

Transportation

This section describes the way people in your community get from place to place.

Strengths, weaknesses and outcomes can focus on: access to transit corridors; pedestrian safety and accessibility; sidewalks; alternative modes of transportation, such as bikeways and trails; public transit, such as bus and rail; carpooling; proximity to transportation centers; parking; and road conditions.

Strengths

- The Nature/Bicycle Trail is very popular with residents and tourists.
- Bicycling is common throughout town and bike racks are located at park facilities.
- YMCA is located next to public schools.
- Replacement sidewalks were recently added.
- Shuttles and traffic controls are used for major events

Weaknesses

- Sidewalks can get congested with visitors.
- Interface between pedestrians and traffic is a problem.
- Lack of some basic services requires travel of 10 miles or more for goods and services.
- One main commercial corridor for business, delivery and through travel.
- Available parking needs additional study.
- Demand and use for public transit is limited.

Desired Outcomes and Progress Measures	Strategies and Action Items	Implementation Partners
<p>Outcome 1: Improve Pedestrian & Traffic Interface Safety. Progress Measures: Reduction in incidents, accidents and injuries.</p>	<p>Strategy A: Provide greater police officer, or public service aide presence on sidewalks and crosswalk areas.</p> <p>Strategy B: Provide authorization for the use of public service aides for traffic control and parking violations.</p> <p>Strategy C: Consider the use of planters, bollards or other pedestrian circulation control measures.</p>	<p>St. Michaels Police Department and Administration.</p> <p>State Agency Funding Sources.</p>
<p>Outcome 2: Improve Parking for Business & Tourism. Progress Measures: Develop a comprehensive parking study.</p>	<p>Strategy A: Develop a comprehensive study that includes parking supply and demand, festival parking logistics, pedestrian circulation and walkability, street design improvements, and signage improvements.</p> <p>Strategy B: Research grant opportunities for funding this study in "A" above.</p>	<p>Maryland Department of Housing and Community Development.</p> <p>Sustainable Communities related grant funding sources.</p>
<p>Outcome 3: Develop Revenues for Parking Project Improvements Progress Measures: Allocation of revenues related to parking.</p>	<p>Strategy A: Look into implementing a sales tax surcharge for retailers and legislative authorization for 1-2% gross sales tax and allocated revenues for parking and design improvements.</p>	<p>State legislative delegation.</p> <p>Talbot County Commissioners</p>

	Strategy B: Consider new fees for paid parking as part of an overall study of parking, including fees for on street parking.	
<p>Outcome 4: Consider Changes to Parking on Talbot Street</p> <p>Progress Measures: Study pedestrian and traffic design issues on Talbot Street (MD 33).</p>	<p>Strategy A: Consider removing parking from Talbot Street (22 spots) and better design pedestrian accessways, crosswalks, outside dining opportunities.</p> <p>Strategy B: Replace lost parking in other areas of town.</p>	<p>State Highway Administration</p> <p>Business Owners on Talbot Street.</p>
<p>Outcome 5: Consider Traffic Circulation Changes for Public School Access off of Talbot Street (MD 33)</p> <p>Progress Measures: Review Right of Way Access Opportunities</p>	<p>Strategy A: Open discussions with Talbot County Board of Education, Talbot County and SHA – Capital Improvement Funds (CIP).</p> <p>Strategy B: Propose new access plan design funding and eventual construction funding.</p>	<p>Talbot County Board of Education</p> <p>Maryland State Highway Administration</p>
<p>Outcome 6: Complete the Nature/Bicycle Trail System</p> <p>Progress Measures: Build the remaining 1.25 miles of the remaining trail.</p>	<p>Strategy A: Complete 100% design and construction documents for the remainder of the trail.</p> <p>Strategy B: Submit public grants and solicit private funding opportunities to construct the remainder of the trail</p>	<p>Maryland Department of Transportation (MDOT)</p> <p>Non-Profits such as Rotary or other similar organizations.</p> <p>Talbot County transportation.</p>