

CHAPTER 8 - TRANSPORTATION PLAN

Introduction

This element of the Comprehensive Plan addresses the requirements of § 3-105 of the Land Use Article that comprehensive plans include a transportation element. The element must propose the general location, character, and extent of channels, routes, and terminals for transportation facilities, address the circulation of individuals and goods, and provide for bicycle and pedestrian access and travel ways.

Improved transportation systems were central to the evolution of societies and economies from the dawn of civilization. They continue to serve a vital role in protecting the community's health, safety, and welfare. However, an effective program for enhancing mobility choices is needed as we enter an age of declining resources. While essential to maintaining the quality of life for residents and visitors and promoting a stable local economy, it must rest on the premise that each incremental addition or improvement to the Town's overall transportation system be viewed as a means of creating prosperity in the community in a sustainable manner, not an end unto itself.

Goal, Objectives, and Policies

Goal

Ensure 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 balanced transportation facilities that meet the needs of Denton.
- Coordinate various modes of transportation so that they complement each other.
- Improve pedestrian and bicycle opportunities by ensuring that pedestrian and bicycle facilities are integral to transportation project design.
- Coordinate local transportation planning with County, State, and Federal efforts to provide an efficient transportation system.
- Require that the layout 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.

- Expand transportation system capacity where necessary to support existing centers, planned growth areas, and increased demand for goods movement.
- Implement development standards and regulations that enable EV use.

Policies

- New developments will be designed to improve safety and traffic flow to the maximum extent reasonable.
- Vehicular, biking and pedestrian access to community facilities within the Town and significant activity centers will be encouraged.
- New development abutting existing neighborhoods will provide vehicular and pedestrian movement continuity by maximizing connectivity consistent with good site planning.
- Denton supports the development of charging infrastructure.

Functional Classification System

Federal and State departments of transportation classify highways based on their function, including the type of trips and the amount of traffic. In this hierarchical system, roads and streets are classified as arterial, collectors, or local access streets with access management based on functional priority through traffic movement versus access to land.

Principal arterials are major highways of regional and statewide significance intended to serve large amounts of traffic traveling relatively long distances at higher speeds. Direct property access requires careful management to preserve traffic mobility and avoid creating unsafe and congested traffic operations. MD 404 is a principal arterial (see Map 8-1).

Minor arterials interconnect with and augment the principal arterial system. Minor arterials distribute traffic to smaller geographic areas, providing service between and within communities. Connection from properties to an arterial is restricted so as not to impede the facility's traffic movement function. MD 328 (New Bridge Road) and MD 313 (Greensboro Road) are classified as rural minor arterials intended to link towns and provide relatively high overall travel speeds, with minimum interference to through movement.

Collectors provide access to land uses and traffic circulation within residential, commercial, and industrial areas. The collector system distributes traffic from the arterials through the area to the motorist's ultimate destination. Collectors also collect traffic from local streets in residential neighborhoods and channel it into the arterial system.

Major collectors primarily serve the more critical intra-county travel corridors and the county seat. For example, major collectors in Denton include 6th Street, 5th Avenue, Legion Road (west of MD 404), Business MD 404 (Meeting House Road), Gay Street, and Franklin Street.

The Minor Collector collects traffic from local roads and streets and provides access to the next-level roads, primarily major collectors. In Denton, Market Street, Second Street, a portion of 5th Street, and Sharp Road are classified as rural minor collectors.

Local streets provide access to adjacent land and relatively short-distance trips. Denton is responsible for approximately 23 miles of streets, classified as "local" in the Federal Functional Classification system.

Access distinctions are essential, especially on local streets, when considered in the context of other community objectives, e.g., safe streets and their impact on neighborhood character. Local streets cease performing as a positive component of neighborhood quality when they become a bad combination of two types of vehicular pathways. It is part of the street intended to accommodate pedestrians and bicyclists in a safe environment. Buildings are close to the sidewalk. Adjoining properties have driveways that access the Street. There are spaces for temporary parking and delivery vehicles. At the same time, it functions as a road, offering higher-speed and higher-volume connections between two places. The distinction needs to be considered in the transportation plan, the layout of circulation systems in new subdivisions and master-planned communities, and street specifications.

State/County Roads System

MD Route 404

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, which continues to Nassau, DE (near Rehoboth Beach). Approximately 3.3 miles are within Denton. It provides the most direct vehicular route from major metropolitan areas to the west (Northern Virginia, Washington, D.C., Baltimore, and Annapolis) via U.S. Route 50 to the Delaware coastal resort towns. Peak use occurs during summer weekends when beach traffic is heaviest, and the road has a high accident rate.

MD Route 404, which bypasses Denton's northern and eastern portions, is classified by the State as a Principal Arterial. It is a four-lane highway from U.S. 50 to just beyond the MD 16 intersection. At-grade intersections are River Road (MD 328), Business Route 404 (Gay and Franklin Streets), Legion Road, and Deep Shore Road. In addition, there is a grade-separated interchange at MD 313 (Sixth Street) and a signalized intersection at Legion Road and Deep Shore Road.

MD 404 Business

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.

MD Route 313

MD 313, approximately 3.5 miles within Denton, is classified as an undivided Rural Minor Arterial. This north-south highway traverses directly through the Town of Denton, becoming MD 619 (6th Street, also classified as an undivided Major Collector), connecting Denton to Federalsburg to the south and Greensboro and Goldsboro to the north. In addition, state Routes 404, 328, and 313 afford access from Denton to other primary highways serving the region, including U.S. Routes 50, 301, and 13.

MD Route 328

The State classifies MD Route 328 as an undivided Rural Minor Arterial. It runs north-south along approximately 1.70 miles of the westernmost Town border.

Other Collector Routes

Denton is also served by several collector roads that connect the Town to other areas of the County and points beyond. Camp and Foy Roads, 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. In addition, an undivided Major Collection under the State system, MD 619 (Sixth Street), makes up approximately 1.1 miles of the Denton street system.

Town Functional Classification System

The Town has classified its streets as Town Major Collectors, Town Minor Collectors, and Local Access Streets (Map 8-2). 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, and High Street, and portions of Third Street, Sharp Road, Carter Avenue, and Engerman Avenue.

Within Denton, functional classification has a slightly different purpose. While these routes are essential connectors, from neighborhoods and activity centers to higher order State routes, they also serve as links between and within neighborhoods. The Camp Road and Market Street extended pair, and Market Street extended, Foy Road and Legion Road form superblocks. As infill and redevelopment occur, subdivision and master-planned street systems will extend the Town's grid system. Care must be taken to ensure this system of streets is interconnected to ensure mobility and route choice while concurrently managing vehicle speeds to levels consistent with urban environments. Table 8-1 below summarizes traffic volume observations during the last eight years:

- Volume on MD 404 has increased, especially east of the MD 313 interchange (MD 404-3), perhaps because of increased nearby shopping and services.
- Volume on MD 404 Business has declined over the last five years.
- Volume on Franklin Street (eastbound MD 404B) has declined.
- Volume on Gay Street (westbound MD 404B) has decreased significantly.

- Volume on MD 313 increased slightly.
- Volume on MD 619 (sixth Street) has decreased steadily.
- Volume on MD 328 has increased.

Table 8-1: Annual Average Daily Traffic Volume – 2010 through 2018										
Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	% chg.
MD 404-1	16,002	17,480	17,531	17,462	18,350	20,240	20,671	21,132	19,650	22.80%
MD 404-2	20,642	20,320	20,381	20,302	26,310	27,421	28,002	24,920	24,771	20.00%
MD 404-3	15,542	17,370	17,421	17,352	23,820	24,821	25,342	22,740	22,601	45.42%
MD 404-4	19,092	23,350	23,401	23,282	22,560	23,511	24,012	22,760	22,621	18.48%
MD 404-B	2,432	2,393	2,404	2,395	2,130	2,181	2,232	2,283	2,274	-6.50%
Franklin Street	1,422	1,403	1,414	1,415	1,250	1,281	1,312	1,343	1,344	-5.49%
Gay Street	1,792	1,763	1,774	1,775	1,340	1,371	1,402	1,433	1,424	-20.54%
MD 619 (Sixth Street)	6,751	6,622	6,643	6,614	6,615	6,240	6,381	6,522	6,483	-3.97%
MD 313	10,951	10,742	10,490	10,451	10,462	10,903	11,134	11,385	11,070	1.09%
MD 328	5,810	5,701	5,712	5,683	5,684	5,825	6,110	6,241	6,202	6.75%
<i>Source: State Highway Administration</i>										

Transit

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

MUST services provide for the transportation needs of the elderly and disabled persons of the service area and the public, with regular routes to shopping centers, medical offices, and employment areas within a five-county radius. The program also provides for the transportation needs of Medical Assistance clients and coordinates services with other social service agencies. In addition, special services are available for people unable to use regional fixed routes.

DCT operated three routes serving Denton. These are "deviated routes," meaning buses will deviate $\frac{3}{4}$ miles from the ground route corridor for anyone calling in with at least two (2) hours advanced notice. DCT's Route 5 provides service between Denton and Easton. Pickup points include Village Circle, the HAPS building, and the Town parking lot, beginning at 7:30 AM and returning at 12:35, 2:00, 3:00, and 5:15 PM. Route 6 provides service between Denton, Federalsburg, Preston, and Easton. Pickup points include the Town parking lot and Caroline Apartments, beginning at 5:35 AM and returning at 5:11 PM. Finally, route 7 provides service between Greensboro, Denton, and Easton. Pickup locations include Village Circle, Caroline Apartments, Walmart, Royal Farms Store, and the Town parking lot, beginning at 6:08 AM and returning at 5:25 PM.

Adequate and reliable funding to support transit is critical, especially for the transportation disadvantaged. Such transportation-disadvantaged populations may include those who are elderly, have disabilities, or have low incomes. Older adults represent the fastest-growing segment of the U.S. population, and access to transportation is critical to helping individuals remain independent as they age. Town officials should work with County and State governments and organizations to ensure funding for critical transit services for Town residents.

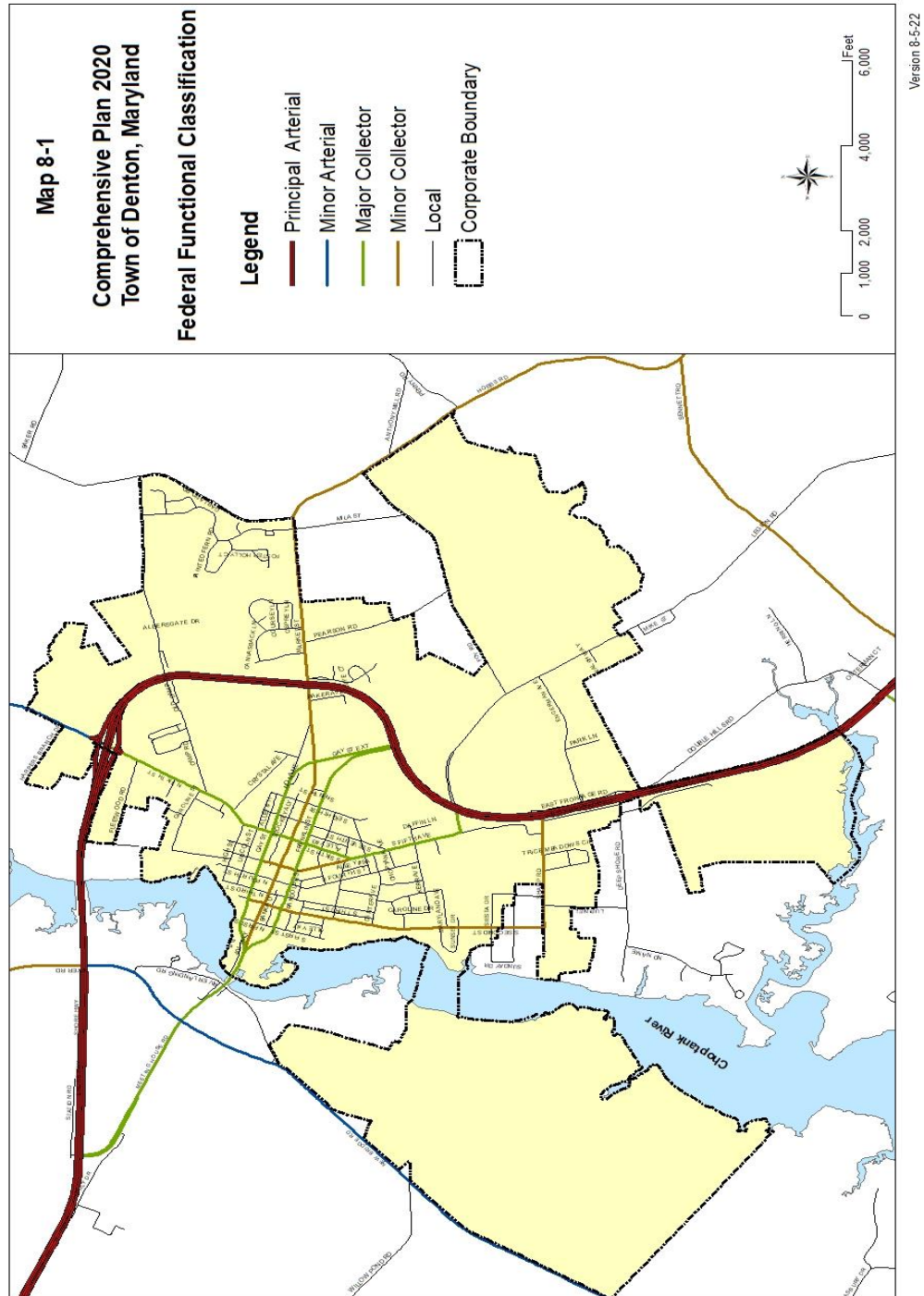
Level of Service (LOS)

Congestion is a level of service based on volume versus capacity on roadway segments or intersections. As traffic volume on any given roadway or intersection increases to approach the design capacity for traffic during peak traffic, the level of service decreases. Table 8-2 describes the traffic condition for various service levels.

Table 8-2: Level of Service (LOS)			
Level of Service			Volume to Capacity Ratio
LOS	Condition of Flow	Condition of Intersection	
A	Free Movement, Smooth Flow	Open	0.3
B	Occasional Restriction of Movement	Infrequent Backups	0.5
C	Movement is 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
F	Maximum Congestion, Very Slow, Very Restricted	Jammed traffic occasionally Fails to Move on Signal Cycle	1.0+

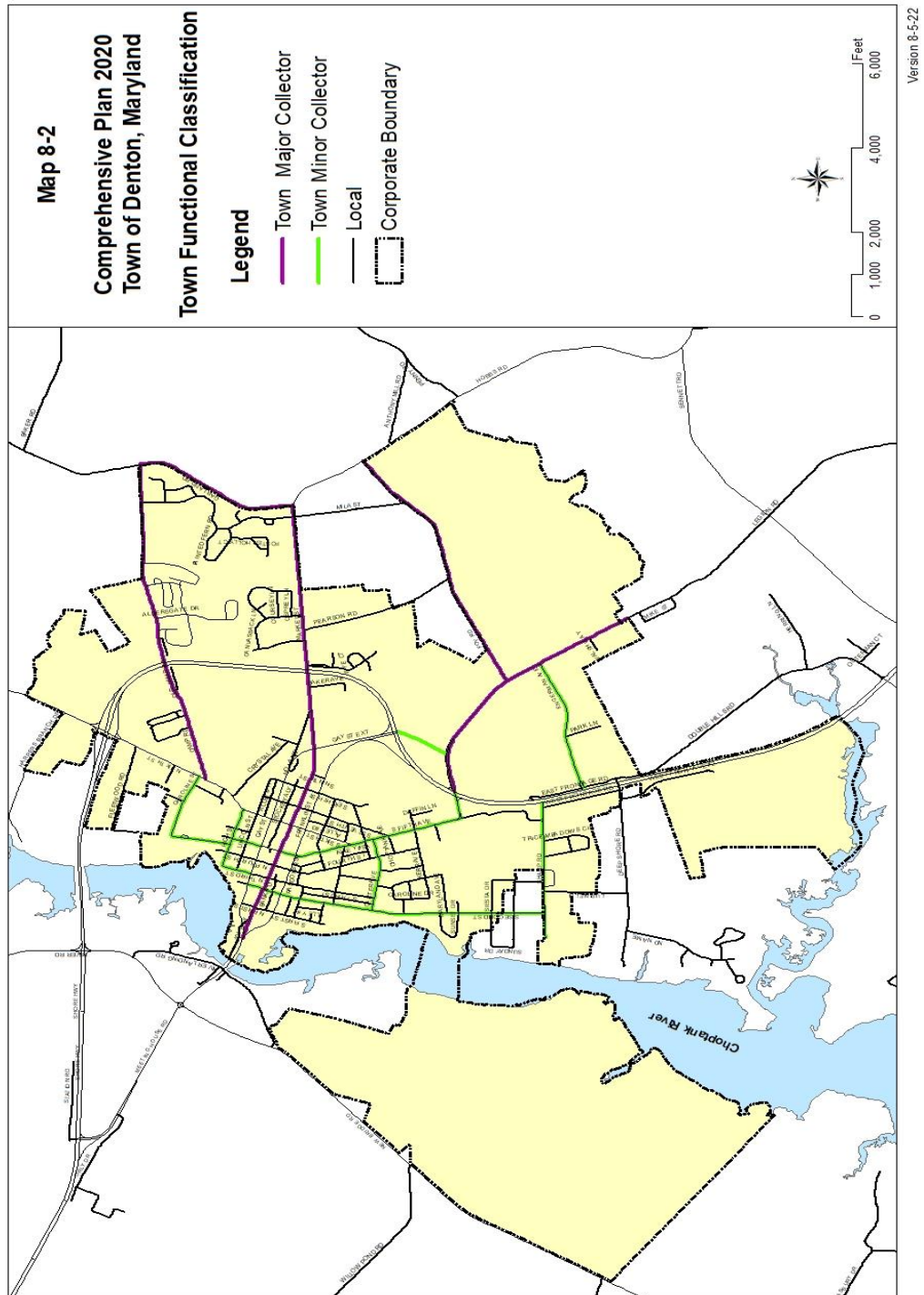
Traffic volumes in Caroline County are relatively low on all but MD 404, and congestion is not an issue. LOS B, C, or D is typical in small urban centers such as Denton, with LOS A, B, or C preferred. Level of Service D is acceptable if confined to only brief periods during the peak hour of traffic. It represents a balance between convenience and cost. In no case should the proposed new development be allowed to impact Traffic flows on adjacent streets or adjacent intersections to LOS E or F.

Map 8-1 Federal Functional Classification



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Map 8-2 Town Functional Classifications



Crash Data

According to crash data for Caroline County provided by the Maryland Highway Safety Office, between 2016 and 2020, crashes increased. Interestingly, 2019 total crashes dropped below 2018, and fatalities and injuries decreased in 2019 and 2020, possibly attributable to the COVID pandemic lockdowns (see Table 8-3).

Table 8-3: Crash Summary							
Crash Summary	2016	2017	2018	2019	2020	5-year avg.	Percent
Fatal	7	8	10	5	5	7	1.4%
Injury	164	169	158	161	131	157	32.0%
Property Damage	301	300	352	349	329	326	66.6%
Total	472	477	520	515	546	490	100.0%
Total of All Fatalities	9	8	11	5	5	8	
Total Number Injured	266	244	252	235	201	240	
Source: Maryland Department of Transportation, Maryland Motor Vehicle Administration, Maryland Highway Safety Office							

Over sixty percent and nearly one-quarter of all crashes, injuries, and fatalities resulting from crashes occurred on State and County highways. Drivers between the ages of 21 and 39 accounted for 38.6 percent of all crashes and 46.1 percent of fatal crashes between 2016 and 2020.

From 2016 to 2020, 86.7 percent of crashes occurred on State and County roads, including fatal crashes. On average, municipalities accounted for less than seven percent of all crashes, five percent of property damage crashes, and 2.9 percent of fatal crashes. Between 2015 and 2022, 631 crashes were recorded on MD 404; 198, or slightly less than one-third, occurred within Denton. Additionally, 89, or about 45 percent, were intersection-related and included three with fatalities.

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 8-2).
2. The general layout of all new streets shall meet all safety and access requirements for fire, police, and emergency services.
3. The flow of arterial highways should not be significantly impeded. Local street intersections should be spaced to minimize interruptions of arterial traffic flow.
4. New streets should provide an appropriate connection to streets in adjacent subdivisions or neighborhoods.

5. Vehicular movement at design speed must be assured. Therefore, all streets must have proper rights-of-way widths, curb-to-curb width, and radius of curvature of horizontal and vertical curves for the required LOS.
6. All streets shall be designed and built per the recently adopted Town Subdivision Regulations and the Denton Standard Specifications and Details for Public Works Construction.
7. Private streets shall be discouraged.
8. Cul-de-sacs shall be discouraged.
9. New development will 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 following Town standards and may be required to pay for improvements to existing offsite streets impacted by the development.
10. According to Town standards and specifications, curbs, gutters, and sidewalks shall be provided. Sidewalks shall address the needs of people with disabilities. The Planning Commission will determine where sidewalks, curbs, and gutters are necessary and appropriate based on the pedestrian circulation recommendations in this planning element.
11. Streetlights and fire hydrants shall be provided on all future town streets per Town specifications.

Planned Improvements State Improvements

The Maryland Department of Transportation's Consolidated Transportation Program (CTP) identifies transportation projects throughout the State. The State identifies projects in consultation with the County for funding over five years. 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 Fiscal Year 2021 – 2026 lists two mill and resurface projects at various locations in Caroline County described as "under construction."

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). The State has not identified funding for most projects on this list. 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 Highway Needs Inventory (HNI) is a technical reference and planning document that identifies

highway improvements to serve existing and projected population and economic activity in the State and addresses safety and structural problems that warrant major construction or reconstruction. The HNI may be considered a compilation of projected significant highway deficiencies.

The State Highway Administration HNI for Caroline County anticipates MD 404 becoming a four-lane highway from U.S. 50 to the Delaware State line. The remaining 6.1-mile segment to be constructed, Sennett Road to the Delaware line, is estimated to cost \$82.9 million. The Highway Needs Inventory also includes the construction of an interchange on MD 404 at MD 328, estimated to cost \$83.9 million.

Programmed Town Transportation Capital Projects

The Town's Five-Year Capital program includes the priority transportation improvement projects shown on Map 8-3 and summarized in Table 8-4. The scheduling and completion of these improvements are subject to phasing-based bid costs and annual capital budgets, including state-provided funding.

Table 8-4 – Street Improvements				
Priority	Location	Type Of Project	Miles	Est. Cost
1	Foy Road	Mill & Overlay	1.16	\$ 1,415,866
2	Market & 3rd	4-Way Stop @ Market & 3rd		\$ 135,000
3	Engerman Ave & Park Ln	Overlay Only	0.72	\$ 375,841
4	Siesta & Pine Drives	Overlay Only	0.23	\$ 63,084
5	Alley 5	Mill & Overlay	0.08	\$ 52,878
6	1st Street (From Gay to Market)	Mill & Overlay	0.05	\$ 37,002
7	2nd Street (From Franklin to Market)	Mill & Overlay	0.06	\$ 33,317
8	4th Street (From Gay to High)	Mill & Overlay	0.11	\$ 61,950
9	5th Street (From Market to High)	Mill & Overlay	0.19	\$ 99,939
10	Church Street	Mill & Overlay	0.05	\$ 31,332
11	Stockley Alley	Mill & Overlay	0.12	\$ 76,692
12	Lockerman & Caroline Streets, Elaine Ave.	Rehabilitation	0.44	\$ 1,299,491
13	7th Street (Franklin to 5th)	Rehabilitation	0.30	\$ 1,369,219
14	Lincoln Street	Mill & Overlay	0.43	\$ 217,875
15	Fleetwood Road	Mill & Overlay	0.19	\$ 232,504
16	Fairfield	Mill & Overlay	0.46	\$ 237,720
17	Edenton Lane	Rehabilitation	0.08	\$ 330,656
18	Sunnyside Ave (From 7th to 4th)	Partial Rehabilitation	0.14	\$ 262,480
19	Academy Ave	Partial Rehabilitation	0.15	\$ 231,276
20	Fountain Ave, 2nd Street & Riverton Ave	Partial Rehabilitation	0.27	\$ 386,830

Table 8-4 – Street Improvements				
Priority	Location	Type Of Project	Miles	Est. Cost
21	Randolph Street (From 1st to 2nd)	Rehabilitation	0.08	\$ 382,258
Totals			5.30	\$7,333,210

Privately funded commercial and residential development projects include Legion Road widening from MD 404 to Foy Road to four median divided lanes. These projects will be funded by commercial property development on both sides of this corridor.

The Town's Capital program includes long-range planned transportation improvement projects and water main replacements through FY 2034 (see Table 8-5). As previously noted, the scheduling and completion of these improvements are subject to phasing-based bid costs and annual capital budgets, including state-provided funding.

Table 8-5 - Combination Projects						
Priority	FY	Location	Type Of Project	Feet	Water Costs	Est. Total Cost
1	26	7th Street (Franklin to 5th)	Water Main Replacement / Street Rehabilitation	1,600	\$ 893,293	\$ 2,178,595
2	28	Gay Street (5th to 10th)	Water Main Replacement / Trench Restoration	2,500	\$ 823,060	\$ 823,060
3	30	5th Street (From Market to High)	Water Main Replacement / Mill & Overlay	1,000	\$ 629,473	\$ 729,083
4	32	Lincoln Street	Water Main Replacement / Mill & Overlay	1,400	\$ 1,009,544	\$ 1,234,076
5	34	Market Street (1st to 3rd)	Water Main Replacement / Mill & Overlay	750	\$ 112,248	\$ 191,038
Totals				7,250	\$ 3,467,618	\$ 5,155,853

Highway Roadway Improvement Plan

The Highway Improvement Plan (Map 8-3) designates future recommended street improvements and new alignments to improve traffic circulation in the Town. These projects support the build-out of Denton and anticipate that the required rights-of-way for new alignments can be acquired through dedication during subdivision or pre-platted mapped streets. In addition to projects included in the Town's Five-Year Capital Program, Map 8-2 includes proposed improvements and new alignments include:

Denton Parkway

The proposed Denton Parkway will serve as a major collector street in the Town System. In addition, it will provide vehicular, bike, and pedestrian access to and secondary access from the Town's regional shopping district and several future projects along the route to Sixth Street, the

northern part of MD 619, and the MD 404 / MD 313 interchange. This improvement will give local traffic an alternative means of reaching the downtown business district and MD 404. The proposed Denton Parkway East includes the following segments:

1. 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.
2. Reconstruction of Legion Road to a 2-lane median divided street extending from Commerce Drive to the intersection with Foy Road.
3. Reconstruction of Foy Road to a 2-lane median divided Street from Legion Road to the Garland Road intersection.
4. Reconstruction of Garland Road to a 2-lane median divided Street north from Foy Road to the Camp Road intersection.
5. Reconstruction of Camp Road to a 2-lane median divided Street from the Garland Road intersection Sixth Street (MD 619).
6. Legion Road to Foy Road Connector (additional roadway improvements intended to improve mobility by creating a more refined-grained collector system within the proposed Town growth area).
7. Commerce Drive to Gay Street Connection.
8. MD 404 north/south service road extension from Legion Road to the existing service road.

Key Intersections

In addition to the new street segments discussed above, improvements will likely be required at critical intersections. Considering the impact seasonal traffic on MD 404 has on local mobility, the Gay Street/Commerce Drive/MD 404 intersection improvements are significant. 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 the development of the Town's commercial and residential growth.

Pedestrian Systems Plan

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

- Large and small streets should safely and comfortably accommodate motorists, pedestrians, and bicyclists.
- The Town will plan for the needs of non-motorized travel in the community.
- Pedestrian trails should link the neighborhoods with destinations such as schools, parks,

commercial areas, and employment centers to reduce dependence on automobiles.

The pedestrian systems shown on Map 8-4 represent an ambitious, long-range plan for providing pedestrian facilities throughout the Town. The system includes sidewalk extensions, pedestrian trails to accommodate walkers and bicyclists, and a recreation greenway trail system.

Sidewalks serve the central part of the community. The Town requires sidewalks in new developments, and where appropriate, offsite sidewalk improvements are required to connect new systems to the existing system. Further enhancements to curbs and sidewalks downtown are also recommended in the Plan. Sidewalks must also be along Camp Road, Market Street (east of MD 404), and Gay Street (at the proposed Gay Street / MD 404 intersection). In addition, 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 will also provide access to shopping areas located at MD 404 and Legion Road.

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

Map 8-4 includes proposed greenways along the Choptank River in the western part of the Town, Watts Creek in the southern part, 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, allowing residents and visitors to travel between neighborhoods to school, recreation areas, and other areas of interest.

An important factor will be connecting the Central Business District to the pedestrian trails and greenways. The sidewalk and path system along 2nd 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 5th Avenue to Sharp Road to provide access to shopping and recreation areas.

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

Bike riders must also be encouraged with good bike routes, bike racks at destinations, and showers and lockers at work and school. Streets, homes, and businesses need to be built in ways that make

streets inviting to encourage people to walk. The network of pedestrian trails and greenways recommended in this Plan should be implemented for use by pedestrians and bicyclists. Existing roads and 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 for parking bicycles in non-residential developments. It permits an appropriate reduction in parking based on the availability of bicycle parking facilities. In addition, the design of planned bike 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.

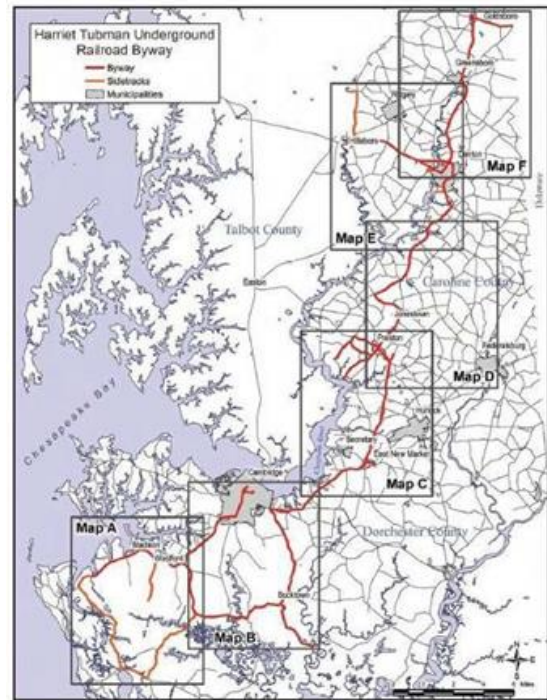


Figure 8-1

Maryland Scenic Byways® Program

Maryland has designated 19 byways that encompass 2,487 miles of beautiful roads. Scenic byways give motorists a glimpse of Maryland's scenic beauty, history, and culture. America's Byways® is 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 (Figure 8-1).

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

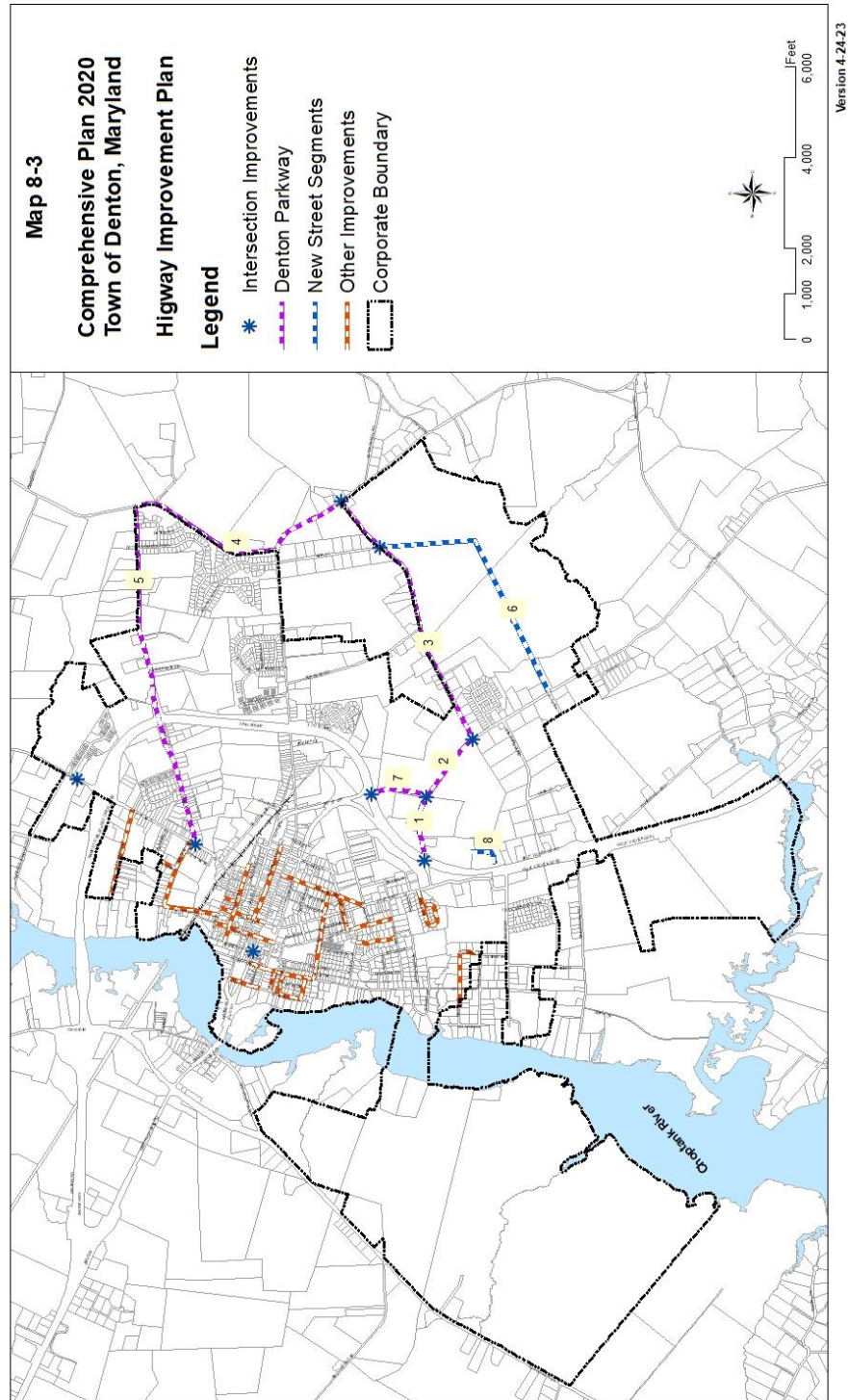
The second leg of the byway travels through Caroline County and includes Denton.

Implementation

The Highway Improvement Plan will be implemented through capital improvement programming, requiring coordination with Maryland DOT and Caroline County.

Denton should prepare a trail master plan that includes pedestrian trails linking neighborhoods with destinations such as schools, parks, commercial areas, and employment centers to reduce dependence on the automobile. Once pedestrian and bike routes are feasible, whether as a retrofit to an existing street or road, the Town needs to commit to implementing the plan. An official map should be adopted to forewarn developers of the Town's intent to extend pedestrian and/or bicycle lanes along a street or through a property. Implementing the pedestrian system is also a capital improvement, especially maintaining existing sidewalks. Implementing pedestrian and bike system improvements will also require adequate right-of-way in the development process, requiring developers to provide access along new streets, road frontages, or through properties. When a development project is submitted, the Town should require the necessary right-of-way dedication if the official map includes a link through the development. Consistent with the Pedestrian Systems Plan, the Town should require the developer to include pedestrian and bike paths. Exactions of this type are typically required when approving subdivisions and may also be required in planned developments.

Map 8-3 Roadway Improvement Plan



Map 8-4 Trail System Plan

