

Chapter 10 Transportation

Efficient and effective movement of people and goods is an important concern in any community's growth plan. Providing a safe and efficient transportation network with minimal disruption of the area can sometimes be difficult to achieve. It requires that transportation planning be closely coordinated with other elements of the Comprehensive Plan to assure that transportation plans and policies complement and support those of other sections. As the control of transportation systems is divided among the State, the County, and the Town of Millington, managing transportation facilities to ensure adequate capacity will require coordination and cooperation among the various levels of government.

Existing Transportation Facilities

Highways

The 3.19 miles of Town street systems include State highways, County roads, and Town streets. Millington is served by two State highways. Primary highway access to Millington is provided by MD Route 291, MD Route 313, and (to a lesser extent) the Chesterville Millington Road. MD 313 and 291 are both State-maintained. They are two-lane highways that intersect in the approximate center of Millington. MD 313 is a north-south route and connects Millington to Sudlersville in Queen Anne's County, to the south, and Massey in Kent County, to the north. MD 291 travels west to east and is the principal route used to travel from Chestertown to Dover, Delaware. It intersects with US Route 301 a few miles west of the Town.

In 2007, the Maryland State Highway Administration (SHA) posted an average daily traffic count of 2,622 vehicles on MD 291 at a point four-tenths of a mile west of the 291/313 intersection in Millington (down slightly from the count in 2004), and 2,132 vehicles on MD 291 at a point one-tenth of a mile west of Peacock Corner Road (up slightly from the 2004 count). SHA posted a 2007 average daily traffic count of 1,742 vehicles on MD 313 at a point two-tenths of a mile north of its intersection with MD 291, down slightly from the 2004 count, and 2,880 vehicles, an increase since 2004, at a point in the southern end of Town, below the Chester River.

These average daily traffic counts indicate that local roads are currently operating at an acceptable level of service (LOS). Average daily traffic volumes at this level indicate these roads are currently operating at LOS C or better.

A new overpass with roundabouts at the intersection of MD 291 and US 301 was completed in 1999. Delaware plans on dualizing 301 along its full length in the State. This improvement will ease access to Millington from the north and, according to the Maryland State Highway Administration, will increase current truck traffic along US 301 by providing an alternate route to I-95. The average daily traffic just north of the MD 291/MD 301 interchange was reported to be 11,101 in 2007.¹

Local Streets

Local residential traffic is handled by Town-maintained streets, which form grids off MD 313 and 291. In Town, MD 313 becomes Sassafras Street and MD 291 becomes Cypress Street. Both streets are two-lane, feature parking at one or both curbs, and allow unrestricted access from driveways and private entrances. The remainder of the municipal street system includes School Street, Hurtt Avenue, Comegys Street, Back Street, Hazel Lane, Railroad Avenue, and Crane Street. All are maintained by the Town and feature 50-foot right-of-ways, two lanes, parking on both sides, and unrestricted access from driveways. Streets in nearby Sandfield include Middle, West and Race Streets, all of which are County-owned and maintained.

Public and Private Transportation Services

Millington is served by the Maryland Upper Shore Transit (MUST) a collaborative effort between Delmarva Community Transit and Queen Anne's County, County Ride serving Kent, Caroline, Queen Anne's, Dorchester and Wicomico counties with fixed route bus service. MUST provides fixed route service with special services for persons unable to use the regional fixed routes. Fares range from \$2.00 for the general public to \$1.00 for seniors and persons with disabilities. Transit Route 2 includes regular stops at Chestertown, Crumpton and Sudlersville. Service to Millington is on demand. Riders are picked up at the Moose Lodge and Millington Food Rite.

Several public and private companies also provide transportation service in the county. These include special needs transportation, cab service, shuttle service to nearby airports and train stations, and van service to large regional employers and locations west of the Chesapeake Bay.

¹ Source: Maryland Department of Transportation, State Highway Administration, Highway Information Services Division

Pedestrian Systems

Millington has nearly 2 miles of sidewalks throughout the Town. Sidewalks have been installed along the main streets within the Town (Cypress and Sassafras Streets) and along some minor streets (Rail Road Avenue and Sharp Street). The Town plans to add sidewalks along Hurtt Street.

Transportation Plan

Millington's primary objectives for the local transportation system are to integrate land use and the street and highway networks to provide for the logical continuation and improvement of existing streets and highways in proper coordination with the State, County, and municipal facilities in existence.

In existing neighborhoods, Town officials want to minimize the adverse effects of vehicular traffic on local residential streets, particularly truck traffic. Considering the Town has limited funds for street and sidewalk improvements they want to maximize the capacity, safety, and efficiency of the existing street and highway system. Enhancing quality of life for existing and new residents is dependent not only on safe and efficient streets but also on appropriate pedestrian and bicycle routes that link residences with activity centers, including shopping, recreation and civic space. The Town wants to improve pedestrian safety by providing safe routes for pedestrians and non-motorized transport.

The Town's "Transportation Plan" concept is illustrated on the Transportation Plan Map. The Millington Transportation Plan consists of a local street hierarchy (in addition to the State and County systems). It is made-up of three (3) street types that include:

- 1) Collector Streets – The Town envisions a collector street system that will connect to the existing Town street system, link neighborhoods and serve as the primary circulation routes throughout the community. Direct access on major collectors should be strictly limited to the intersections of other major streets, roads and local streets. Design features, such as street lighting, signage and street tree plantings should distinguish the collector streets from lower order streets. Pedestrian and separated bicycle routes should be provided along these routes.
- 2) Local Streets – Local streets, primarily serving residential properties, will make up the bulk of the Town street system. Local street standards may vary, depending on the number of units served, but the essential characteristics of these streets will be the same. Local street

design should emphasize low vehicle speeds and pedestrian safety, pedestrian scaled design (e.g., street lighting, signage), and appearance. All local streets should be identifiable by distinct street trees.

- 3) Alleys – Alleys provide access to the rear of properties where off-street parking and/or garages are located. Alleys present an opportunity for a more positive front yard streetscape by eliminating the need for curb cuts and by providing an alternative location for utilities and trash pick-up.

The Transportation Plan also includes a primary stem of a trail system. When connected to existing and new sidewalks as well as pedestrian and separated bicycle routes along the collector street systems the overall pedestrian system will provide access from neighborhoods to activity centers.

Transportation Policies

A small community like Millington has difficulty accommodating all the needs of the users on its roads. Since Millington serves as a major connecting area for busy State highways and also as a residential area, conflicts are inevitable. These conflicts will increase as growth occurs in the region, and certainly if substantial development occurs within the Town or nearby.

Improvements are needed to the circulation system to protect pedestrians and property as well as prepare for the increased use of our roads by others. The Town must work with Kent and Queen Anne’s Counties, the State Highway Administration, and the Mass Transit Administration to make sure its needs are understood, all proposals are coordinated, and service providers such as Maryland Upper Shore Transit are supported

Action strategies outlined in the 2007 Millington Comprehensive Plan remain valid in this update. They include:

- Continue the grid pattern of town streets in any future developments and discourage any dead-end arrangements. Ensure that any modifications to existing streets are carried out in a grid or network that produces alternate routes to every destination.
- Identify the opportunities to expand and extend the internal system of walkways and bikeways throughout the town and design a program to reserve land for future walkways and bikeways in new developments and ensure their connection with planned overall circulation systems.

- Identify and establish resting areas for pedestrians and bicyclists, e.g. benches, flower gardens, or fountains, in important activity areas. \
- Develop a multi-year plan to repair, replace, and construct sidewalks in areas of identified need.

To achieve their transportation objectives the Town has established the following policies for transportation facilities and services:

1. Millington endorses alternatives to driving alone and encourages the County and State to inform the public and private entities of the monetary and environmental costs of continued dependence on automobiles.
2. Millington encourages the County to establish a program for commuters including park and ride facilities at appropriate locations.
3. The Town will supports bicyclists and pedestrians by providing safe, convenient, and inviting routes and walkways between activity centers.
4. The Town will strive to develop a pedestrian friendly street system within the corporate limits.
5. The Town will establish street design standards for new development that will contribute to reaching the transportation and land use goals of the area, provide safe and efficient mobility for all people, and contribute to the quality of life and civic identity in the area.
6. The Town will work with the State and County to coordinate the land use and transportation elements of the Comprehensive Plan with adjacent jurisdictions in order to achieve a reduction in drive alone rates.
7. New collector and local streets will be built by developers according to the Town standards and specifications and in accordance with concepts shown in the Town's Transportation Plan.
8. The layout of new street connections in undeveloped areas will assure connectivity to the overall Town street system.
9. Adequate rights-of-way will be required for new and planned streets taking into account

existing and future development.

10. All developments will have adequate access and circulation for public service vehicles but actual paved street sections should be as narrow as feasible to maintain a human scale.

Recommendations

The Town should require the design for any development on the Wickes property to adhere to the concepts illustrated on Map 10-1. This includes:

Access to Employment Area - Of particular importance to the Town is reducing the impact of local and through truck traffic on local streets. Providing an alternative route to the planned employment area should be a priority that is addressed when development proposed on the Wickes property. The Town should work with County officials and the developer of the Wickes property to secure access from MD 313 to the employment area.

Traffic Calming – MD 313 along the Wickes property will function as a Town street in the future as opposed to a State collector route. It is important that motorists are alerted to the change in road function at the northern gateway to the Town. Traffic calming measures can be applied here to reduce vehicular speeds to at least 30 mile per hour. An intersection at the access point to the portion of the Wickes property west of MD 313 presents another possible location of installation of traffic calming measures.

Connectivity – The overall design of the street system for the Wickes property should create a loop system that allows for multiple links back to the existing Town street system. Of particular importance is ensuring a loop back link west of MD 313 through the “growth area”. In addition, provisions should be made for street and/or pedestrian extensions to the north (to Alexander Road). Right-of-way reservations should be required at appropriate locations.

Pedestrians and Bicyclists – Like the street system, pedestrian and bike ways need to be included along all collector routes. Sidewalk and bike lanes should be supplemented with an extensive recreational trail system.

