

10. TRANSPORTATION

Introduction

Transportation is an important part of County planning because it provides for connectivity, supports community sustainability, and helps to enable local economic activity. This chapter discusses the County's transportation infrastructure and examines the importance of maintaining and supporting the current and future vehicle and multimodal transportation needs of the County.

Goals and Objectives

Worcester County, in cooperation with local, state, and federal entities, will provide for safe and efficient movement of people and goods by the various transportation modes with an acceptable level of congestion.

1. Support transportation infrastructure and future transportation needs.

- *Action Item 10.1.1:* Improve connectivity to recreational facilities and other points of interest by adding missing sidewalk or bicycle connections.
- *Action Item 10.1.2:* Conserve and maintain scenic roadway views to maintain the rural character of the County.
- *Action Item 10.1.3:* Integrate walkability and multi-modal transportation into land use planning and development.

2. Improve safety, mobility, accessibility, and resiliency in the transportation network.

Policies and Guidelines

Three statewide and countywide plans provide context for the County's transportation planning.

The Playbook – 2025 Maryland Transportation Plan

The Playbook is Maryland's long-range transportation plan. It defines goals and objectives in support of the State's efforts to create safe, reliable, accessible, and sustainable transportation options across Maryland. This plan provides guidance to local officials to enhance safety for all, expand transportation infrastructure to serve local communities and support the economy, and to promote environmental stewardship.

2050 Maryland Statewide Bicycle & Pedestrian Master Plan

This Plan identifies statewide goals and strategies for improving active transportation access, safety, and connectivity. It establishes priorities and performance measures to guide future planning and investment based on the goals instituted in the *2023 Moore-Miller Transition Report* as well as *The Playbook*. Maryland counties and municipalities serve as partners in developing these connected and safe transportation networks.

Maryland's Coast Worcester County Greenway Trails Master Plan

This Plan provides guidance to help strengthen Worcester County's active transportation by providing healthy, equitable, and sustainable greenways. The goals identified in this Plan are to:

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- Identify key origins, destinations, and trail corridor opportunities, including along existing roadways, utility corridors, parklands, or railroad rights of way.
- Identify safe, convenient, and cost-effective opportunities to make trail connections.
- Identify opportunities for additional trail amenities such as trailhead parking, wayfinding, seating areas, playgrounds, interpretive signage, landscape enhancements, or other amenities supported by community members.
- Identify engineering constraints such as needs for stormwater management, bridges, roadway crossings, or right of way acquisition.
- Inventory and assess existing environmental resources, including sensitive habitats and ecosystems, historic sites, and cultural amenities, and identify the permitting and regulatory requirements for any potential impacts.
- Build partnerships with key stakeholders for project support and participation, including potential for partnerships in trail funding and maintenance.
- Position priority trail corridors for the next steps towards implementation, including strategies to secure grant funding with the Maryland Department of Transportation Kim Lamphier Bikeways Grant program or through a multitude of Federal grant opportunities.

Functional Classification

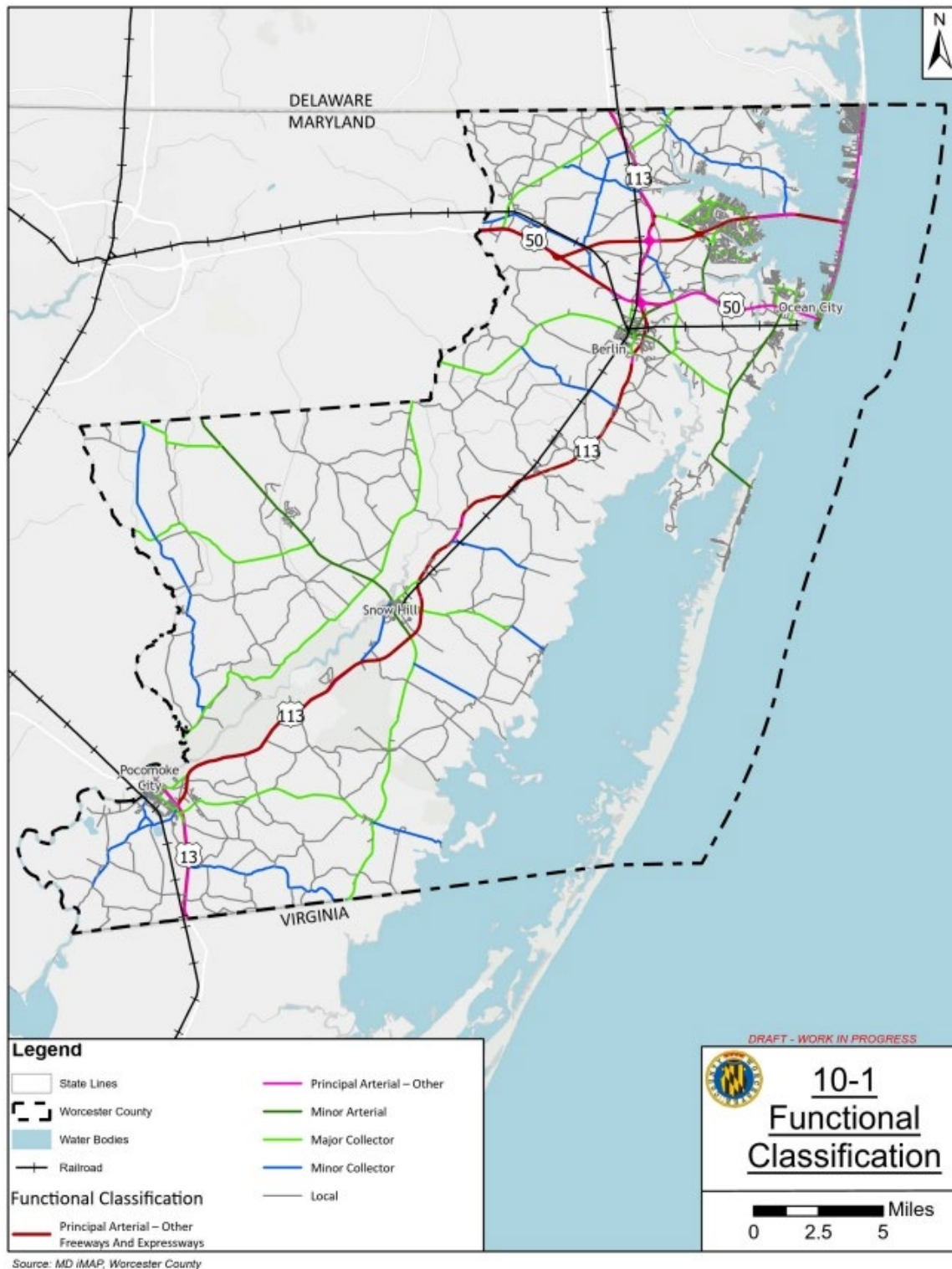
The Maryland Department of Transportation State Highway Administration (MDOT SHA) identifies roadways by their functional classification, which is groups the highways, roads, and streets by the role each roadway plays in moving vehicles. The five classifications, as described and defined by MDOT SHA and the Federal Highway Functional Classification system are:

- Interstates - highest classification of roadway, designed and constructed with mobility and for long-distance travel.
- Principal Arterials - connectors that serve regional traffic. The primary function is to move traffic efficiently through the area with controlled access to neighboring roads or destinations.
- Minor Arterials - connect traffic from Principal Arterials to lower classified streets. They connect access to neighboring roads and local destinations. Direct access to individual properties and neighborhoods is usually discouraged.
- Collectors – provide road access to higher density residential neighborhoods and commercial areas. Traffic is usually a higher density of thru traffic from local roads and streets. They provide access to neighborhoods, commercial, and industrial areas.
- Local Roads - intended to provide access from residences to the higher roadway network. Local roads can be connected as an urban grid in smaller blocks or as a single road with direct connection to the main line.

Within the County, the existing roadway facilities are classified as Arterial Highways, Major Collector Highways, Minor Collector Highways, and Local. All roadways and their corresponding functional classifications for MDOT SHA are shown in **Map 10-1: Functional Classification. Table 10-1: County Classifications** lists the main roadways that connect the County to neighboring Counties and States along with their corresponding County classification.

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Map 10-1: Functional Classification



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Table 10-1: County Classifications

Roadway	Route	Functional Classification
Ocean City Expressway	MD 90	Arterial Highway
Ocean Gateway	US 50	Arterial Highway
Ocean Highway	US 13	Arterial Highway
Worcester Highway	US 113	Arterial Highway
Bay Street/Assateague Road	MD 376	Major Collector Highway
Racetrack Road	MD 589	Major Collector Highway
Snow Hill Road	MD 12	Major Collector Highway
Whaleville Road	MD 610	Major Collector Highway
Stephen Decatur Highway	MD 611	Major Collector Highway
Old Ocean City Road	MD 346	Minor Collector Highway
Whiton Road	MD 354	Minor Collector Highway
Dividing Creek Road and Nassawango Road	MD 364	Minor Collector Highway
Public Landing Road and Bay Street	MD 365	Minor Collector Highway
Stockton Road	MD 366	Minor Collector Highway
Bishopville Road	MD 367	Minor Collector Highway
Saint Martins Neck Road	MD 368	Minor Collector Highway
Libertytown Road	-	Minor Collector Highway
Market Street	-	Minor Collector Highway
Beauchamp Road	-	Minor Collector Highway
Broad Street (Pocomoke)	-	Minor Collector Highway
Golf Course Road	-	Minor Collector Highway
Harrison Road	-	Minor Collector Highway
Keyser Point Road	-	Minor Collector Highway
Nassawango Road	-	Minor Collector Highway
Old Bridge Road	-	Minor Collector Highway
Pocomoke Baby Beltway	-	Minor Collector Highway

Source: Worcester County Zoning Code § ZS 1-326. Classification of highways.

Maintenance

The Roads Division of Worcester County Public Works is responsible for the day-to-day operation and maintenance of County-owned roads and bridges. MDOT SHA is responsible for all other state roadways and bridges. The Roads Division is responsible for maintaining approximately 571 miles of roads and 35 bridges within the County. Maintenance responsibilities include:

- Road repairs

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- Paving
- Drainage
- Landscaping maintenance
- Installation of traffic signs
- Marking of County roadways
- Roadway design and construction

Traffic Volumes

MDOT SHA monitors roadway volumes by measuring traffic Annual Average Daily Traffic (AADT). AADT is measured by counting the total multi-direction vehicle volume of a roadway in 24 hours and dividing it by one year (365 days). **Table 10-2: Annual Average Daily Traffic** shows the MDOT SHA AADT's for the main arterial roadways within the County. **Map 10-2: AADT** shows all 2022 AADT values for the existing roadway system.

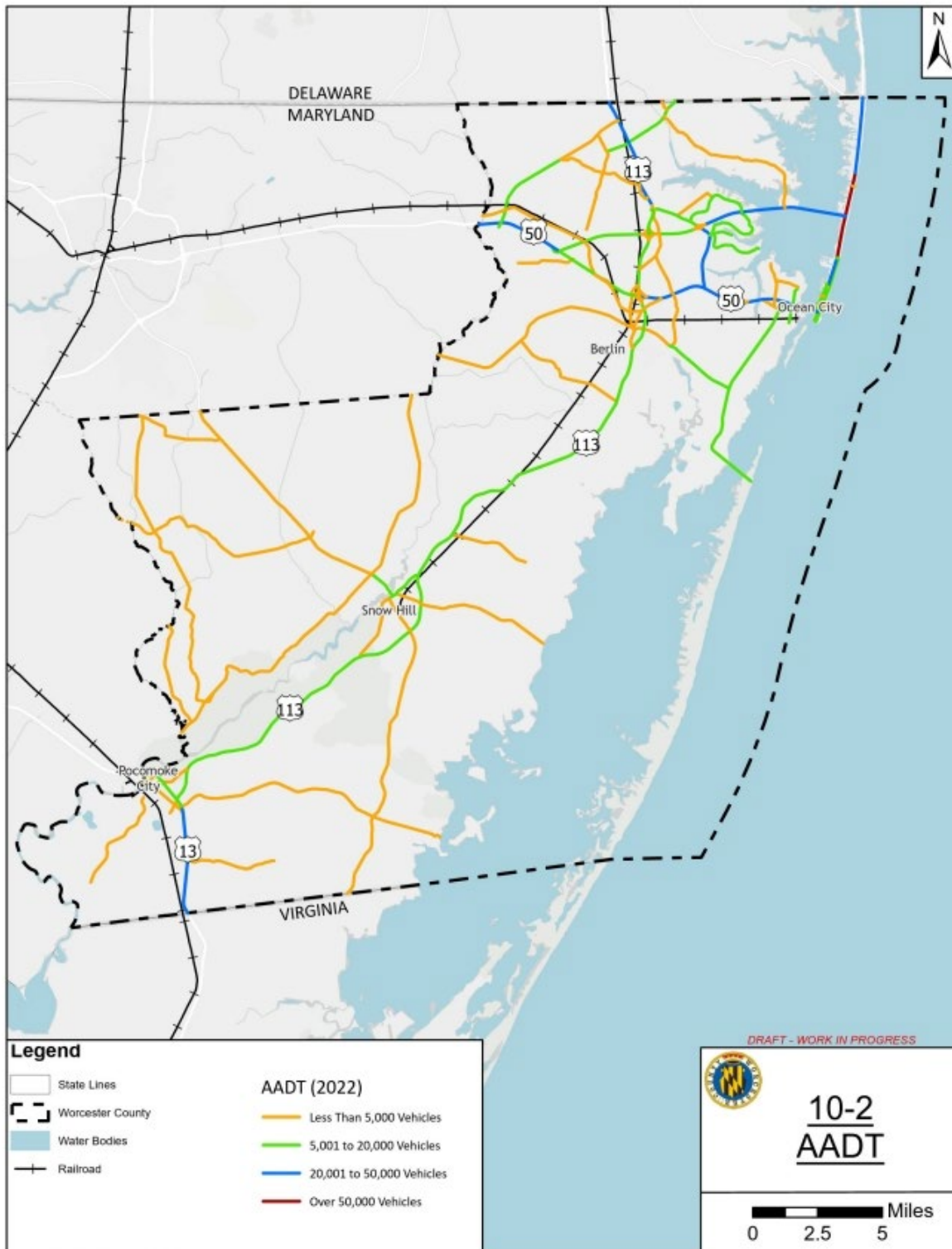
Table 10-2: Annual Average Daily Traffic

Roadway	Route	Functional Classification	AADT
Ocean City Expressway	MD 90	Principal Arterial – Other Freeways and Expressways	24,830
Ocean Gateway	US 50	Principal Arterial – Other Freeways and Expressways	33,522
Ocean Highway	US 13	Principal Arterial – Other Freeways and Expressways	20,686
Worcester Highway	US 113	Principal Arterial – Other Freeways and Expressways	23,360
Coastal Highway	MD 528	Principal Arterial – Other	50,242
Baltimore Avenue	MD 378	Minor Arterial	18,172
Bay Street/Assateague Road	MD 376	Minor Arterial	6,010
Broad Street	MD 374	Minor Arterial	2,315
Old Ocean City Road	MD 346	Minor Arterial	2,673
Philadelphia Avenue	MD 528	Minor Arterial	37,882
Racetrack Road	MD 589	Minor Arterial	21,141
Snow Hill Road	MD 12	Minor Arterial	5,565
Stephen Decatur Highway	MD 611	Minor Arterial	11,670
Williams Street	MD 377	Minor Arterial	2,874

Source: MDOT SHA 2020 Roadway Functional Classification & 2022 Annual Average Daily Traffic (AADT)

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Map 10-2: AADT



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Scenic Byway

Maryland has 19 designated scenic byways that cover approximately 2,487 miles of roadway. Scenic byways are mapped driving routes that tour of areas that are rich with nature, culture, and history. They offer a slower paced travel route that encompasses a travel theme such as, mountains, beaches, or small-town Main Streets. There are two designated scenic byways in Worcester County, the Cape to Cape route and the Blue Crab Scenic Byway.

The Cape to Cape route is a 79-mile route that promotes the East Coasts' historic beaches and islands that travel from the Delmarva Peninsula to Chincoteague, Sinepuxent, and Assawoman. This byway encourages users to stop and experience Ocean City, Berlin, Snow Hill, and Assateague Island. The Blue Crab Scenic Byway is a 210-mile route that promotes Crisfield/Smith Island, Ocean City, Assateague Island National Seashore and other public lands within the Lower Eastern Shore Heritage Area. The route combines several existing state scenic byways into one primary tour. (More can be read about this route from the *Blue Crab Scenic Byway Corridor Management Plan*.) The County should continue to promote, preserve, and maintain these scenic routes and their Corridor Management Plans.

Transit

Bus service in Worcester County is provided by Shore Transit and the Ocean City Beach Bus. Shore Transit is the public transit agency for the Maryland Lower Eastern Shore counties of Somerset, Wicomico, and Worcester. The agency's mission is to provide safe, reliable, friendly, and effective transportation services to the community. The fleet consists of 45 vehicles that operate 361 days a year (operation is 7 days a week along six fixed routes with 70 total bus stops).

Worcester County has two of these fixed routes (Route 452 and 432) with 20 associated bus stops. The County continues to monitor the growing needs for transit and the existing workforce. **Table 8-3: Shore Transit Ridership** shows the available ridership data for all the route bus stops in 2024.

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Table 10-3: Shore Transit Ridership

Bus Stop ID	Bus Stop Name	2024 Ridership
S236	Atlantic General Hospital	3,567
S242	Decatur St	1,540
S247	Walmart - Berlin	6,159
S253	Hardee's - Pocomoke City	657
S255	Pocomoke Plaza	3,178
S256	Snow Hill Detention Center	1,211
S258	Ocean City Transfer Point	13,542
S259	Walmart - Pocomoke City	10,246
S261	White Marlin Mall (at KFC)	3,688
S262	West Ocean City Park and Ride	20,571
S263	Worcester Addiction Cooperative Services (WAC)	408
S264	Worcester Co. Commission on Aging Inc (MAC)	1,865
S266	Market St. & Maple St	1,372
S267	Byrd Park - South	2,074
S268	Byrd Park - North	547
S296	Franklin Ave. (across from Medical Center)	564
S301	Market St. @ Pocomoke Family Medical Ctr	5,196
S304	Ocean Pines Sports Core Pool	805
S351	12th St. & Market St. - Pocomoke	1,087
S352	Market St. & 12th St. - Pocomoke	358
Total 2024 Ridership:		78,635

Source: Shore Transit 2024 Fixed Route Bus Stop Stats for Worcester County

The Ocean City Beach Bus and the Park-N-Ride Beach Bus are the public transit agencies serving Ocean City. Their mission is to provide transportation, which is safe, convenient, affordable, reliable, and friendly to the residents, visitors, and those who work or do business in Ocean City. The Park-N-Ride Beach Bus operates only during the summer season but is available seven days a week. It provides service every 20 minutes from 6 a.m. to 11 p.m. from the South Division Street Transit Station to and from the West Ocean City Park-N-Ride located off Ocean Gateway.

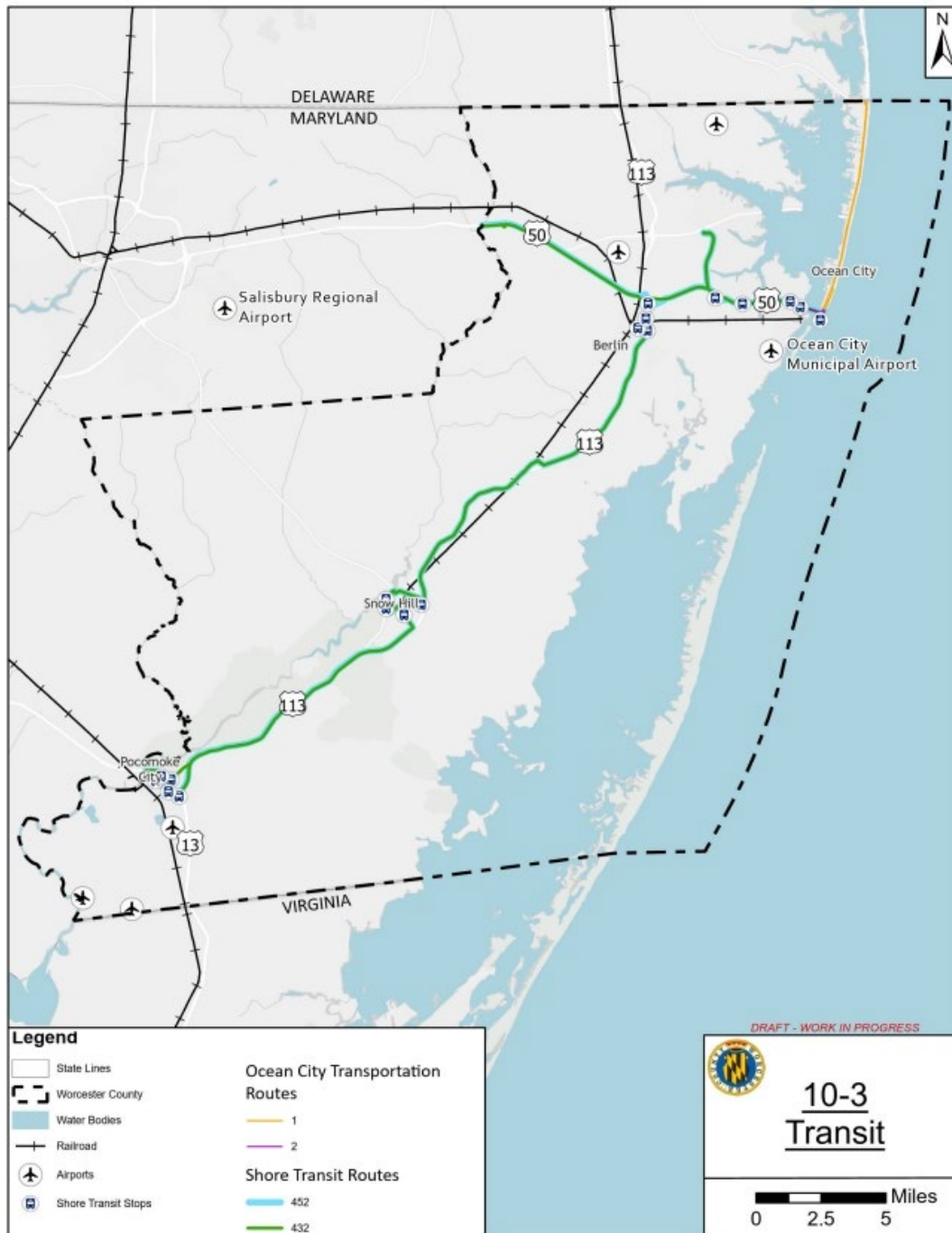
The Ocean City Beach Bus operates year-round and provides service from the South Division Street Transit Station to/from the 144th Street Transit Station. There are 124 bus stops along these two routes.

Map 10-3: Transit, shows the routes and bus stops for all Worcester County transit agencies. Bus stop locations for the Ocean City lines were excluded due to the quantity and scale of the map. However, all

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bus stop locations can be found on the oceancitymd.gov website. **Table 10-4: Ocean City Transit Ridership** shows the available monthly and yearly ridership data for the last five years (2020 to 2024).

Map 10-3: Transit



Source: MD iMAP; Worcester County *Note: Ocean City Transportation Stops not shown due to quantity and scale of map.

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Table 10-4: Ocean City Transit Ridership

Month	2020 Ridership	2021 Ridership	2022 Ridership	2023 Ridership	2024 Ridership
January	15,331	10,741	12,544	15,608	14,310
February	17,943	9,605	15,105	15,383	15,134
March	23,815	17,168	22,957	26,390	28,802
April	6,472	19,119	40,393	37,627	30,007
May	15,578	86,115	137,772	123,981	117,583
June	97,150	247,089	317,916	307,986	291,727
July	98,753	277,627	328,366	307,320	281,775
August	88,510	234,971	304,006	277,667	251,744
September	62,630	156,845	176,429	203,125	200,118
October	31,024	60,294	66,867	83,223	107,874
November	12,827	17,921	19,013	18,435	18,147
December	11,189	16,619	17,702	19,134	16,801
Total Ridership	481,222	1,154,114	1,459,070	1,435,879	1,374,022

Source: Ocean City Transit – Bus Ridership by Calendar Year for Worcester County

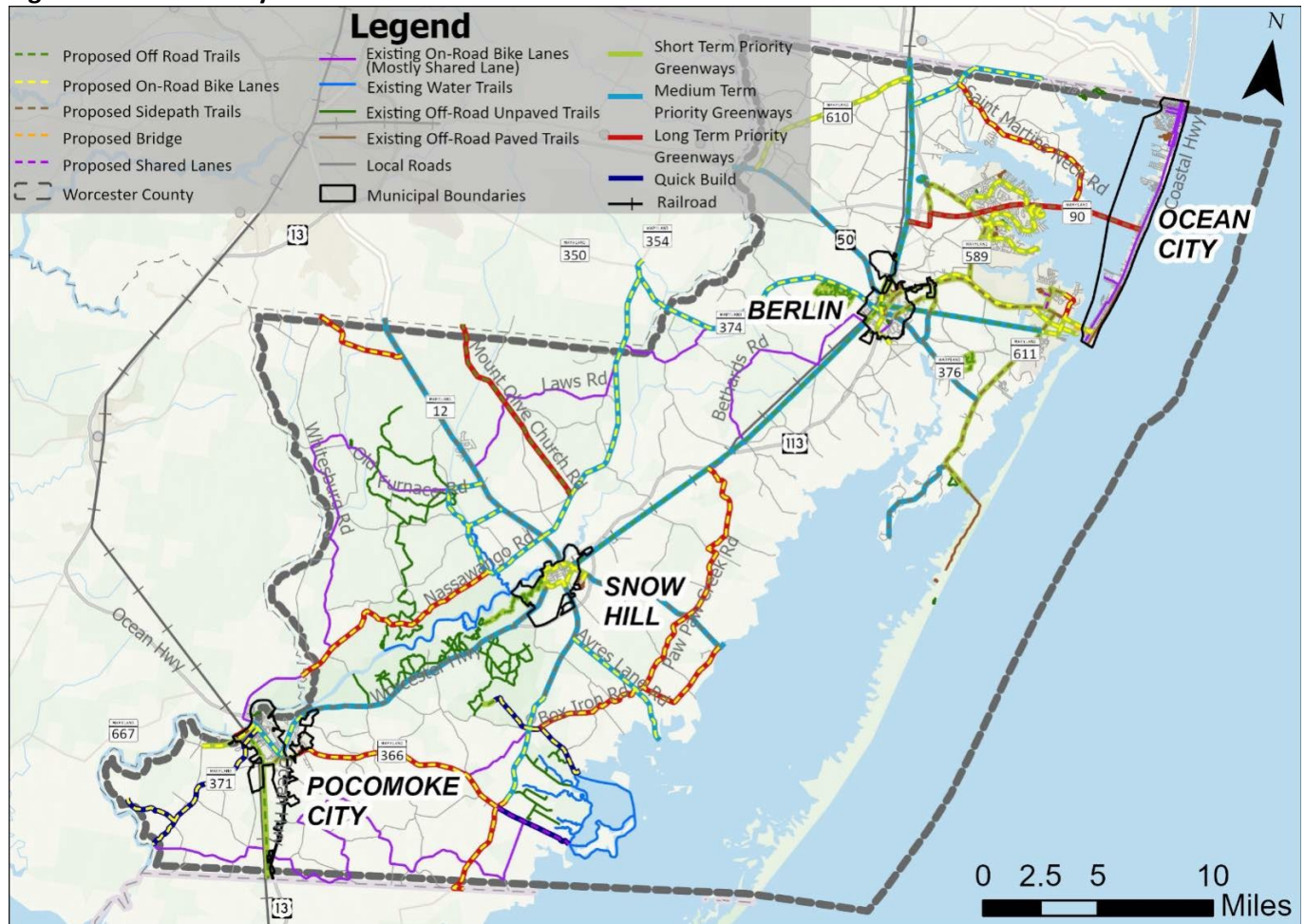
Pedestrian Facilities

Pedestrian facilities include bicycle facilities, sidewalks, side paths, crosswalks, and trails. Accessible and connected non-motorized facilities are important to the County to encourage non-vehicle transportation, community health, and environmentally friendly means of transportation. It is important for the County to consistent with all State bicycle and pedestrian master plans, as well as local municipal multimodal plans.

The County took an important step forward in 2024 in developing the *Worcester County Greenway Trails Master Plan*. This Plan sets goals and guidance for the County’s pedestrian facilities, bicycle facilities, and greenways/trails that go hand in hand with this Comprehensive Plan. All existing and proposed facilities identified in this Greenway Plan are shown in **Figure 10-1: Greenway Facilities**.

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Figure 10-1: Greenway Facilities



Source: Maryland's Coast Worcester County Greenways Trails Master Plan, page 28.

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Bicycle Facilities

Bicycle facilities provide users with safe riding options to protect them from vehicles and traffic congestion. Bicycle facilities within the County include designated bicycle lanes, shared lanes, and off-road trails. There are many on-road bike options within the County, as depicted in **Figure 10-1**, that are identified as either a dedicated bike lane or a marked shared lane. The County should continue to work with municipalities and MDOT SHA to maintain these existing facilities and consider adding additional facilities when future roadway projects and new developments arise.

Sidewalk Facilities

Sidewalk facilities are paved paths that follow roadway alignments that only pedestrians may use. Sidewalk facilities also include curb ramps, pedestrian crosswalks, and pedestrian signals. These facilities are important within the County and municipalities so that pedestrians have safe and accessible connections to schools, shopping centers, work, places of worship, and other common points of interest.

Worcester County has a large network of sidewalks within residential and commercial areas. The County and/or property owners should continue to maintain these existing facilities and plan for future improvements. Sidewalk improvements should be considered and incorporated in all ongoing and future roadway or development projects. The County should also continue to work closely with the State to ensure that the State sidewalk facilities are also maintained.

Trails

Trails are pedestrian facilities that are typically paved or unpaved roadway-separated paths utilized by cyclists and pedestrians. These paths follow a roadway alignment with a landscaping or concrete buffer or their own alignment. The two main coastal trails within the County are Ocean City's Boardwalk and within the Assateague Island National Seashore. There are also trails present throughout the County, most of which are located within parks. Park locations can be found in **Chapter 3 – Community Facilities**.



Water Trails

Water trails are routes on a waterway that are designated for recreational use by canoes, kayaks, and paddle boards. Since Worcester County is a coastal community, it has an extensive network of water trails and access points. This network is included in the Greenways Trail Master Plan and should continue to be maintained, protected, and expanded by the County. All existing water trails are shown in blue in **Figure 10-1**.

Water Transport

Worcester County through zoning has provided protection and encouragement for the commercial operations at the West Ocean City Harbor. The commercial component is critical to the federal calculus for funding maintenance dredging of the inlet. Maintaining the Ocean City Inlet for safe passage for the

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commercial fishing fleet and a substantial number of recreational vessels is vital to the economy of the area and safety during severe storms. Worcester County is not alone as many coastal inlets exposed to the Atlantic Ocean experience frequent and less predictable shoaling because of environmental conditions.

These ocean inlets typically require multiple dredge visits each year to maintain the authorized depth. The dynamics of sediment movement and the sources of that material have notably changed in the Ocean City Inlet since Hurricane Sandy in 2013. These changes have also been acknowledged by the US Corps of Engineers.

The commercial fishing industry has substantial historic, social, cultural and economic values for Worcester County and its protection is critical. Establishment in 1999 of the Commercial Marine zoning district around the West Ocean City Commercial Harbor was done to protect this vital economic engine. Commercial marine zoning within the West Ocean City Harbor should be continued and strengthened where needed to protect the harbor's commercial status.

Marinas, docks, and shoreline stabilization have received increasing attention due to their effect on the shoreline and near-shore waters. The land and water boundary provides important habitat for the Coastal Bays' fish and wildlife. For this reason, a marina, dock, and shoreline stabilization policy should be developed to provide guidance to the county staff when reviewing water-oriented facilities. The objective should be to provide water access yet provide protection for these special habitats. Community docking facilities should be pursued to the maximum extent feasible to minimize shoreline construction.

The County's Natural Resources Article limits the length of waterfront structures to one hundred twenty-five feet unless a variance is granted. To conserve the beauty of the waterfront by controlling pollution and hindering wetlands impacts such as fragmentation and unnatural shading in addition to preventing overcrowding and congestion, care should be taken to limit the impacts of these structures on the County's shorelines.

Worcester County and their partners in the Coastal Bays watershed are working towards developing and implementing an updated Sediment Management and Dredging Plan. This program will utilize sediment for restoration, coastal resiliency, and habitat enhancement projects within the Coastal Bays. Another part of this effort will be working towards an update to the Corps Ocean City Water Resources Study (OCWRS) of 1998 to review the increasing water resource issues within the OC inlet and the Coastal Bays and look holistically at providing solutions for flooding, navigation, and ecosystem restoration.

Maintenance of the Pocomoke River channel should continue, and it should be monitored for design changes to accommodate cargo traffic needs. In addition to the environmental, recreational and aesthetic benefits, the Pocomoke River provides valuable routes to transport critical resources and commercial products to and from the lower County. These include items such as aggregates and agricultural products.

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Railroads

Two rail lines serve Worcester County: the Maryland and Delaware Line and the Delmarva Central Railroad. The Maryland and Delaware Line is a 92-mile, Class III short-line rail that connects Snow Hill, Newark, and Berlin to Maryland and Delaware. The Delmarva Central Railroad is a 188-mile, Class III short-line rail that connects Delaware, Pocomoke, and Virginia. These lines mainly serve the County for bulk hauling of grain and stone. Currently in Berlin, MD, Tracks and Yaks offers a guided railbike tour that allows visitors to safely railbike along 6.5-miles of retired tracks that were established in 1877. The excursion shares rail history and promotes visitation of the Queponco Train Station Museum.

Airports

There are two public airports that serve Worcester County: Salisbury Regional Airport and the Ocean City Municipal Airport. The Salisbury Regional Airport supports the American Airlines, FEDEX cargo, Maryland State Police helicopter operations, and general-aviation activities. The Salisbury Regional Airport won a grant under the FY23 Small Community Air Service Development Program to support a new flight route from Salisbury Regional Airport (SBY) to Orlando International Airport (MCO) in Orlando, Florida, which will help support the County's economy and transportation connections. The Ocean City Municipal Airport maintains a general aviation center for local flights and plane maintenance. Both airport facilities provide car rental services.

County Priorities

Every year Worcester County updates its list of transportation priorities for the Maryland Department of Transportation's Consolidated Transportation Program (CTP). The letter is developed based on input from the public, county staff, and elected and appointed officials and sent to MDOT.

MDOT evaluates the projects in the letter to assist the state in updating the CTP, which is a six-year capital budget for State transportation projects. The CTP includes capital transportation projects that may involve planning, environmental studies, design, right-of-way acquisition, or construction. In 2024, Worcester County identified the following transportation priorities:

- Dualize MD 90 to address increased traffic demands and widen the shoulders.
- Dualize MD 589 to address increased traffic demands and increased development.
- Replace the defective drawbridge on US 50.
- Signalize the intersection of MD 611 and MD 376.
- Signalize the intersection of MD 367 and MD 368 (Bishopville).
- Signalize the intersection at US 13 and MD 366 (Pocomoke).
- Signalize the intersection at US 50 and MD 610.
- Construct safety improvement on US 113 near Korners Creek to prevent crashes.
- Eliminate flooding on MD 12 north of Snow Hill.
- Construct dedicated right turn lane on southbound St. Martin's Neck Road at MD 90.
- Construct APS/CPS for pedestrians to cross the intersection of US 113 and MD 346.
- Develop an access management plan for the MD 611 to address growth and traffic.
- Construct a shared-use path on MD 611 from US 50 to Assateague State Park.

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- Update the bathrooms at the MD State Line – US 13 – Pocomoke Welcome Center.

Ocean City, Snow Hill, and Berlin also submitted priority letters to be attached with Worcester County. The County should continue to monitor these projects as well as future needs, and work with the State to ensure these transportation goals are implemented.

Highway Needs Inventory

The Highway Needs Inventory (NHI) is a MDOT SHA long-term document that identifies highway improvement projects to serve the existing and projected population and economic activity in the State as well as address safety and structural problems that need to be constructed. The NHI notes that only a portion of the proposed projects may be addressed in the future due to needs and resources that are subject to change. **Table 10-5: Highway Needs Inventory** presents the lists of Worcester County projects from 2021.

Table 10-5: Highway Needs Inventory

Route	Improvement	Estimated Cost (\$000)
Primary System		
MD 90 (Ocean City Expressway)	Freeway reconstruction	\$655,700
US 13 (Ocean Highway)	Access control improvements	\$141,200
US 50 (Ocean Gateway)	Access control improvements with interchange at MD 589	\$216,700
US 50 (Ocean Gateway, Kelly Bridge)	Bridge construct/reconstruct	\$376,200
US 113 (Worcester Highway)	Interchange construct	\$84,700
Secondary System		
MD 376 (Bay Street)	2 lane reconstruct	\$17,800
MD 589 (Racetrack Road)	Multi-lane reconstruct including interchanges	\$251,500
MD 611 (Stephen Decatur Road)	Multi-lane reconstruct	\$30,100
MD 756 (Old Snow Hill Road)	2 lane reconstruct	\$16,300

Source: 2021 Highway Needs Inventory

Transportation Studies and Projects

There are no current or future planned County roadway projects; however, MDOT SHA has a few active projects within the County.

MD 90 (Ocean City Expressway) US 50 (Ocean Gateway) to MD 528 (Coastal Highway) Planning and Environmental Linkages (PEL) Study

The importance of addressing MD 90 needs was identified by Worcester County as their number one Consolidate Transportation Program (CTP) priority in their 2022 letter to MDOT. As a result, SHA

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completed a Planning and Environmental Linkages (PEL) Study for the MD 90 corridor between US 50 and MD 528 in February 2023. The PEL study identified long-term transportation needs, including traffic operations, capacity, safety, pedestrian and bicyclist accessibility and emergency evacuations. Transportation goals for the MD 90 corridor were determined based on current and modeled future corridor transportation conditions, traffic analyses, and evaluation of environmental resources. The study identified the following goals for MD 90:

- Accommodate existing and future traffic needs between US 50 and MD 528 by improving capacity, traffic operations, and accommodating bicycle and pedestrian travel.
- Improve the level of safety for motorists travelling between US 50 and MD 528 by reducing stop and go movements that cause crashes and ensuring good bridge conditions.
- Provide access for evacuation during current flood events and future predicted sea level rise.

MD 528 (Coastal Highway) 15th Street to 67th Street

SHA initiated the MD 528 (Coastal Highway) project as part of the Pedestrian Safety Action Plan (PSAP). The PSAP program prioritizes safety enhancements along corridors. Implementation decisions are made using factors such as equity, destinations and connections, crash data and density. This project aims to make Context Driven improvements along 3.13 miles from 15th Street to 67th Street in Worcester County.

US 50 (Ocean Gateway) Harry Kelly Memorial Bridge Repairs

SHA initiated the repair work on US 50 (Ocean Gateway) Harry Kelley Memorial Bridge. The project will involve repairing the structural steel beams and replacing damaged connection plates. The sidewalks and hatches on the bridge will also be rehabilitated. This project is currently in the construction phase.