

## Chapter 7: Transportation

The transportation element describes and presents transportation patterns and includes the entire spectrum of transportation facilities (roads, rail, air, public transit, bicycle and pedestrian amenities, and transit-oriented development) applicable to the jurisdiction.<sup>1</sup> This plan chapter contains a description of the existing transportation system and goals and strategies to address both current and future conditions. While transportation planning has historically focused on the roadway network, specifically the movement of goods, a focus of this update is the mobility of people using a variety of transportation modes.

### 7.1 Roads

The existing roadway system in Somerset County includes US Route 13 (Ocean Highway), MD Route 413 (Crisfield Highway), MD Route 363 (Deal Island Road), and MD Route 361 (Fairmount Road) as main travel roadways. MD Routes 667 (Hudson Corner Road) and 675 (Somerset Avenue) also provide important roadway linkages for county-oriented travel.

- **US Route 13** serves as the County’s only principal arterial. It is also a major route used by county and interstate motorists traveling to Norfolk, Virginia, and the Chesapeake Bay Bridge-Tunnel, as well as those traveling north into Delaware. In addition to interstate travel, traffic volumes on US Route 13 area generated by the County’s major collector highways, MD Route 362, 363, and 361, and MD Route 413. These major arterial, collectors, and local roadways are depicted in Maps 7-1 through 7-5.
- **MD Route 413** is a main county transportation corridor which connects to US Route 13 at Westover. MD Route 413 extends from the US Route 13 interchange to Crisfield in the southern portion of the County. MD Route 413 provides an important link for the communities of Marion, Hopewell, Crisfield, and Kingston to regions throughout and beyond Somerset County.
- **MD Route 362 (Mount Vernon Road)** connects the Town of Princess Anne to Mount Vernon in the northwestern corner of the County. The communities of Jason and Widgeon are also served by MD Route 362, their main access to US Route 13 and surrounding regions.

#### Existing Road Function Classification

Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. Generally, highways fall into one of four broad categories: principal arterials, minor arterials, collector roads, and local roads.

**Arterial** – include freeways, multilane highways, and other important roadways that supplement the Interstate System. They connect, as directly as practicable, the Nation’s principal urbanized areas, cities, and industrial centers. Land access is limited. Posted speed limits on arterials usually range between 50 and 70 mph.

**Collectors** – are major and minor roads that connect local roads and streets with arterials. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance traffic mobility with land access. The posted speed limit on collectors is usually between 35 and 55 mph, moderate.

**Local** – roads provide limited mobility and are the primary access to residential areas, businesses, farms, and other local areas. Local roads, with posted speed limits usually between 20 and 45 mph, are the majority of roads in the United States.

*Source: U.S. Department of Transportation, Federal Highway Administration, Road Function Classification.*

<sup>1</sup> Maryland Department of Planning (.gov) <https://planning.maryland.gov> > OurWork > compplans

- **MD Route 363** begins at the Town of Princess Anne and ends at Wenona on Deal Island in the western regions of the County. MD 363 also serves as an important roadway for the communities of Chance, Dames Quarter, Monie, and Oriole.
- **MD Route 361** connects to MD Route 413 just south of the US Route 13/MD Route 413 interchange and extends west to Upper Fairmount, Manokin, Rumbley, and Westover.
- **MD Route 667** provides an important linkage between MD Route 413 to US Route 13. MD Route 667 also serves as a secondary route for motorists traveling from Marion to Crisfield and avoiding MD Route 413.
- **MD Route 675** serves as the “Main Street” for Princess Anne residents, businesses, and the University of Maryland Eastern Shore. It traverses north-south connecting to US Route 13.

### 7.1.1 Average Annual Daily Traffic

MDOT SHA Annual Average Daily Traffic (AADT) is produced from traffic counts used to calculate annual average daily traffic (AADT) for roadways throughout the State. Seven (7) years of historic AADT volume metrics are available for Somerset County. The most recent data is produced for 2022. Table 7-1 shows AADT for major roadways in Somerset County as described in the previous text. Data is included only for the most traveled segments of each route.

Table 7-1.

AADT for Select Routes in Somerset County, 2016 through 2022										
Route	Location	2016	2017	2018	2019	2020	2021	2022	Average	% Change (2016 - 2022)
<b>US 13</b>	MD 362 to Wicomico CO/L	28,350	28,116	28,003	28,504	24,385	27,478	28,158	<b>27,571</b>	<b>-0.68%</b>
<b>MD 361</b>	Clyde Ford Road to MD 413	1,483	1,524	1,525	1,490	1,231	1,462	1,433	<b>1,450</b>	<b>-2.22%</b>
<b>MD 362</b>	Black Road to MD 675	2,753	2,824	2,805	2,950	2,461	2,822	2,843	<b>2,780</b>	<b>0.98%</b>
<b>MD 363</b>	MD 672 to US 13	3,910	4,001	3,972	3,570	2,981	3,412	3,410	<b>3,608</b>	<b>-7.72%</b>
<b>MD 413</b>	MD 413 to Plantation Road	8,194	7,340	7,301	7,392	6,123	7,274	7,095	<b>7,246</b>	<b>-11.57%</b>
<b>MD 667</b>	MD 413 to US 13	2,330	2,381	2,372	2,403	1,994	2,375	2,190	<b>2,292</b>	<b>-1.63%</b>
<b>MD 675</b>	US 13 to MD 362	7,084	7,245	6,930	7,011	5,812	6,913	6,744	<b>6,820</b>	<b>-3.73%</b>

Source: [Maryland Department of Transportation State Highway Administration, Office of Planning and Preliminary Engineering](#) (as of 6/21/2023).

Based on AADT between the years 2016 and 2022, US Route 13 (MD 362 to Wicomico County) experiences the largest volume of daily traffic compared to other roadways in the County by a large margin. MD Route 362 is the only route to have experienced an increase in AADT from 2016 to 2022. MD Route 413 has experienced the largest decrease in AADT (11.57%) of the routes included in Table 7-1.

Table 7-2 shows AADT for **all segments** of select routes in Somerset County between 2016 and 2022. There is a decrease in AADT for all monitored road segments. MD Route 413 has experienced the largest decline in AADT since 2016 of 20.19%.

Table 7-2.

AADT for All Segments of Select Routes in Somerset County, 2016 through 2022									
Route	2016	2017	2018	2019	2020	2021	2022	Average	% Change (2016 - 2022)
US 13	92,873	94,103	93,235	92,687	77,692	91,103	90,848	90,363	-2.18%
MD 361	3,506	3,599	3,592	3,460	2,863	3,406	3,316	3,392	-5.41%
MD 362	4,416	4,528	4,500	4,550	3,792	4,404	4,386	4,368	-0.68%
MD 363	11,206	11,473	11,420	10,693	8,880	10,437	10,266	10,625	-8.39%
MD 413	52,412	52,551	50,140	50,722	42,571	42,784	41,831	47,573	-20.19%
MD 667	3,544	3,626	3,522	3,564	2,956	3,518	3,304	3,433	-6.77%
MD 675	11,999	11,855	11,511	11,653	9,655	11,487	11,209	11,338	-5.51%

Source: [Maryland Department of Transportation State Highway Administration, Office of Planning and Preliminary Engineering](#) (as of 6/21/2023).

The [State's 2040 Transportation Plan](#) maps segments of roadways in the State expected to experience increased congestion by 2040 – this measure is known as Travel Time Index (TTI). A TTI of 2.0 or more means that a trip that takes ten minutes in light traffic would take twenty minutes in heavy traffic. According to the State's Plan, the segment of US Route 13 in Somerset County from Eden to Salisbury is expected to experience an increase in traffic congestion of greater than or equal to 50% by 2040. This area is shown in Figure 7-1. In fact, the entirety of US Route 13 throughout Somerset County is expected to experience some level of increased congestion by 2040.

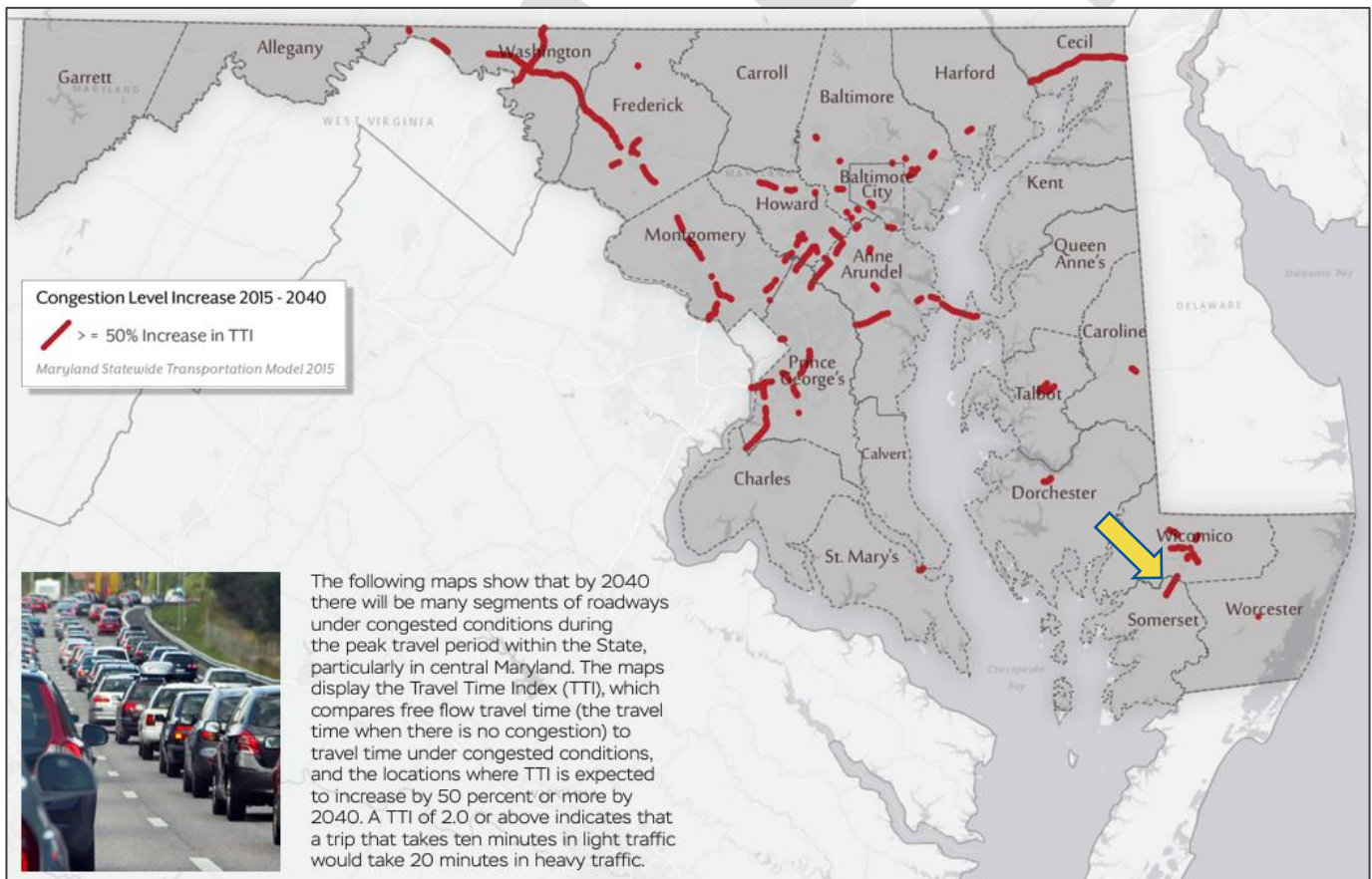


Figure 7-1: Projected Congestion Level Increase by 2040 on State Routes. The area indicated by the yellow arrow is expected to experience an increase in congestion of 50% or more by 2040. Source: 2040 Maryland Transportation Plan.

### 7.1.2 Road Accident Trends

Traffic accidents that have occurred throughout the County are reported by the Maryland Highway Safety Office for the five-year period between 2018 and 2022. This data, as depicted in Table 7-3, is reported annually, and refined by fatal crashes, injury crashes, property damage crashes, and total crashes.

Highway crashes involving property damage make up the majority of all crash types in the County and comprise 70.2% of the total crashes over the reported time period. Crashes involving injuries or fatalities are much less common than those which only cause property damage.

Table 7-3.

Total Traffic Accidents in Somerset County, 2018-2022									
Type of Accident	2018	2019	2020	2021	2022	County 5-year Average	County %	Maryland 5-year Average	Maryland %
Fatal Crashes	7	3	4	4	3	4	1.3	517	0.5
Injury Crashes	99	113	87	77	80	91	28.5	29,677	27.1
Property Damage Crashes	221	214	191	249	247	224	70.2	79,196	72.4
<b>Total Crashes</b>	<b>327</b>	<b>330</b>	<b>282</b>	<b>330</b>	<b>330</b>	<b>320</b>	<b>100.0</b>	<b>109,389</b>	<b>100.0</b>
<b>Total of All Fatalities</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>4</b>		<b>549</b>	
<b>Total Number Injured</b>	<b>149</b>	<b>173</b>	<b>125</b>	<b>117</b>	<b>111</b>	<b>135</b>		<b>43,408</b>	

Source: Maryland Highway Safety Office, Statewide Crash Summary, August 10, 2023.

Somerset County has double the rate of average fatal crashes (1.3%) compared to the State (0.5%), and a slightly higher rate of average injury crashes (28.5%) compared to the State (27.1%).

The Highway Safety Office also provides five-year data related to accidents by day of the week and by month. In Somerset County, highway accidents occurred most frequently on Thursdays (14.2% of all accidents between 2018 and 2022), and November had the greatest number of accidents on average during this time period. More data regarding highway accidents is available in the County's [Hazard Mitigation Plan](#). The latest crash data for all Maryland counties, as well as crash data definitions, is available on the [Zero Deaths Maryland](#) website.

### 7.1.3 Somerset County Roads and Waterways Department

The Somerset County Roads and Waterways Department is responsible for maintaining 351 miles of roads, 24 bridges, 16 county highway-rail crossings, 13 boat ramps, 11 docks, 6 marinas, and 3 dredge material placement (DMP) sites. Its fleet consists of 42 tagged vehicles, 33 pieces of specialty equipment, and 31 implements. The department oversees the county's only fuel depot and maintains the fleet of most county departments. The normal workforce is approximately 35 employees but has been scaled back to 23 due to severe budget cuts. The Roads and Waterways Complex, which is located on Signpost Road in Westover, includes an administrative office, shop, equipment shed, dry storage shed, stockpile areas, and fuel depot. There is also a borrow pit on Cedar Drive in Eden.<sup>2</sup>

<sup>2</sup> Copyright © 2022 Somerset County, MD; [https://www.somersetmd.us/departments/departments - n - z/public\\_works/roads\\_division.php](https://www.somersetmd.us/departments/departments - n - z/public_works/roads_division.php)

#### 7.1.4 Repetitive Flooded Roadways

The County acknowledges the impacts of nuisance flooding in tidal areas, specifically regarding roadway accessibility, evacuation concerns, public drainage, and shoreline erosion. As nuisance flood events become more commonplace, negative impacts to transportation infrastructure such as roadways will become more costly. As identified in [Somerset County's Nuisance Flooding Plan](#) and further analyzed in the [Flood Mitigation Plan](#), there are 119 roadways that are impacted by flooding. Of these roadways, 74 experience repetitive flooding. These roadways are identified in *Table 2-8 Repetitive Flooded Roadways* of the Flood Mitigation Plan. These roadways are also mapped for the County and its municipalities.

A total of 28 repetitive flood roadways are owned and maintained by the County. The City of Crisfield identified 25 repetitive flood roadways within their municipal limits, while 7 repetitive flood roadways are within the Town of Princess Anne's municipal limits. The remaining 14 repetitive flooded roadways are maintained by the State. Of the 74 identified roadways, 32 sites are impacted by tidal flooding. 11 repetitive flood roadways that are affected by tidal flooding are evacuation routes.

#### 7.1.5 Electronic Vehicle Charging Locations

The State of Maryland has [regulations in place](#) to aggressively combat climate change, in part by increasing the number of electric vehicles (EVs) sold in the state. According to the Office of the Governor, new regulation requires manufacturers to continuously increase the share of electric vehicles sold, reaching 100% of passenger car and light truck sales by model year 2035.

To help accommodate the results of this regulation – an increase in total electric vehicles – Somerset County will want to consider land use policies that encourage local electric provider, Delmarva Power, to continue increasing the number of public electric vehicle charging stations located within the County. According to [Maryland EV](#), Somerset County currently has 4 public stations provided by Delmarva Power, which include:

- Somerset County Government Office Complex (11916 Somerset Ave. Princess Anne, MD 21853)
- Westover Athletic Complex (30290 Sam Barnes Rd. Westover, MD 21871)
- Somerset County Technical High School (7994 Tawes Campus Dr. Westover, MD 21871)
- Crisfield Library (100 Collins St. Crisfield, MD 21817)

According to the [U.S. Department of Energy \(DOE\) Alternative Fuels Data Center \(AFDC\)](#), while no single policy tool will fit every community, land use policies that encourage or benefit electric vehicle charging stations fall into three primary categories (i.e., Zoning, Codes, and Parking Ordinances), and can include specific actions such as:

- **Zoning for Charging Station Locations:** Communities adopt zoning regulations that designate specific areas for EV charging stations. This approach encourages private entities, utilities, and public agencies to invest in charging infrastructure.
- **Mixed-Use Development Integration:** Zoning policies that support mixed-use development, which combines residential, commercial, and public spaces, can foster the deployment of EV charging stations in urban areas.
- **Reserved Parking Spaces:** Zoning regulations can require the provision of charging infrastructure in new commercial and residential developments, ensuring that EV owners have access to charging options.



By 2026, Delmarva Power plans to install and operate a network of 100 L2 smart chargers and DC Fast Chargers (DCFC) that will be located across the company's Maryland service area (including Somerset County) and are available to all EV drivers. The company is working closely with state, county, and municipal government agencies to determine optimal locations, on government-owned property, to site the chargers.

Finally, [alternative fuel corridors](#) (AFCs) are designated highways within Maryland with enough fuel or charging stations to support travel with a minimum distance between stations based on the fuel type. The portion of US Route 13 that travels between Delaware and Virginia, through Princess Anne and Westover, is designated as a future or pending electric vehicle fuel corridor by the Maryland Department of Transportation (MDOT). A potentially ideal location for a future EV charging location in the county would be the Visitor Center/Rest Stop on US Route 13, located at 11440 Ocean Highway in Princess Anne.

### 7.1.6 Heritage Areas and Scenic Byways

The [Maryland Heritage Areas Program](#) is governed by the Maryland Heritage Areas Authority (MHAA) and administered by the Maryland Historical Trust (MHT). MHAA provides targeted financial and technical assistance within 13 locally designated heritage areas, each of which has a distinct focus or theme that represents a unique aspect of Maryland's character. Local partners operating within Heritage Areas may be eligible for a variety of benefits designed to support economic development through heritage tourism, including grants, tax credits and loans.

In Somerset County the following roadways are designated as the "[Beach to Bay](#)" Heritage Area:

- US Route 13 (from Princess Anne to Westover)
- MD Route 413 (from Westover to Crisfield)
- MD Route 667 (from Marion Station to US Route 13 near Pocomoke City)
- MD Route 361 (Fairmount Road)
- MD Route 388 (from Princess Anne to Worcester County)
- MD Route 362 (from Princess Anne to Wicomico County)
- MD Route 363 (Deal Island Road)

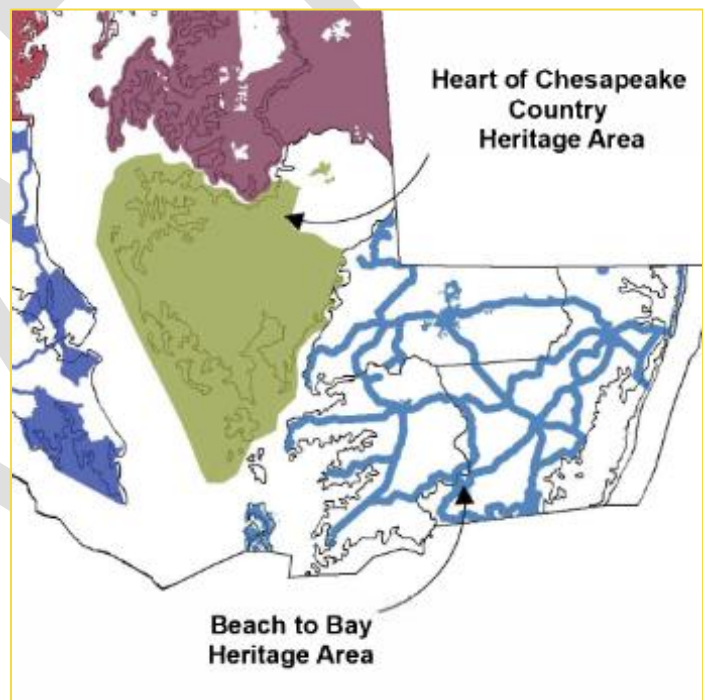


Figure 7-2: Maryland's network of Heritage Areas. The blue road network represents the Beach to Bay heritage area on the Lower Eastern Shore. Source: [mht.maryland.gov/](http://mht.maryland.gov/).

Maryland's Scenic Byways program helps communities along designated routes to enhance their quality of life and pride in their communities. The program adds significantly to the visitor experience by identifying and promoting, as well as encouraging responsible management and preservation of the State's most scenic, cultural, and historic roads along with their surrounding resources. In Somerset County, parts of US Route 13, MD Route 413, Deal Island Road, and MD Route 388 comprise the "Chesapeake Country" scenic byway.

## 7.2 Rail

Rail service in Somerset County was formerly dominated by the Eastern Shore Railroad. The Eastern Shore Railroad began operations in October 1981 on the 96-mile former Virginia and Maryland Railroad line on the Delmarva Peninsula. The line ran between Pocomoke City, Maryland, and Norfolk, Virginia, interchanging with the Norfolk Southern Railway at both ends. Today, the line is solely operated by Norfolk Southern Corporation. There is an active portion of rail line from Salisbury/Fruitland to Princess Anne/Mountaire, which is a valuable asset for the County. The locations of these rail lines are depicted in Map 7-1 through 7-5.

### 7.2.1 Rail Accident Trends

Highway-rail crossing accidents that occur in the County are reported by the Federal Railroad Administration Office Safety Analysis. Table 7-4 details the relevant historical data that applies to highway-rail crossing accidents in the County. In total, only 10 highway-rail crossing incidents have occurred in the County since 1975.

Table 7-4.

Highway-Rail Crossing Accidents in Somerset County, 1975-2023	
Year(s)	Highway-Rail Incidents
1975-1979	2
1980-1984	1
1985-1989	0
1990-1994	0
1995-1999	0
2000-2004	0
2005-2010	1
2011-2016	1
2017-2022	4
2023	1
<b>Total</b>	<b>10</b>

Source: Federal Railroad Administration Office Safety Analysis. (as of end of year 2023).

## 7.3 Air

Somerset County is served by the Crisfield-Somerset Municipal Airport, a public airport located 3 miles from the City of Crisfield. The airport is shown on Maps 7-1 and 7-4.

The airport’s mission is “to serve the air transportation and service needs of Somerset County and the regional area by safely **providing, operating, promoting, developing, and maintaining** modern and efficient facilities and amenities for the travel public in accordance with all Federal and State Aviation Regulations and



Figure 7-3: Crisfield-Somerset Municipal Airport.

Source: [www.somersetmd.us/services/crisfield\\_somerset\\_airport](http://www.somersetmd.us/services/crisfield_somerset_airport)

Federal, State, and Local laws.”<sup>3</sup> The airport is classified as a general aviation airport with a design role as a Basic Utility Airport. A Basic Utility Airport can accommodate most single-engine, and many small, twin-engine aircraft which make up about 90% of the general aviation fleet. Somerset County has adopted an Airport Overlay District, which ensures that future land development in the district is compatible with anticipated and projected airport operations and safety.

In addition to the airport, the County is served by heliports in Ewell and in Crisfield at the TidalHealth McCready Pavilion.

### 7.3.1 Air Accident Trends

As a small public airport, combined with air travel being safer than other forms of transportation, the Crisfield-Somerset Municipal Airport does not have a history of aircraft incidents. The only incident to have occurred in the last 25 years at this airport occurred on October 21, 2019, and was non-fatal; the incident occurred during takeoff and resulted in substantial damage to the craft<sup>4</sup>.

## 7.4 Public Transit

One public transit provider operates in Somerset County, Shore Transit. According to their [website](#), Shore Transit, is a division of the Tri-County Council for the Lower Eastern Shore of Maryland, is the public transit agency for the Maryland lower eastern shore counties of Somerset, Wicomico and Worcester. Shore Transit offers public transportation via fixed route and origin-to-destination services. Shore Transit has over 200 bus stops in the tri-county area. Shore Transit operates Monday through Friday. Somerset County bus stops include:



- Crisfield High School - Located opposite the high school on N. Somerset Avenue. This is the last stop before leaving Crisfield.
- Cove Street & Somerset Avenue East - Located on the south corner of Cove Street and Somerset Avenue - this stop is positioned just south of E. Main Street (MD Route 380) in Crisfield.
- Stewart Neck Road - Located at the corner of Stewart Neck Road and Somerset Avenue in Princess Anne.
- Princess Anne Mini-Storage & Rentals - Located on the corner of Somerset Avenue and Spruce Street, right in front of the mini-storage units.
- Princess Anne Transfer Point - Located at Somerset Plaza which is right off Mount Vernon Road on Elm Street in Princess Anne Somerset County District Court and TLC are also located beside this stop.
- Shamrock Gas / Stop n Shop - Located on the corner of Broad Street & Somerset Avenue, right across the street from the Princess Anne Fire Company.
- Somerset County Sheriff’s Department \*Former Location of Health Dept.\* - Located on MD Route 413 at 7920 Crisfield Highway in Westover.
- Princess Anne Post Office (South) - Located on Somerset Avenue directly in front of the post office.
- Princess Anne Post Office (North) - Located on Somerset Avenue right in front of Boxwood Gardens. This stop is across the street from the post office.

<sup>3</sup> [https://www.somersetmd.us/services/crisfield\\_somerset\\_airport.php](https://www.somersetmd.us/services/crisfield_somerset_airport.php)

<sup>4</sup> Federal Aviation Administration, Aviation Safety Information Analysis and Sharing (ASIAS Database).



- Manokin Park - The stop at Princess Anne Fire Company was relocated to Manokin Park. This stop is situated on Somerset Avenue at Manokin Park.
- Royal Farms - This stop is situated at the corner of Somerset Avenue and Mount Vernon Road, in Princess Anne.
- Princess Anne Storage - This stop is situated on Somerset Avenue in Princess Anne.
- Somerset Avenue @ Stewart Neck - This stop is situated northbound on Somerset Avenue at Stewart Neck Road in Princess Anne.

Somerset County has one Greyhound Bus stop located in Princess Anne – University of Maryland Eastern Shore (UMES) campus. The greyhound station is shown on Map 7-1 and 7-3.

#### 7.4.1 Paratransit

Paratransit is defined as transportation service that supplements larger public transit systems by providing individualized rides without fixed routes or timetables.<sup>5</sup> Shore Transit offers paratransit services, which is intended as a safety net only for those people whose disabilities prevent them from using the fixed route public transportation system.<sup>6</sup> Shore Access is a curb-to-curb / door-to-door service within the ADA service area (3/4 mile within the Fixed Route System) for persons whose disability prevents them from utilizing the fixed route public transportation services under the Americans With Disabilities Act of 1990.<sup>7</sup> In addition, Medical Assistance Transportation provides no cost transportation to and from medical appointments for county residents who have no other means of transportation. Advance scheduling is required.<sup>8</sup>

#### 7.4.2 Public Transportation and Social Equity

A [2022 CHNA Report](#) by TidalHealth and Somerset County & Wicomico County Health Departments found that the public views a lack of public transportation options as a major barrier to accessing healthcare and social services in the region. The report states:

*“Transportation was identified through this assessment as a major barrier to accessing health and social services in the Tri-County Region and Sussex County, DE. The geographic region is particularly rural which exacerbates the issues of access to healthcare providers and services, especially for low-income populations and older adults who already experience barriers to access. Focus group and key informant participants stressed how important an issue transportation is across the region. They specifically spoke about the lack of public transit options available. Additionally, 47.8% of community survey respondents disagreed or strongly disagreed that transportation is easily accessible if they needed it.”<sup>9</sup>*

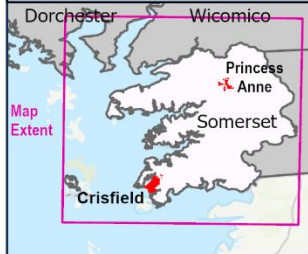
<sup>5</sup> “Paratransit.” Merriam-Webster.com Dictionary, Merriam-Webster, <https://www.merriam-webster.com/dictionary/paratransit>. Accessed 8 Jan. 2024.

<sup>6</sup> ©Copyright 2019 - Tri-County Council for the Lower Eastern Shore of Maryland; [www.shorettransit.org/Paratransit.aspx](http://www.shorettransit.org/Paratransit.aspx)

<sup>7</sup> ©Copyright 2019 - Tri-County Council for the Lower Eastern Shore of Maryland; [www.shorettransit.org/Paratransit/ShoreRideShoreAccess.aspx](http://www.shorettransit.org/Paratransit/ShoreRideShoreAccess.aspx)

<sup>8</sup> Somerset County Health Department, Website Design by D3 Ocean City, Maryland; [somersehealth.org/medical-assistance-transportation/](http://somersehealth.org/medical-assistance-transportation/)

<sup>9</sup> TidalHealth and Somerset County & Wicomico County Health Departments 2022 CHNA Report, available: <https://www.tidalhealth.org/publications> and <http://somersehealth.org/>



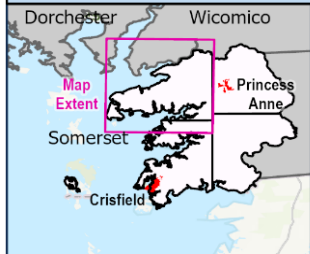
**Legend**

	<b>Arterial</b>		<b>Greyhound Bus Stop</b>
	<b>Collectors</b>		<b>Princess Anne</b>
	<b>Local</b>		<b>Crisfield</b>
	<b>Railroad</b>		<b>Crisfield-Somerset County Airport</b>
			<b>Somerset County</b>





N  
0 0.5 1 2 Miles

Data Sources: Somerset County Department of Planning & Codes-Zoning, MDOT SHA Office of Planning & Preliminary Engineering (OPPE)-MDOT SHA Roadway Functional Classification, Esri, CGIAR, USGS, VGIN, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS


Map 7-1: Transportation Network, Somerset County, MD



**Legend**

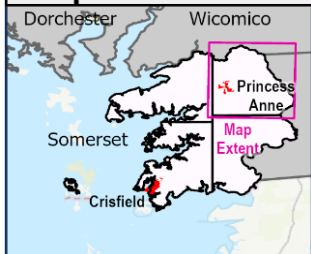
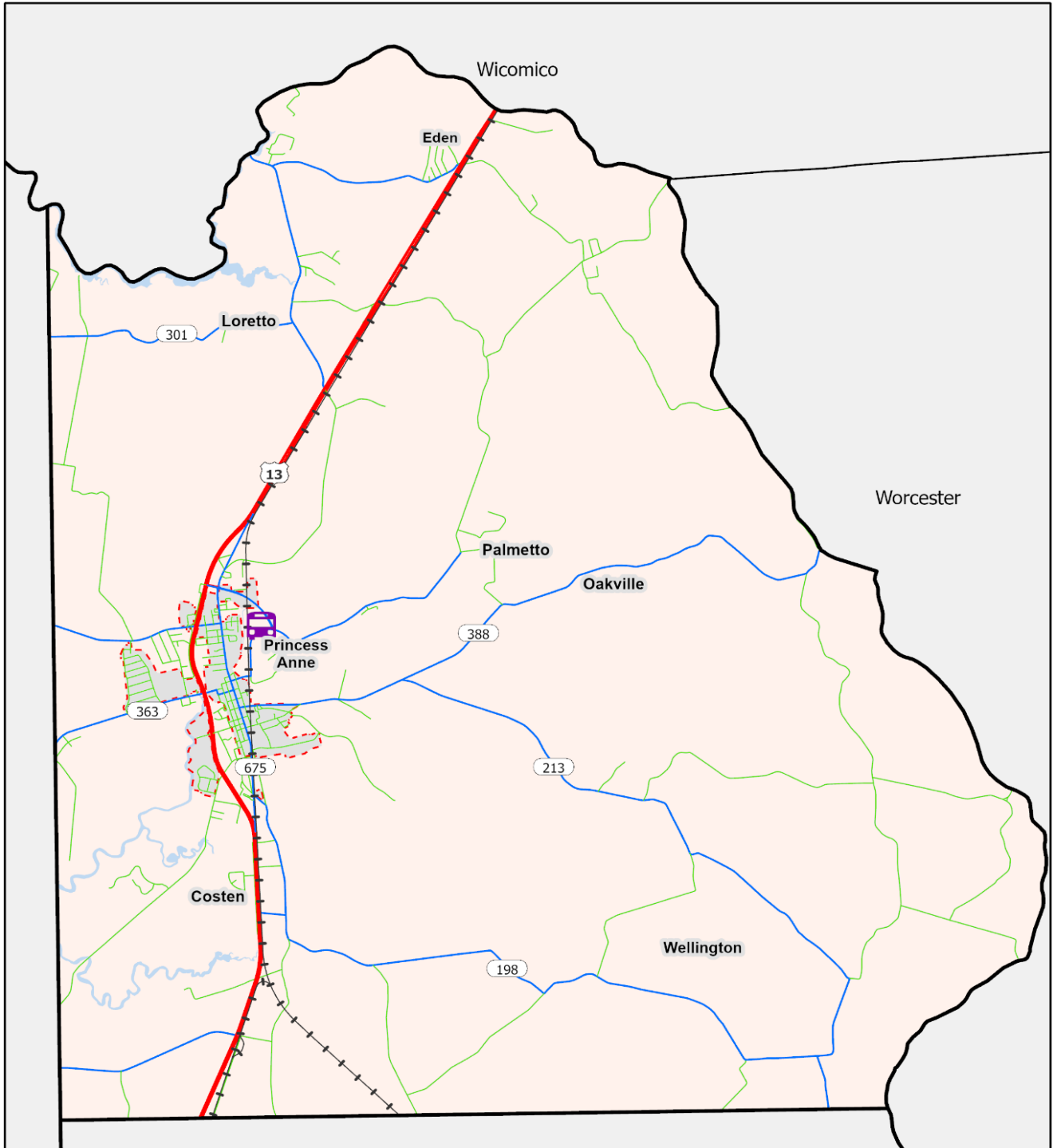
 Collectors	 Somerset County
 Local	 Northwest Quad

N 0 0.5 1 2 Miles











Data Sources: Somerset County Department of Planning & Codes-Zoning, MDP-2017 Parcels, MDT SHA Office of Planning & Preliminary Engineering (OPPE)-MDOT SHA Roadway Centerline, Esri, CGIAR, USGS, VGIN, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS


Map 7-2: Transportation Network – Northwest, Somerset County, MD



**Legend**

 <b>Arterial</b>	 <b>Greyhound Bus Stop</b>
 <b>Collectors</b>	 <b>Princess Anne</b>
 <b>Local</b>	 <b>Somerset County</b>
 <b>Railroad</b>	 <b>Northeast Quad</b>

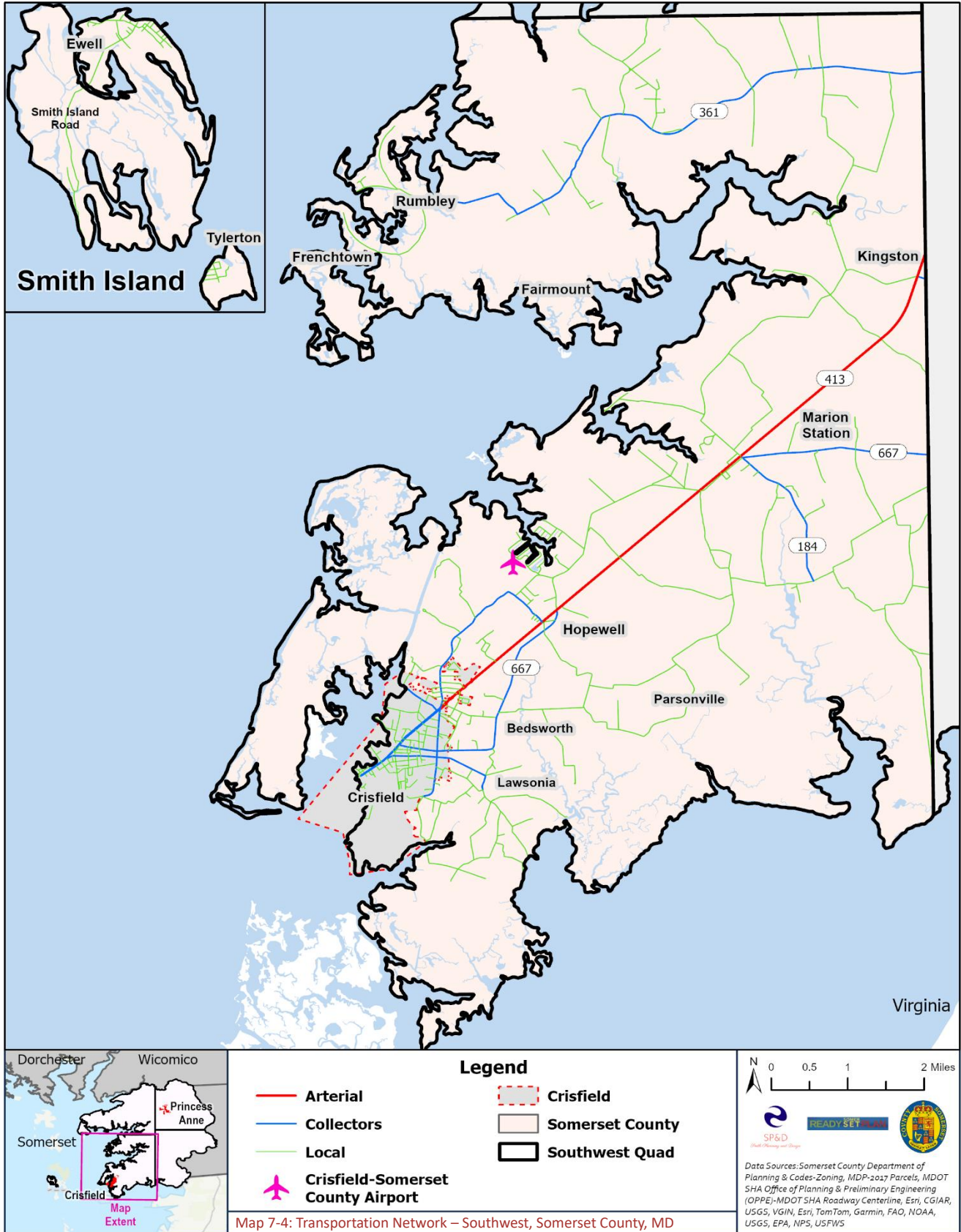
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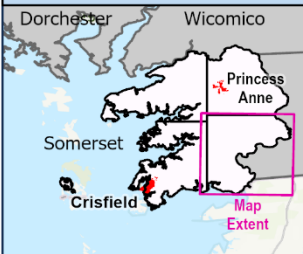
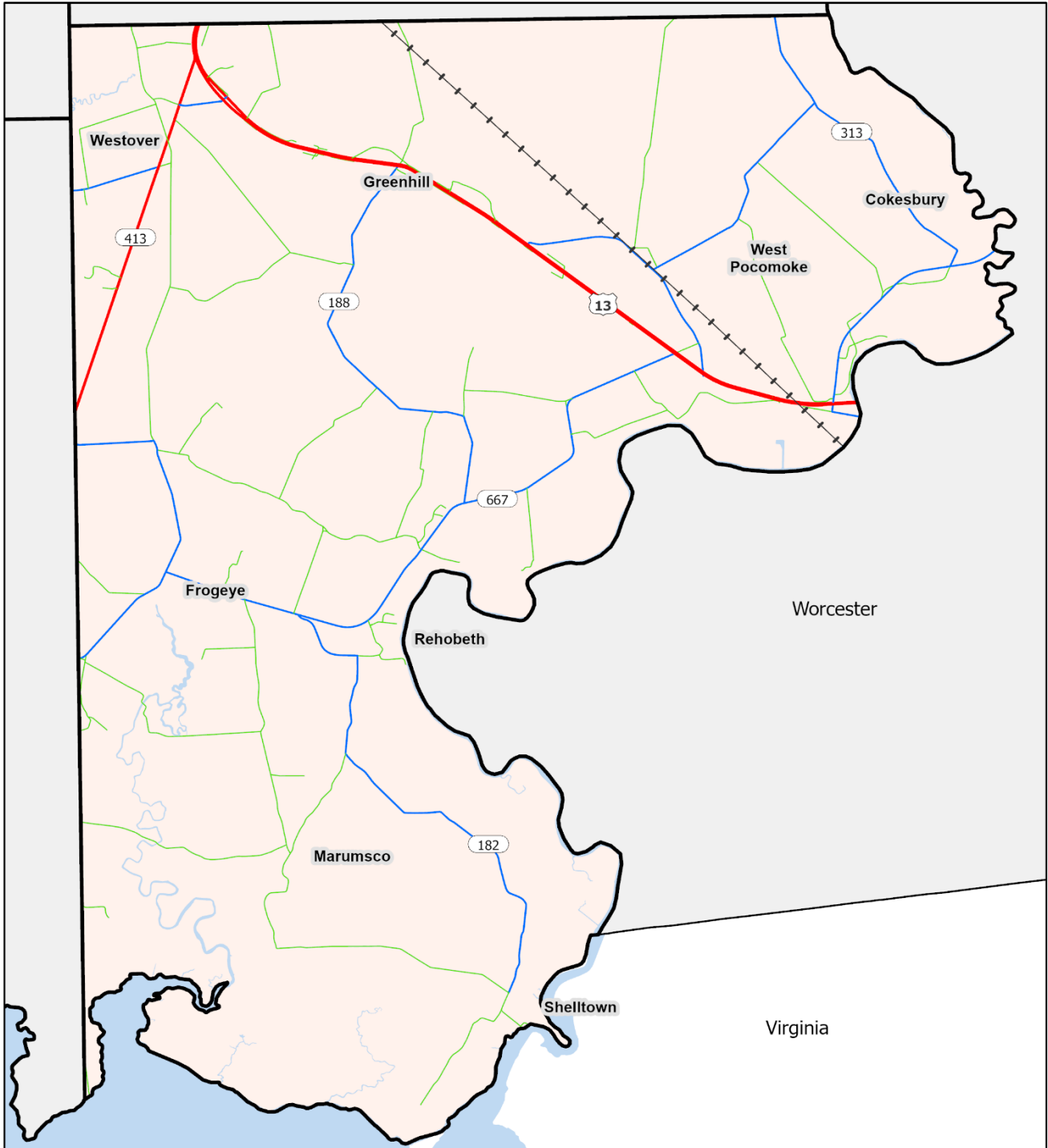
Data Sources: Somerset County Department of Planning & Codes-Zoning, MDP-2017 Parcels, MDOT SHA Office of Planning & Preliminary Engineering (OPPE)-MDOT SHA Roadway Centerline, Esri, CGIAR, USGS, VGIN, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS

Map 7-3: Transportation Network – Northeast, Somerset County, MD









**Legend**

<span style="color: red;">—</span> <b>Arterial</b>	<b>Railroad</b>
<span style="color: blue;">—</span> <b>Collectors</b>	<b>Somerset County</b>
<span style="color: green;">—</span> <b>Local</b>	<b>Southeast Quad</b>

N  
0 0.4 0.8 1.6 Miles

Data Sources: Somerset County Department of Planning & Codes-Zoning, MDP-2017 Parcels, MDOT SHA Office of Planning & Preliminary Engineering (OPPE)-MDOT SHA Roadway Centerline, VGIN, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS, Esri, USGS

Map 7-5: Transportation Network – Southeast, Somerset County, MD

## 7.5 Active & Pedestrian Transportation

Pedestrians are defined as people who travel on foot or with assistance of a mobility enhancing device such as a wheelchair, walker, or cane.<sup>10</sup> [Active transportation](#) is human-powered mobility, such as biking, walking, or rolling. Active transportation directly replaces motor vehicle miles traveled, so these modes are effective at conserving fuel, reducing vehicle emissions, bridging the first- and last-mile gap, and improving individual and public health.<sup>11</sup>

Existing pedestrian transportation and recreation amenities in Somerset County include walking trails, biking trails, and water trails. Somerset County Department of Recreation & Parks, in partnership with the County's Health Department, has developed a robust trail program – [Trail Mix](#). The program encourages pedestrian and recreational forms of transportation, both for improving local health and tourism.

These alternative forms of transportation help to connect the County for those residents who may lack access to traditional means of transportation, or for those looking for recreational opportunities – whether residents or visitors.

Walking, biking, and water trails accessible to County residents and visitors include the following. Local biking trails and water trails are shown on Map 7-6. Locations for walking trails, and all additional trail information is available on the County's Trail Mix website.

### 7.5.1 Walking Trails

- Indoor Gym at Old Washington High School
- Terrapin Run Recreation Trail
- Crisfield & Princess Anne Town Loop
- Centralized Facility
- Great Hope Golf Course
- Washington & Crisfield High School Track
- Garland Hayward Youth Center / Princess Anne
- Mount Vernon Loop from County Park
- Janes Island Walking Trails

### Bicycle and Pedestrian Facilities – Land Use Article Requirement

The transportation element describes and presents transportation patterns and includes the entire spectrum of transportation facilities (transit, roads, bicycle and pedestrian amenities, and transit-oriented development) applicable to the jurisdiction. It is important to note that Land Use Article specifically requires jurisdictions to address bicycle and pedestrian facilities in their comprehensive plans.

Source: Maryland Department of Planning & the [MD Land Use Article](#).



Figure 7-4: Map of Mt. Vernon Loop from County Park Trail. Source: Somerset Trail Mix.

<sup>10</sup> Maryland SHA Bicycle Policy & Pedestrian Design Guidelines.

<sup>11</sup> U.S. Department of Energy, Alternative Fuel Data Center.

### 7.5.2 Biking Trails

- Trail Mix – Backroad Bikeride
- Old Town – Mt. Vernon Area – Distance: 8 Miles
- Terrapin Run Recreation Trail
- Blossoms Blooming – Distance: 7 Miles
- 413 Rail to Trail – Distance: 12 Miles
- Bridges Trail – Distance: 10.5 Miles
- Crustacean Causeway – Distance: 13.5 Miles

### 7.5.3 Water Trails

- Wicomico River From Mount Vernon Harbor
- Wellington Beach
- Monie Bay – Dames Quarter
- Tangier Sound & Marshes – Deal Island
- Tangier Sound & Marshes – Wenona
- St. Peter’s Creek & Manokin River – Champ
- Manokin River From Raccoon Point
- Manokin River & Marshes – Rumbley
- Coulbourne Creek Boat Ramp
- Accohannock Water Trail – Marion
- Pocomoke River From Rehobeth Boat Ramp
- Pocomoke River From Shelltown Boat Ramp
- Janes Island State Park
- Little Annemessex River Small Boat Harbor – Crisfield
- Jenkins Creek Paddle – Crisfield
- Whitty’s Ditch – Crisfield
- Smith Island Water Trail – Smith Island



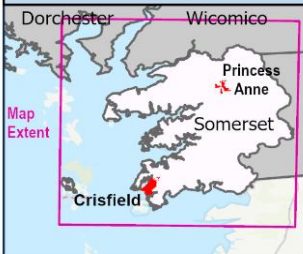
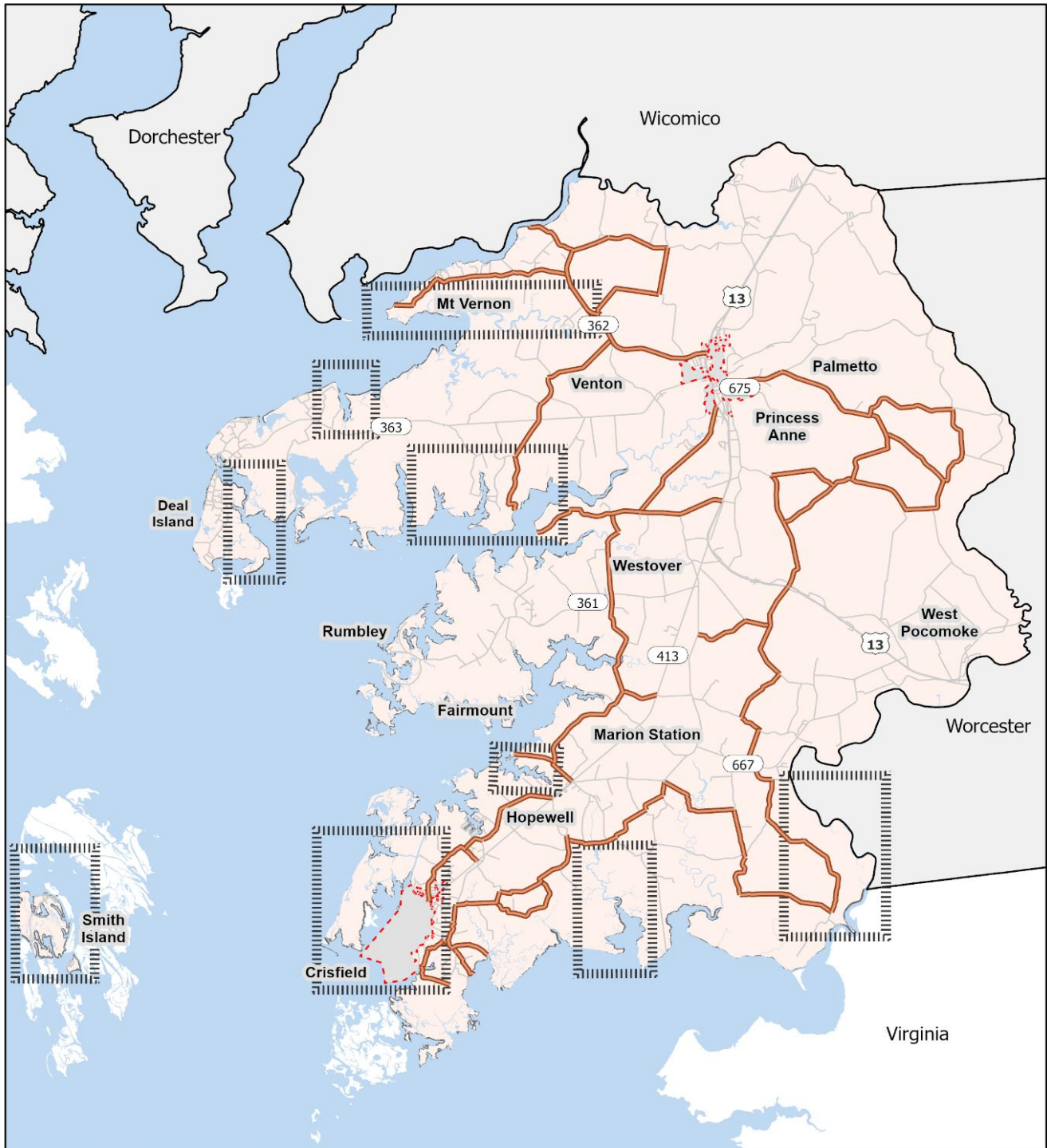
Figure 7-5: Map of 413 Rail to Trail. Source: Somerset Trail Mix.








Figure 7-6: Map of Monie Bay Dames Quarter Water Trail. Source: Somerset Trail Mix.

### 7.5.4 Ferry Services




Somerset County is served by two ferries: the Whitehaven and Upper Ferry. Both ferries are operated by Wicomico County Department of Public Works and cross the Wicomico River into Somerset County. These ferries make approximately 200,000 trips per year transporting passengers and vehicles. According to the department, Wicomico County has been providing ferry services free of charge since its inception. Both ferries have a six-passenger limit and a weight limit of 20,000 pounds. The Whitehaven Ferry is currently in the process of a complete overhaul. A map of these ferry locations is available [here](#), depicted by the yellow point data along the Wicomico River. In addition to these ferries, residents and visitors to Smith Island are served by private passenger ferries operated by several independent local boat captains.



**Legend**

 <b>Bike Trails</b>	 <b>Princess Anne</b>
 <b>Water Trails</b>	 <b>Crisfield</b>
 <b>Somerset County</b>	

N  
0 0.5 1 2 Miles

Data Sources: Somerset County Department of Planning & Codes, Esri, CGIAR, USGS, VGIN, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS

Map 7-6: Pedestrian and Active Transportation, Somerset County, MD



## 7.6 Current and Future Transportation Improvements

Somerset County prepared and submitted their *Priority Letter for Recommended Transportation Improvements* to the Maryland Department of Transportation on April 11, 2023. Both the City of Crisfield and the Town of Princess Anne were given the opportunity to provide their input prior to submittal by the Somerset County Commissioners. These recommendations are included below and are categorized as such: Enhancements, System Preservation, Maintenance Transfers, and Quality of Service. The locations of proposed future transportation priorities are mapped and numbered on Map 7-7, page 7-19.

### Enhancements

1. Westover to Crisfield Bike Trail (adjacent to MD-413)
2. Crisfield - Somerset County Airport Hangars
3. Acceleration Lane Needed at US Route 13 North/MD Route 667
4. Deceleration Lane Needed at MD Route 413 South at Westover
5. Widening of Intersection at MD Route 388/MD Route 675
6. Improved Vehicular Access at US Route 13 North/Stewart Neck Road
7. Dualization of MD Route 413

### System Preservation

8. Signalization of Railroad Crossings Countywide
9. Sidewalks along MD Route 529
10. Improved Pedestrian/Cyclist Crossing at US Route 13 and MD Route 363 Intersection
11. Woodson Elementary School Safe Routes to School Project
12. Greenwood Elementary School and Princess Anne Elementary School Safe Routes to School Project
13. Widening of Roadway along MD Route 363
14. Repair of Shoulder along MD Route 627

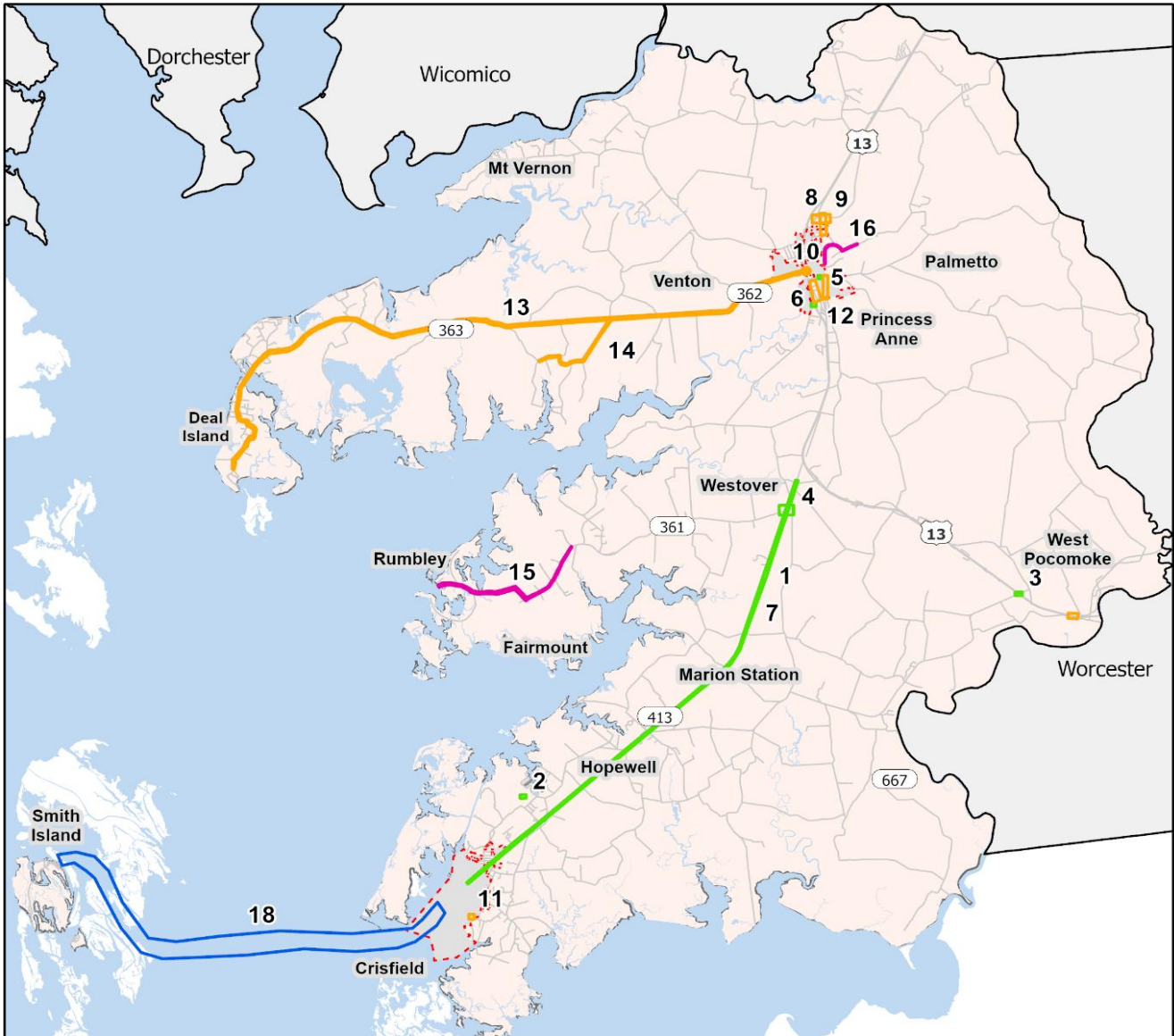
### Maintenance Transfers

15. Extend State Maintenance of MD Route 361 to the end of Rumbley Road
16. Formalize State Maintenance of College Backbone Road on the Campus of UMES

### Quality of Service

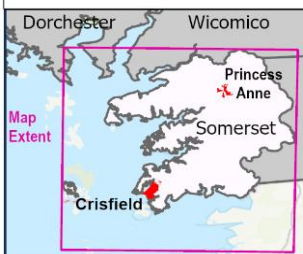
17. Chesapeake Bay Passenger Ferry
18. Smith Island Passenger Ferry





### Transportation Future Priorities

- |  |  |
|--|--|
| 1 - Westover to Crisfield Bike Trail               | 10 - Improved Pedestrian/Cyclist Crossing at US 13/MD 363 Intersection |
| 2 - Crisfield-Somerset County Airport Hangars      | 11 - Woodson Elementary School Safe Routes to School Projects          |
| 3 - Acceleration Lane at US 13 North & MD 667      | 12 - Greenwood & Princess Anne Schools Safe Routes to School           |
| 4 - Deceleration Lane at MD 413 South at Westover  | 13 - Widening of Roadway along MD 363                                  |
| 5 - Widening of Intersection at MD 33/MD 675       | 14 - Repair Shoulder along MD 627                                      |
| 6 - Improved Access at US 13 North/Stewart Neck Rd | 15 - Extend State Maintenance of MD 361 to end of Rumbley Road         |
| 7 - Dualization of MD 413                          | 16 - Formalize State Maintenance of College Backbone Rd at UMES        |
| 8 - Signalization of Railroad Crossings Countywide | 18 - Smith Island Passenger Ferry                                      |
| 9 - Sidewalks along MD 529                         |  |



<b>Legend</b>	
<span style="border: 1px solid green; display: inline-block; width: 20px; height: 10px;"></span> <b>Priority Group</b>	<span style="border: 1px dashed red; display: inline-block; width: 20px; height: 10px;"></span> <b>Princess Anne</b>
<span style="border: 1px solid pink; display: inline-block; width: 20px; height: 10px;"></span> Enhancements	<span style="border: 1px dashed grey; display: inline-block; width: 20px; height: 10px;"></span> <b>Crisfield</b>
<span style="border: 1px solid blue; display: inline-block; width: 20px; height: 10px;"></span> Maintenance Transfers	<span style="background-color: #f0f0f0; display: inline-block; width: 20px; height: 10px;"></span> <b>Somerset County</b>
<span style="border: 1px solid orange; display: inline-block; width: 20px; height: 10px;"></span> Quality of Services	
<span style="border: 1px solid yellow; display: inline-block; width: 20px; height: 10px;"></span> Systems Preservation	

N  
0 0.5 1 2 Miles

*SP&D*  
*State Planning & Design*

**READY SET GO**

**SOMERSET COUNTY**  
DEPARTMENT OF PLANNING & ZONING

Data Sources: Somerset County Department of Planning & Zoning, Priority Letter for Recommended Transportation Improvements, VGIN, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS, Esri, USGS

Map 7-7: Future Transportation Priorities, Somerset County, MD

## Chapter 7: Transportation Goals & Implementation Strategies

### Goal 7.1

Coordinate County transportation activities with those of the Maryland Department of Transportation and with the plans of contiguous jurisdictions and counties.

#### Strategies

- A. Overall goals for the State by 2050 include 1) enhance safety and security, 2) deliver system quality, 3) promote environmental stewardship, and 4) serve communities and support the economy.
- B. Proposed transportation projects aim to achieve one or more of the transportation goals for the County as stated in the *Priority Letter for Recommended Transportation Improvements (April 11, 2023)*: Enhancements, System Preservation, Maintenance Transfers, and Quality of Service.
  - a. The County's transportation strategies match overall transportation goals for the State.

### Goal 7.2

Transportation priorities and projects will enhance the safety and security of residents and visitors to Somerset County.

#### Strategies

- A. Improve acceleration lane, which is needed at US Route 13 North/ MD Route 667. (Project 3)
- B. Add a deceleration lane which is needed at MD Route 413 South at Westover. (Project 4)
- C. Work on the widening of intersection at MD Route 388/ MD Route 675. (Project 5)
- D. Improve vehicular access at US Route 13 North/Stewart Neck Road. (Project 6)
- E. Improve the signalization at railroad crossings across the County. (Project 8)
  - a. This priority has also been integrated into the County's Hazard Mitigation Plan as a mitigation strategy.
- F. Develop a safe route for schools at Woodson Elementary School. (Project 11)
  - a. This project also encourages Goal 7.5 of this chapter.
- G. Develop a safe route for schools at Greenwood Elementary School and Princess Anne Elementary School. (Project 12)
  - a. This project also encourages Goal 7.5 of this chapter.
- H. Work on the widening of roadway along MD Route 363. (Project 13)
- I. Repair the shoulder along MD Route 627. (Project 14)
- J. Review County maintained bridges identified as structurally deficient (i.e., in poor condition) by the National Bridge Index for possible corrective action.

### Goal 7.3

Transportation priorities and projects will deliver system quality for residents and visitors of Somerset County.

#### Strategies

- A. Increase connectivity of bike transportation in Westover to Crisfield Bike Trail Adjacent to MD Route 413. (Project 1)
  - a. This project also supports Goal 7.4 of this chapter.
- B. Extend state maintenance of MD Route 361 to the end of Rumbley Road. (Project 15)
  - a. This project also encourages Goal 7.5 of this chapter.
- C. Formalize state maintenance of College Backbone Road on the Campus of UMES. (Project 16)
  - a. This project also supports Goal 7.5 of this chapter.
- D. Continue to support the development of the Chesapeake Bay Passenger Ferry. (Project 17)
  - a. This project also supports Goal 7.5.
- E. Continue to support the development of the Smith Island Passenger Ferry. (Project 18)

#### Goal 7.4

Transportation priorities and projects will be sensitive to the environment and promote environmental stewardship.

#### Strategies

- A. Encourage additional electric vehicle charging stations to help meet the State’s aggressive climate change goals for electric vehicles. This includes working with Delmarva Power to increase its network of public electric vehicle charging stations in Somerset County.
  - a. EV charging stations at trail heads would be a unique and helpful amenity for outdoor recreators. Visitors could charge their vehicle while they are hiking or biking on one of the County’s many trails.
- B. Future transportation projects should protect and enhance Somerset County’s natural environment through avoidance, minimization, and mitigation of adverse impacts related to transportation infrastructure.
- C. Ensure all waterways stay open and navigable, and that dredge material is used for beneficial purposes. Dredging waterways to keep them navigable is important for transportation, community facilities, and economic development.

#### Goal 7.5

Transportation priorities and projects will serve the County’s communities and support the local economy.

#### Strategies

- A. Enhance and improve the Crisfield-Somerset County Airport hangars. (Project 2)
- B. Accommodate future growth via the dualization of MD Route 413. (Project 7)
  - a. This project also encourages Goal 7.2 of this chapter.
- C. Build accessible sidewalks along MD Route 529 to encourage safe pedestrian travel. (Project 9)
  - a. This project also encourages Goal 7.2 of this chapter.
- D. Improve pedestrian and cyclist crossing at US Route 13 and MD Route 363 Intersection. (Project 10)
  - a. This project also encourages Goal 7.2 of this chapter.
- E. Promote transportation services (public and private) to serve the needs of the elderly.

#### Goal 7.6

Investigate the potential for further expansion of existing public transportation services, as well as the potential for new transportation services in the County.

#### Strategies

- A. Promote full utilization of Crisfield Airport for private, business, and recreational uses.
- B. Promote regular ground transportation services from Salisbury/Wicomico County airport to Princess Anne and Crisfield.
- C. Develop recommendations for bikeways and sidewalks where warranted to accommodate the demand for pedestrian and bicycle traffic.
- D. Future modifications or additions to sidewalks and curbing should always be designed to be ADA compliant and accessible.
- E. Identify ideal location for a bus station(s) that has EV charging facilities, is accessible, and has pedestrian amenities.
- F. Investigate the opportunity for light transit buses that can run on zero emissions, which would help the County meet the State’s emissions goals. Partnership opportunities are available with Shore Transit.
- G. Determine the feasibility for an on-demand mobile transportation system in Somerset County. This transportation style would work similarly to Uber or Lyft and would meet customers where they are at.