pay for improvements to existing off-site streets impacted by the development.
11. Curbs, gutters, and sidewalks shall be provided in accordance with Town standards and specifications. Sidewalks shall address the needs of the handicapped.
12. The Planning Commission will determine where sidewalks, curbs, and gutters are necessary and appropriate based on the pedestrian circulation recommendations in this plan element.
13. Street lights and fire hydrants as per Town specifications shall be provided on all future Town Streets.
14. Traffic studies may be required, at the discretion of the Planning Commission.

## **Planned Improvements**

### **State Improvements**

The Maryland Department of Transportation's Consolidated Transportation Program (CTP) identifies transportation projects throughout the State. Projects are identified by the State in consultation with the County for funding in a five year period. The State also prepares a long range Highway Needs Inventory (HNI) which identifies transportation projects by County jurisdiction. The CTP is updated annually by the Maryland Department of Transportation and reflects funded projects.

### **Consolidated Transportation Program (CTP)**

The Maryland Draft Department of Transportation's Consolidated Transportation Program for the period Fiscal Year 2010 – 2015 contains the projects affecting the Denton area described below:

- MD 404 Shore Highway: Upgrade existing MD 404 to a 4-lane divided highway from 1500' west of Tuckahoe Road to 2000' east of MD 480 (Phase 1A). Shoulders will accommodate bicycles and pedestrians (1.07 miles). It is proposed to eliminate traffic congestion cause by high seasonal peaks associated with summer resort traffic and improve safety and service. Construction is underway.
- MD 404 Shore Highway: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians. This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort

traffic and to improve safety and service. Partial Engineering is underway. An additional \$23.5 million is needed to complete Engineering.

- MD 328, New Bridge Road: Replace Bridge 5012 over Tuckahoe Creek. New bridge is to be built on parallel alignment. Shoulders will accommodate bicycles and pedestrians. This bridge is structurally deficient and functionally obsolete. Engineering and rights-of way acquisition are underway. Construction is scheduled to begin during Fiscal Year 2011.

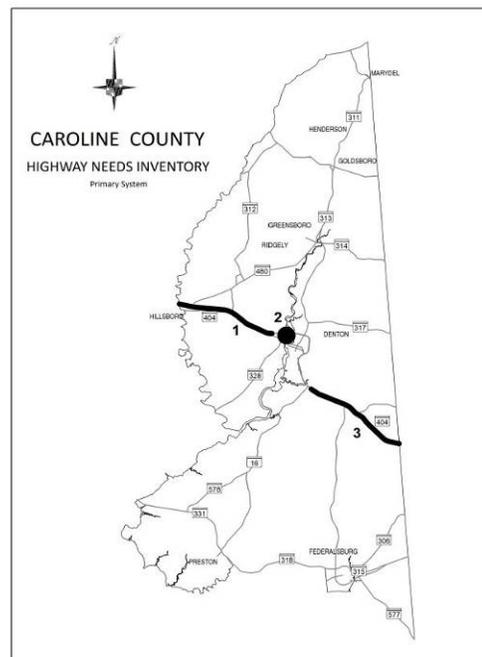
### State Highway Needs Inventory

The Highway Needs Inventory (HNI) is a listing of projects developed by the Maryland Department of Transportation (MDOT) to address transportation needs throughout the state over the long term (20 years). Funding for the majority of projects on this list has not been identified by the State. Typically, projects on this list are eligible for inclusion as part of the Consolidated Transportation Program. The Highway Needs Inventory is also updated by MDOT every three years. The current HNI includes the following projects in the Denton area:

The latest Highway Needs Inventory is SHA's long range planning document. In addition to the MD 404 projects listed in the draft Fiscal Year 2010-2015 CTP, it includes a four lane divided highway with access controls on MD 404 from east of MD 16 South to the Delaware State Line, an interchange on MD 404 at MD 328 (River Road), a multi-lane reconstruction of MD 313 (Greensboro Road) from MD 404 to MD 317 (Burrsville Road), and a two lane urban reconstruction of MD 619 (Sixth Street) from MD 404 Business westbound (Gay Street) to Camp Road. Inclusion of a project in the HNI is recognition of future need, but does not represent a funding commitment. There is no timeframe implied for implementing projects included in the HNI.

#### Primary System (Map 7-7 to the right):

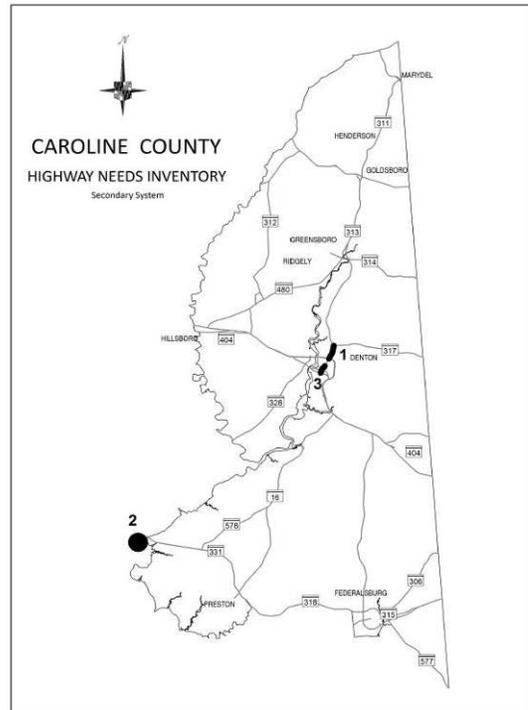
1. MD 404 Shore Highway - Queen Anne's County line to Denton Bypass 5.5 miles. Divided highway reconstruct with access control improvements.
2. MD 404 at MD 328 (River Road). An interchange construct.
3. MD 404 Shore Highway - Sennett Road to Delaware State line 6.1 miles. Divided highway reconstruct with access control improvements.



Map 7-7

Secondary System (Map 7-8 to the right):

1. MD 313 (Greensboro Road) from MD 404 to MD 317 (Burrsville Road). Multi-lane reconstruction of MD 313.
2. MD 619 Sixth Street - MD 404 Bus WB to Camp Road 0.5 miles 2 lane urban reconstruct.



**Map 7-8**

**Programmed Town Transportation Capital Projects:**

Short-range funded projects (Map 7-9) planned, funded, and soon to be implemented:

- Fifth Street Improvements – resurfacing and streetscape improvements including sidewalks and bicycle lane. Funding secured through USDA loan/grant and American Recovery and Reinvestment Act of 2009 (ARRA) through SHA. Groundbreaking in the spring of 2010.
- North Denton Phase II – Caroline Street. Should begin and finish in the spring of 2010.

Unfunded short and long-range projects (Map 7-9):

The scheduling and completion of these improvements is subject to phasing-based bid costs and annual capital budgets including state-provided funding.

- Various pavement management programs throughout Town as planned yearly.
- Various intersection enhancements throughout the Town are planned yearly.

Privately funded projects associated with commercial and residential development activity (Map 7-9):

- Legion Road widening from MD 404 to Foy Road to four median divided lanes from two will be funded by commercial property development on both sides of this corridor.

### **Highway Plan**

The Highway Plan (Map 7-9) designates future recommended street improvements and new alignments to improve traffic circulation in the Town. These projects anticipate the build-out of the Denton growth area (Map 4-1). It is anticipated that the required rights-of-way for new alignments can be acquired through dedication at the time of subdivision or through utilization of pre-platted mapped streets. Proposed improvements and new alignments include:

### **Denton Parkway**

The proposed Denton Parkway will serve as a major collector street in the Town System, providing both vehicular, bike, and pedestrian access to and providing secondary access from the Town's regional shopping district and several future projects along the route to Sixth Street northern part of MD 619 and the MD 404 / MD 313 interchange. This will in turn give local traffic an alternative means of reaching the downtown business district and MD 404. The proposed Denton Parkway East includes the following segments:

- Reconstruction of Legion Road to a 4-lane divided street with median and sidewalks from MD 404 to the intersection with the proposed Commerce Drive extension to MD 404 and Gay Street.
- Reconstruction of Legion Road to a 2-lane median divided street extending from Commerce Drive to the intersection with Foy Road.
- Reconstruction of Foy Road to a 2-lane median divided street from Legion Road to the Garland Road intersection.
- Reconstruction of Garland Road to a 2-lane median divided street north from Foy Road to the Camp Road intersection.
- Reconstruction of Camp Road to a 2-lane median divided street from the Garland Road intersection Sixth Street (MD 619).

### **Collector Routes**

Two planned new road segments are intended to improve mobility by creating a more fine-grained collector system within the proposed Town growth area. They include:

- Legion Road to Foy Road Connector
- MD 404 north / south service road extension from Legion Road to existing service road

Anticipated increases in traffic volumes along Legion Road make it imperative that the Town take steps to insure adequate access to regional commercial uses located in this area. The Highway Plan includes one project intended to address changing conditions.

- Commerce Drive to Gay Street Connection

This project includes a new street (Commerce Drive) that extends north from Legion Road to MD 404, a new signalized intersection at MD 404 and connection to Gay Street north of MD 404. This project will reduce traffic volumes at the intersection of Legion Road and MD 404 and improve access to regional shopping. The juncture of Commerce Drive and Legion Road will be a four-way signalized intersection that includes a commercial service road that provides access to Denton Plaza (shopping center located at the intersection of MD 404 and Legion Road). These improvements include sidewalks on both sides of Legion Road. At this time, SHA is not in favor of another signalized intersection impeding shore traffic and prefers an overpass with access ramps. Nonetheless, a connection from Commerce Drive to Gay Street remains a high Town priority.

### **Key Intersections**

In addition to the new street segments discussed above, improvements will likely be required at key intersections. Of special importance, considering the impact seasonal traffic on MD 404 has on local mobility, are the Gay Street/Commerce Drive/MD 404 intersection improvements. For this reason, the State and the Town should coordinate planning efforts. For its part, the State should consider the Denton Parkway concept in terms of how it supports development of the Town's commercial and residential growth in light of projected development projections and trends.

### **Pedestrian Systems Plan**

The following policies will apply to pedestrian systems within the Town of Denton:

- Streets, large and small, should accommodate motorists, pedestrians, and bicyclists in safety and comfort.
- The Town will plan for the needs of non-motorized travel in the community.
- To reduce dependence on the automobile, pedestrian trails should link the neighborhoods with key destinations such as schools, parks, commercial areas, and centers of employment.

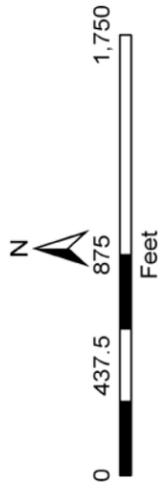
The pedestrian systems shown on Map 7-10 represent an ambitious, long range plan for providing a pedestrian trail system throughout the Town. The planned pedestrian system includes sidewalk extensions, pedestrian trails that can accommodate walkers and bicyclists as well as a recreation greenway trail system.

The central part of the community is served by sidewalks. The Town requires sidewalks in new developments and where appropriate, offsite sidewalk improvements are required to connect new systems to the existing system. New sidewalks have been added as part of the Seventh and Eighth Street upgrade projects. Improvements to Market Street sidewalks were made in the summer of 2007 as part of the Market Street Plan recommendations to improve pedestrian and automobile movement. Further enhancements to curbs and sidewalks in the downtown are also recommended in the Plan. Sidewalks also will need to be extended or added on Fifth Street,

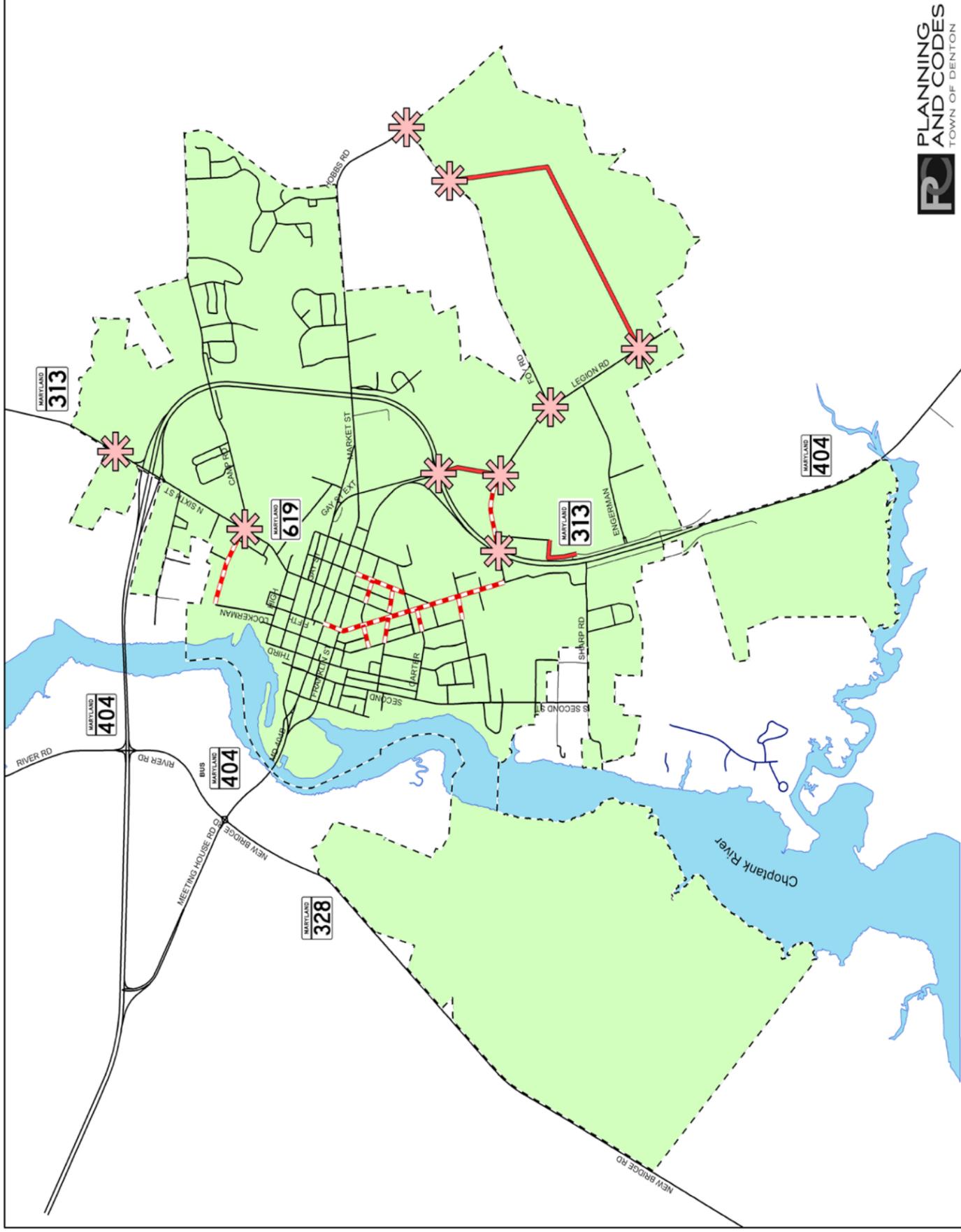
along Camp Road, Market Street (east of MD 404), and Gay Street (at the proposed Gay Street / MD 404 intersection). Pedestrian trails (hiker/biker trails or sidewalks) are proposed as part of the Denton Parkway system to provide a route whereby pedestrians and bicyclists can reach the MD 404 underpass at MD 313. The pedestrian trail component also will provide access to shopping areas located at MD 404 and Legion Road. The pedestrian trail system makes full use of the abandoned railroad right-of-way as a means of providing pedestrian access between the West Denton growth area and the downtown business district.

# Comprehensive Plan 2010 Denton, Maryland

## Roadway Plan



-  Intersection Reconstruction
-  Roadway Reconstruction
-  Planned Connector
-  Denton Streets & Highways
-  Corporate Boundary



Following the Market Street Plan, the Town has provided better access to the river and made improvements to Crouse Park in order to increase recreational opportunities while promoting alternative modes of transportation. This Plan recommends establishment of a greenway along the abandoned rail line. These recommendations build on the existing pedestrian (sidewalk) system but should be expanded to provide for pedestrian connections between the CBD, the waterfront, and activity centers of interest to local residents (e.g., schools and neighborhood parks) and activity centers of interest to visitors (Martinak Park, the Choptank River as well as local historical sites).

Map 7-10 includes proposed greenways along the Choptank River in the western part of Town, along Watts Creek in the southern part of Town, and a pedestrian trail along the abandoned railroad right-of-way. Particularly in the case of the proposed rail trail, there are opportunities for the Town to work with the County to establish a county-wide greenway program. The greenways should be a place to walk, jog, and bike, and a means for residents and visitors to move between neighborhoods, travel to school, and reach recreation areas.

An important factor will be connecting the Central Business District to the pedestrian trails and greenways. The sidewalk and path system along 2<sup>nd</sup> Street should be extended east to meet with a pedestrian trail along Deep Shore Road (to Martinak State Park). Similar measures should be taken to connect the elementary school to the greenway. Sidewalks should also be extended along 5<sup>th</sup> Avenue to Sharp Road to provide access to shopping and recreation areas.

The Town zoning ordinances and subdivision regulations should provide that the Planning Commission may require that when properties which include portions of a designated greenway are developed, the owner must provide a public easement, dedication-to-public-use, or a cross-use easement along the greenway or along any 100-foot perennial stream buffers that feed into designated greenways.

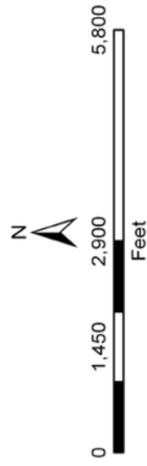
Bike riders also need to be encouraged with good bike routes, bike racks at destinations, and showers and lockers at work and school. To encourage people to walk; streets, homes and businesses need to be built in ways that make streets inviting. The network of pedestrian trails and greenways recommended in this Plan specifically for the use of pedestrians and bicyclists should be implemented. This way people will be able to travel safely throughout the Town and adjoining areas without relying on the automobile.

Existing roads, together with new bikeways, can serve as the system to provide for bicyclists' travel needs, including recreational biking and commuter biking. Planning for bicycles should be conducted in conjunction with planning for other transportation modes.

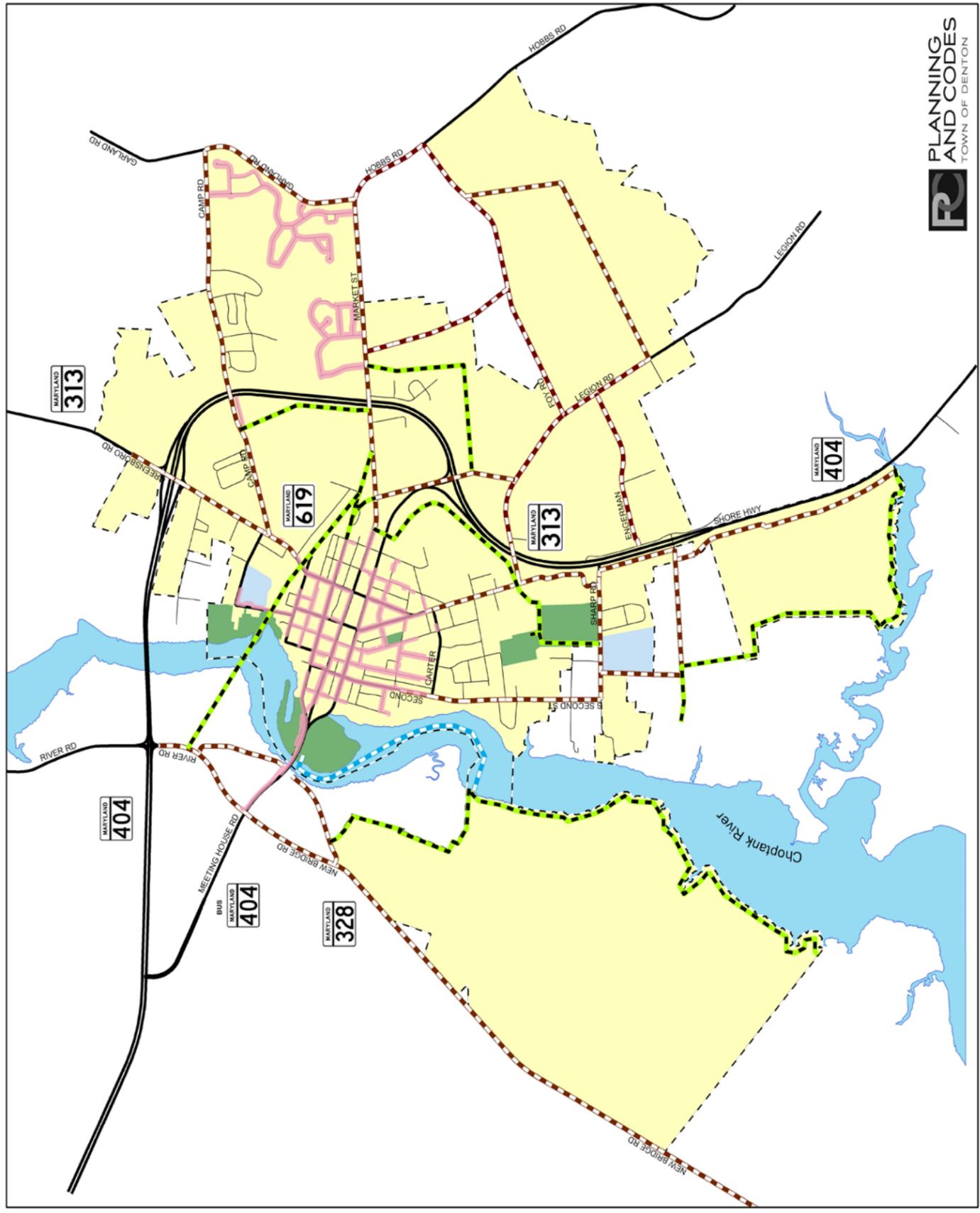
The Town has amended the zoning ordinances to require space be provided for parking of bicycles in non-residential developments and permits appropriate reduction in parking based on the availability of space for parking bicycles. Future widening plans for planned bicycle routes should include rights-of-way for bicycle lanes to provide for a paved lane of eight (minimum) to ten (desirable) feet in width separated by a minimum six foot shoulder wherever possible.

# Comprehensive Plan 2010 Denton, Maryland

## Trail System Plan



	Planned Pedestrian Trail
	Greenway
	Waterway
	Sidewalk (existing)
	Street
	School
	Park
	Corporate Boundary



## Maryland Scenic Byways® Program

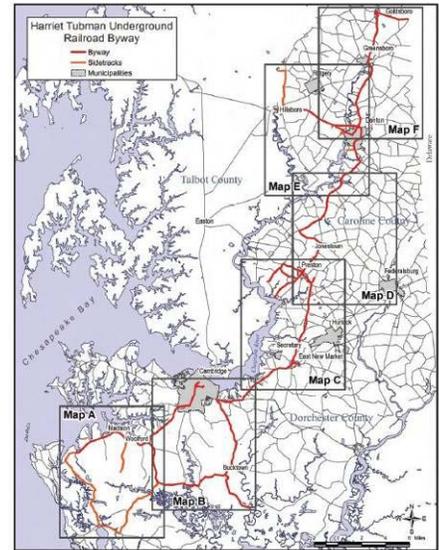
Maryland has designated 19 byways that encompass 2,487 miles of beautiful roads, which offer a taste of Maryland’s scenic beauty, history, and culture. America’s Byways® are a collection of routes recognized by the U.S. Secretary of Transportation as the most significant routes throughout the country, based on their scenery, culture, history, archaeology, and recreational opportunities.

The following is a citation from the “Maryland Byway’s” document for the Harriet Tubman Underground Railroad Byway which includes highways within Dorchester and Caroline Counties (Map 7-11 right).

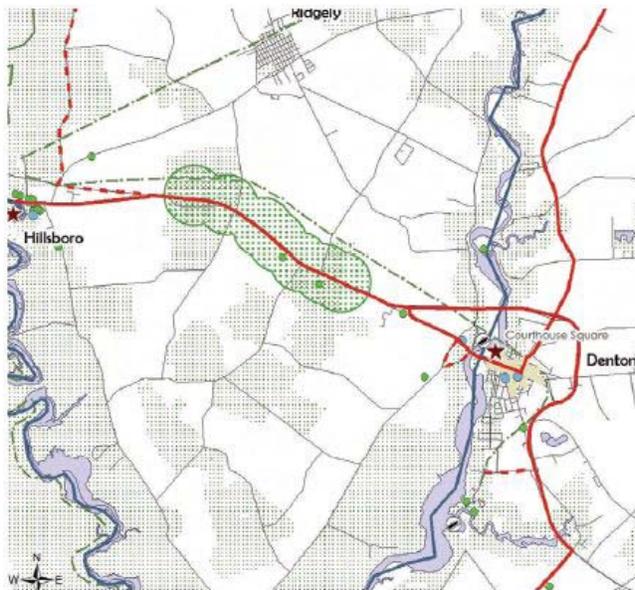
“Along a secret network of trails, waterways and sanctuaries known as the Underground Railroad, enslaved people fled north out of Southern states to escape bondage. For them, the Civil War couldn’t end quickly enough, and the thirst for freedom far outweighed the dangers involved with trudging across strange lands, trusting no one and yet often counting on the selfless kindness of strangers.

Maryland is a state rich with African-American heritage but was often torn during the 19th century by divided opinions concerning the institution of slavery. Here you can learn more about these freedom seekers.

This Eastern Shore byway follows a mostly northern path across a landscape that has changed little in the last century and a half. It allows you to better understand the stories of



Map 7-11



Map 7-12

the Underground Railroad, many of them as told by local anti-slavery activists who risked their own lives to aid their fellow Americans.”

The second leg of the byway travels through Caroline County and includes Denton (Map 7-12 left).