

CHAPTER 4: Transportation (text only)

Ocean City's transportation system has evolved over many years into a true multi-modal system. The transportation system is still dominated by the automobile. Automobile movement via highways and streets will continue to have capacity limits, will be seasonally stressed, and congestion will continue to be evident in future years. Given the linear form of the community and its condition as largely developed, opportunities to construct or widen existing highways and streets to accommodate vehicular traffic and build additional parking lots to store vehicles will be quite limited.

Therefore, the communities' growing use of alternative modes of public transportation including bus, trolley, bike and pedestrian means of transport will continue to demand attention and be required to augment the capacity of the Town to accommodate automobile transport via highways and street systems. Successfully moving both people and goods will be among the Town's greatest future challenges and will call on the community to continue to explore more cost-effective and efficient modes of transport. The following goal and objectives are designed to support efforts to meet expected ongoing transportation system needs and demands.

Goal: To maintain and improve the transportation system to accommodate the movement of people and goods as efficiently as possible, with minimum congestion and maximum safety.

Objectives: In order to achieve the transportation goal for a balance of auto, transit, bicycle and pedestrian mobility, the following objectives are adopted.

- 4.1. Identify and implement opportunities for short and long-term improvements to the thoroughfare system.
- 4.2. Continue to develop public transportation system alternatives to and on the island to its maximum potential to minimize automobile congestion and ~~damage-impact~~ to air quality.
- 4.3. ~~Utilize off-island~~ Identify lands-property in key locations to accommodate parking, park and ride and public transportation facilities where possible to augment ~~Island-existing~~ facilities.
- 4.4. ~~Determine the feasibility of developing~~ Continue to implement a bikeway system using alleys, secondary streets, the Boardwalk, bayfront and the beachfront connections.

- 4.5. Develop additional bike storage (racks) and lockers to encourage additional bike use.
- 4.6. Decrease reliance on automobile use by continuing to increase transit ridership.
- 4.7. Encourage walking activity by enhancing the pedestrian environment through the use of pedestrian signals, pedestrian pushbuttons, and location of crosswalks in appropriate location.
- 4.7.4.8. Support completion by SHA of future phases for the dune-style median fence down the center of Coastal Highway to improve pedestrian safety and use of crosswalks and continue the Walk Smart Bike Smart public information campaign
- ~~4.8.4.9. Explore use of trolleys to augment transit system on St. Louis Avenue to reduce transit congestion on Philadelphia Avenue in the downtown area. Coordinate with Worcester County and Sussex County to improve transit connections between Ocean City and new growth areas along the Route 50 and 54 corridors.~~
- 4.9.4.10. Facilitate use of Tram by improvements to ticketing and reduce pedestrian/tram conflicts along the boardwalk.
- 4.10.4.11. Explore opportunities to establish a bay-side ferry service or encourage use of bayside water-taxis as an alternate mode of transportation.
- 4.11.4.12. Continue to upgrade and improve the Ocean City airport to meet future demand for air transportation.
- 4.12.4.13. Continue to cooperate with Wicomico County in the operation and improvement of the Wicomico/Ocean City Regional Airport.
- 4.13.4.14. Ensure adequate off-street parking for new and existing land uses.
- 4.14.4.15. Utilize traffic system management (TSM) techniques to preserve street capacity, promote smooth traffic flow, and maximize safety.
- 4.15.4.16. ~~Identify feasible~~ Coordinate with State and Federal agencies to maintain and improve long-range local and regional transit options along with demand and financing requirements.
- 4.16.4.17. Continue to improve pedestrian safety and accommodate pedestrian circulation throughout town.
- 4.17.4.18. Enhance pedestrian and bicycle connections between the Oceanfront and bayfront to foster greater pedestrian activity, particularly within the downtown.

- 4.19. Incorporate the SHA Route 50 Bridge Replacement project – Alternate 5A into long range planning and evaluate potential impacts to the local street system.
- 4.20. Identify preliminary design criteria for improving Baltimore Avenue between North Division Street and 15th Street to complete the streetscape improvement project with wider sidewalks, relocated utilities, etc.
- 4.21. Study the location of the southern terminus of the bus system to identify a possible relocation of the transit station north of Route 50 in order to reduce downtown traffic congestion and periodic flooding impacts to operations.
- 4.22. Investigate improvements to the Route 90-Coastal Highway intersection to increase traffic flow through the intersection.
- 4.18.4.23. Continue to advocate for the Dualization of Route 90 in long term State Transportation Plan priorities to improve long term access and emergency route capacity.
- 4.19.4.24. ~~Continue to work toward~~Coordinate with Sussex County and Delaware state agencies to maintain and improve a viable-a-third point of access to Ocean City from Route 54 to the north. ~~in the northern section of the city.~~
- 4.20.4.25. Identify areas with acute parking deficiencies and develop financing mechanisms to provide necessary parking. Parking districts, fee in lieu of parking, and other methods of development and financing should be considered.
- 4.21.4.26. Evaluate costs and benefits of design and construction of parking decks or garages to augment parking in the downtown and to enhance or reinforce downtown streetscapes.
- 4.22.4.27. Encourage and work with the State of Maryland and Worcester County to improve the flow of traffic on the Rt. 50 corridor gateway into Ocean City.

Ocean City’s Transportation System

Ocean City’s transportation system has developed locally into a true multi-modal system, made up of highways, streets, and public transportation, ~~and air travel~~. The system is still dominated by the automobile, especially during the summer season, which serves as the most viable means of access from major population centers to the resort community.- Traditional rail access, Greyhound Bus service and regional airline flights no longer provide direct connections to Ocean City and are located at least a 30 minute drive away. For the near term, a coordinated transportation strategy will continue to emphasize convenient access by private automobile with adequate parking provided ‘where you stay’, and recognize the need for day-trip parking

facilities. Each of the components of the transportation system is described below.

Town Street System

Ocean City's local street system is simple in layout. One major median divided 6-lane arterial, Coastal Highway (MD Rt. 52850), accommodates the bulk of north-south movement. North-south movement in the Downtown area is also accommodated on Baltimore Avenue and St. Louis Avenue. Short east-west streets provide property access and provide connections between the Ocean and Bayfront. The modified grid system is simple but is called on to work hard to meet seasonal demand.

Arterial roads such as Coastal Highway, portions of Baltimore Avenue (S. 1st Street to 15th Street), and several cross streets (1st, 9th, 15th) are owned and maintained by the Maryland State Highway Administration (SHA). 63 miles of local streets, 38 miles of storm drains, and 15 miles of alley are owned and maintained by the Town of Ocean City with approximately \$2-3 million annually budgeted for repaving and repairs. In recent years, local revenue sharing received from the Ocean Downs Casino in Worcester County has been directed to public streets and utilities.

Primary access to the island is provided by two bridges, one near the town's southern tip, the Harry W. Kelley Bridge (Route 50), and the other at Ocean City's midpoint, the Route 90 Bridge. Both serve the primary east-west highway, Route 50. The Route 90 Bridge also provides access from Route 50 and Route 113, a major north-south highway.

Two secondary access roads feed in from Delaware. Route 54 links Coastal Highway to Route 113 via Selbyville. A two lane secondary highway, Route 54 meanders through several communities before reaching Route 113. ~~Often during storms this route is flooded.~~ The other secondary access is Route 1 which is the extension of Coastal Highway northward along the Delaware beaches and merging in Milford, Delaware with Route 113. Often during storms these routes are flooded.

Coastal Highway

Coastal Highway (MD 528) serves as the main arterial running from 33rd Street to the Delaware line. Due to the narrowness of the island, it is the only continuous north—south route in Ocean City. Coastal Highway consists of three 11 foot wide travel lanes northbound and southbound, a 14 foot wide bus/bike lane in each direction, a 14 foot median and left turn lane, and a five foot sidewalk on each side.

Parking is not permitted on Coastal Highway and curb cuts for new development are discouraged or carefully located. Over the past 10 years, several improvements have been made to Coastal Highway. The signal system is fully computerized to ensure the smoothest and most efficient

traffic flow possible and additional turning lanes from northbound Coastal Highway have improved traffic flow onto Route 90.

~~Annual average daily traffic volumes (AADT) along Coastal Highway have remained rather constant in recent years and have actually shown some decline.~~ Table 4-1 identifies AADT volumes ~~for the past five years over 5 year periods from 1980 to 2015., at Several locations are identified on Coastal Highway at the DE line, above and below the Route 90 bridge intersection and near the north end of Philadelphia Avenue at 14th Street, as well as the Route 50 bridge.~~

Traffic flow along Coastal Highway varies dramatically with the season. Off-season flow is unimpeded; summer brings heavy volumes. In-season traffic has both weekly and daily peaks. Weekly peaks occur on Saturdays, and are partially due to “check-in and out” of vacationers. At this time, thousands of visitors are all leaving and arriving at about the same time. During such periods traffic volumes can range from between 32,000 and 38,000 vehicles per day. Congestion along the corridor during such periods can make access to the route difficult causing backups along the Route 90 and Route 50 corridors.

In-season daily peaks on Coastal Highway occur in the early evening for southbound traffic and several hours later northbound. During the earlier period vacationers head to the Boardwalk amusement centers, restaurants, and other night spots. Later, as everyone migrates back, traffic peaks heading north. Also, rainy weather causes a peak in traffic conditions. As a rainy day alternative to the beach, many go shopping, thereby causing congestion.

A major safety, stormwater management and beautification project was completed by the State Highway Administration from 9th Street to the Delaware state line during the 1990's. This involved the installation of landscaped medians in Coastal Highway with signalized breaks about every three blocks. This restriction and control of turning movements has greatly improved traffic flow, reduced the number of accidents and has also improved pedestrian safety. SHA is currently proceeding with a phase one dune-style median fence down the center of Coastal Highway from Route 90 to Convention Center Drive to improve pedestrian safety and use of crosswalks.

~~In 2004, the Town completed renovation of the 94th Street corridor and 142nd Street. These projects included replacement of metal storm drains, horizontal alignment changes, and landscape improvements.~~

Philadelphia Avenue

Philadelphia Avenue is a continuation of Coastal Highway (MD 528) from 33rd Street to South 1st Street. It is one way southbound from 9th Street to South 1st Street. Philadelphia Avenue's configuration varies. Generally it has three southbound lanes with parking on both sides. It flares to four lanes at the intersection with Route 50 at North Division Street. In October, 2002, the Town initiated a two-year project to improve an eight-block corridor of Philadelphia Avenue,

from North 1st Street to South 1st Street. Improvements included new sidewalks, concrete pavers, street lighting, landscaping, and patterned pedestrian crosswalks.

Average Annual Daily Traffic counts for 2015~~03~~ in the vicinity of 20th Street indicate an annual average daily traffic flow of ~~22,250~~29,571-vehicles per day. As in the case of State maintained portions of the route, in-season traffic volumes along the route can exceed 35,000 vehicles daily.

Baltimore Avenue

Baltimore Avenue extends from South 2nd Street to 33rd Street between the Boardwalk and Philadelphia Avenue. From South 2nd Street, north to 33rd Street it is MD 378. Baltimore Avenue serves as the “Main Street” of “Downtown” Ocean City, and also serves as the secondary north-south traffic mover in the southern part of town. Baltimore Avenue does not have a dedicated bus lane to support transit service. Therefore when peak season congestion occurs on this route, bus traffic is caught in the traffic. Transit system alternatives for the downtown are currently being explored to determine how to alleviate this condition.

In 1993, the southern portion of Baltimore Avenue, from Caroline Street to South 2nd Street, was completely renovated with upgraded underground utilities, landscaping, decorative paving and street furniture. Similar improvements were subsequently made through the 1990's from 15th to 33rd Streets. These projects have improved both the function and appearance along the corridor and have served to spur private investment in the area.

The remaining portion of Baltimore Avenue from Caroline Street to 15th Street has been identified as a priority for streetscape improvements including wider sidewalks, underground utilities and pavement reconstruction. Existing right of way along the east side of the existing roadway is owned by the Town of Ocean City, while the roadway is maintained by SHA, which will require a coordinated project design.

Other Road Improvements

In 2004, the Town completed renovation of the 94th Street corridor and 142nd Street. These projects included replacement of metal storm drains, horizontal alignment changes, and landscape improvements.

In 2014, St. Louis Avenue improvements were completed from 1st Street to 17th Street to rebuild the road pavement, install new water and sewer mains, replace sidewalks and provide bike lane pavement markings in both directions.

Other street reconstruction is underway in the Little Salisbury neighborhood that will also replace storm drains, sidewalks and underground utilities. Each street improvement includes more than just repaving to upgrade all of the infrastructure located in the public right of way whenever possible.

Intercity Roads

Route 50

Route 50 is the main east-west route from the Washington and Baltimore area to the Eastern Shore and Ocean City. Over the past several decades it has been improved by the construction of bypasses and new bridges and lane improvements to the point that there are now at least four lanes for the entire length of the corridor. Turning lane improvements and upgrade to six lanes in selected reaches of the Route 50 corridor have further ameliorated congestion along the corridor. The completion of the Salisbury bypass in 1999 was among the most significant improvements to improve traffic flow to Ocean City in the lower Eastern Shore region in recent years. Average annual traffic volumes on Route 50 entering Ocean City range from approximately ~~2321,000~~ to ~~24,500-32,000~~ depending on the location of the station count over the last 5 years (see figure 4-1). However, in-season traffic volumes during the summer range from 43,000 to 52,000 vehicles daily.

The 71-year-old, 1.5-mile-long US 50 Crossing (Harry W. Kelley Memorial Bridge) includes a 140-foot-long draw span. To provide access to and from the commercial center of Ocean City, a safe and efficient crossing of US 50 is essential. The bridge, which is eligible for listing on the National Register of Historic Places, is in fair condition. SHA completed its most recent repairs in January 2013. Long term maintenance and replacement of the Route 50 Bridge into Ocean City was studied in 2013 with location and design plans approved for a north parallel bridge replacement (Alt. 5A). Funding for the bridge replacement may not be available for at least 20 years, however the potential impact on peak season access during construction is a significant concern.

Substantial development along Route 50 in Worcester County west of Ocean City has caused increased congestion in recent years and will likely limit the highway capacity for beach access in the future. Every effort should be made by the State to manage access and highway capacity and by the City and County to monitor and manage growth to address this growing problem.

A vital part of the Route 50 access to Ocean City is the Chesapeake Bay Bridge. ~~In 2004 a number of structural problems with bridge components have required repairs prompting periodic congestion. Improvements and repairs are currently underway.~~ Given growth trends in traffic volume crossing this span (approximately 3% annually), it is important that the capacity of current spans to accommodate traffic flows be evaluated to assure continued access to the Eastern Shore of Maryland and the Town of Ocean City. In 2015, State funding was approved by the Governor to complete a 4 year study of a third Chesapeake Bay crossing.

~~Substantial development along Route 50 in Worcester County west of Ocean City has also caused increased congestion in recent years. Every effort should be made by the State to manage~~

~~access and highway capacity and by the City and County to monitor and manage growth to address this growing problem.~~

Route 90

Route 90 is a limited access two lane road linking Route 50 to Ocean City at 62nd Street. This twelve mile expressway is the primary access to the northern part of Ocean City. As shown in figure 4-1, the average annual daily traffic volume on the Expressway entering Ocean City was ~~17,225~~16,402 in 2015. Peak volumes during the summer months are lower than those on Route 50, since the route provides only 2 lanes, and range from 28,000 to 32,000 daily.

The safety of Route 90 has been questioned due to the number of serious accidents over the years. Various improvements to Route 90 have been studied, and several safety improvements have been made over the years by the State Highway Administration. Larger scale improvements, including dualization and the construction of a new road and bridge entering Ocean City somewhere north of 100th Street, have been considered, ~~but at this time no funding is available nor anticipated.~~

The City ~~should continue~~has placed a priority on pursuing ~~this the~~ Route 90 dualization project because of its many advantages: ~~reducing traffic~~increasing capacity on Route 90 and enhancing its safety; creating ~~another entrance~~improved emergency access into and out of Ocean City in the event of an accident, thus reducing traffic congestion at the existing entrancesproviding a viable means of access when Route 50 is limited by bridge construction or future development; and providing an ~~additional~~expanded hurricane evacuation route.

Route 113/13

Route 113 links the coastal areas of the Eastern Shore with Route 13, the main north-south interstate travel route on the Shore. Diverging from Route 13 at Dover, Delaware, it swings east serving Milford. Georgetown. Selbyville, Berlin, Snow Hill and reconnects to Route 13 at Pocomoke City where it continues south through Virginia to the Chesapeake Bay Bridge Tunnel and Norfolk, VA. In conjunction with Route 13, Route 113 expands Ocean City's market area for vacationers within a three hour drive, and improves both emergency and supply access.~~to the north links Ocean City to Pennsylvania and the other Middle Atlantic States. To the south, it links Delmarva with Virginia and points south.~~

Like Route 90, Route 113 has experienced many serious accidents over the past several years and safety improvements ~~are needed~~ are being completed as the top regional priority for State

Source: Maryland Department of Transportation, State Highway Administration, Traffic Volume Map, Revised 5-21-2004
funding. In order to handle the present and future traffic volumes safely, the existing two lane sections of Route 113, Route 90 and Route 589 should be widened to four lanes.

Parking

An important component of the transportation system is parking. Parking has been a problem in Ocean City for many years, especially in the Downtown area. Use of street parking by daytrippers and boardwalk-oriented traffic, downtown employees, and the limited off-street parking provided by early-historic development patterns all combine to create difficult conditions. Double parking by delivery trucks using parking area for off-street loading functions further complicates the situation.

Public parking has changed over the past several years with removal of street parking from Coastal Highway and Baltimore Avenue south of 15th Street, and the addition of new public parking lots. The metering of street parking changes occasionally in location and numbers. With few exceptions, metered parking is limited to locations in the downtown area. Table 4-2 provides an inventory of public parking lots including over 3,000 spaces which are located throughout the Town. In addition, private vacant properties are often used for temporary parking lots during peak season periods.

Recent Prior study of Downtown Parking conditions indicates that conflicts between parking and traffic movement are apparent at the Inlet Parking lot. Often the lot is full and unaware drivers become stuck in traffic seeking access to parking and constrain traffic flow. Advance notification to drivers by remote sign panel indicating the lot is full or has only a limited number of spaces hasould improved this condition. Additional real time information for availability of parking in all public lots has been proposed.

It continues to be the practice of the Mayor and City Council to purchase property and develop public parking lots when the need and opportunity exist. In conjunction with the 100th Street lot, the city's first residential parking district was created in the Caine Keys II subdivision on the bayside across from high rise row. This district reserves street parking for the residents of the neighborhood, and the 100th Street lot provides the needed visitor parking spaces in the area.

The parking district concept and use of existing parking lots for parking decks or garages should be studied to determine their cost-effectiveness for use in Ocean City, particularly in the downtown area. It is very possible that reductions in the parking requirements of the zoning code coupled with the establishment of a parking district, fee in lieu of parking, and provision of more public parking could improve the parking situation downtown and support ongoing redevelopment.

In 2015 Ocean City implemented a trial program for EV charging stations at two public parking lots (Convention Center and 4th Street). A third location is proposed at Northside Park. Many special events in Ocean City are organized around car shows and clubs including a recent gathering of Tesla electric vehicles which highlighted a demand for this enhanced service.

Public Transportation

Investments in public transportation services in Ocean City have proved to be among the most effective means of improving the overall quality of the transportation system. Such improvements have proved an effective means of moving a greater number of people throughout the community in spite of limited land for highway system improvements. Such investments have permitted connection between the Island and greater use of off-Island lands to meet parking demand in satellite locations and have increased system ridership. The primary transit systems include the Municipal Bus System and Boardwalk Tram.

Municipal Bus System

Ocean City operates a municipal bus system comprised of fixed routes and a dial-a-ride program for the elderly and handicapped. From a total of 1358 vehicles in 1996~~the early 1980's~~, the continually expanding bus fleet in 2015~~will include~~ includes 6769 vehicles. The fleet includes 4864 forty foot Thomas buses, ~~8 thirty-five foot buses, 8 new rubber tired trolleys scheduled to be online in late 2005,~~ 2 sixty foot articulating buses, and 3 para-transit vans. The bus system operates year-round, twenty four hours per day. In the height of the summer season the buses operate on Coastal Highway at 7 minute headways/intervals. During the less congested hours and times of year the fleet is smaller and intervals between buses longer; however, there is always service provided.

~~In 1991, the fare system changed from 75 cents per ride to a \$1.00 all day fare.~~ As shown in Table 4-3, ridership more than doubled in the first year (from 1.1million to 2.8 million annually), and with some exceptions continued to increase each year through 2001. The current (2015) all day fare of \$32.00 was instituted in 2012~~02~~ and has not appeared to deter ridership, ~~although ridership as dropped modestly over the past several years.~~ Efforts to improve the bus experience, reliability and customer service included increased bus deployment by 24 percent in 2015 resulting in a 4% increase in passenger count. On July 4th alone the bus carried 41,000 passengers and during the two-day Air Show in June, the numbers reached over 70,000 passengers. (Source: article from www.delmarvanow.com 7/29/15, E. Chappell)

Future opportunities to expand and improve the municipal bus system include

- Increased cooperation with neighboring transit systems including Shore Transit in Worcester County and the Delaware Area Rapid Transit system in Sussex County
- Additional service to new hotel and commercial development in West Ocean City to reduce the parking demand of 'day-trip' visitors
- Continued coordination of private shuttle services from expanding campground facilities in the County
- Evaluate potential relocation of the downtown transit center to reduce traffic congestion delays south of Route 50, and implementation of a downtown shuttle circuit

- route
Potential conversion of bus fleet to CNG fuel to improve efficiency and provide environmental benefits

Boardwalk Tram

An important part of the Ocean City public transportation system is the train (or tram) service that traverses the length of the boardwalk. While serving an important transportation system function moving over 400,000 people during the summer season, the tram also provides important entertainment value to the Town. The trams are also used during Winterfest at Northside Park to provide a musical tour of holiday light displays.

~~Recent~~ Ongoing evaluation of the Downtown Area Transportation system indicates that current Tram operations can result in pedestrian/tram conflicts over the entire length of the boardwalk. Since stops are in response to the interest of passengers, the frequency of un-regulated stops delays operation and schedule/headways. The Town should consider establishing designated scheduled stops every two or three blocks, integrated with street intersections that are subject to heavier pedestrian traffic to improve this condition. Future relocation of Tram operational facilities may create the need for additional boardwalk improvements to support access and circulation changes.

Additional Transit System Considerations

A “Technical Transit Study” was prepared by Craine and Associates in 1996 which provided a number of recommendations for improvements to transit service. Many of these improvements have been implemented since that time and others have proved not feasible over time. The following provides an overview of the ridership profile and those recommended measures in the 1996 study which have been implemented since that time. It also identifies current recommendations provided as part of the ongoing Downtown Transportation System study being prepared by Kimley-Horn and Associates, Inc. as well as recommendations based on discussion with Transportation Department staff in 2005. These recommendations are provided by specific transit system topic areas which include:

- Ridership profile
- Funding
- Bus operations
- Maintenance
- Service Extensions and Coordination

Fares

- Analysis of the shared bus/bicycle lane
- ADA Paratransit The potential for automation

Ridership Profile

Based on the ~~1996 study~~prior studies, the typical Ocean City transit rider:

- Is a vacationer (67%).
- Travels either to or from the area between Inlet and 33rd Street (69%)
- Travels either to the boardwalk (25%) or to return to their hotel, condo, or home (31%).
- Makes a single round trip (43%).
- Has an extremely positive (43%) or somewhat positive (38%) attitude toward the bus.
- Would use the bus more often if it was: less crowded (51%), had more frequent service (50%), was faster (33%), or had fewer stops (31%). (Multiple responses were permitted to this question.)
- Would have driven (42%) or walked (32%) if they had not used transit.

Transit ridership is heavy throughout the day, with high levels of activity from about 9:00 a.m. through midnight. Patronage per vehicle hour during these hours (over 50 passengers per vehicle hour) is typical of that found on the most productive bus routes of major cities. Ridership remains significant throughout the night and early morning hours. In fact, peak ridership occurs between the hours of 6:00 p.m. and 1:00 a.m.

- In order to determine how transit can be combined with the road system and parking to serve the Town most effectively, it would be desirable to update this survey to determine the travel patterns of ~~parkers-day trip visitors~~ and tourists in the beach areas. Such information could help determine what impact changes in parking opportunities or fees would have, whether services aimed at employees would have an impact, and where improved transit services or remote parking lots would prove to be most cost-effective.
- Recent management actions have added increased security during peak night hours, and expanded recruiting for drivers in order to maintain high levels of service.

Funding

- As the Ocean City transit system has grown, federal and state funding has remained relatively flatconstant. As a result, Ocean City contributes a larger share of the operating cost of its transit system than any other local government in Maryland.
- Ocean City's transit system is classified as a rural system, and thus does not receive the amount of funding that an urban system would receive. This classification should be changed to reflect the true nature of the system.
- ~~Convention Center provision of "free transportation" as a marketing device results in a net loss in transit system revenue derived from ridership. While this marketing device may be beneficial to the overall economy of the Town and businesses, some record of non-paying~~

~~ridership attributable to convention trade or other promotions should be kept to provide a clearer picture of the cost to the community and to improve accountability.~~

- State and Federal support of the Ocean City transit system includes the addition of new articulated buses capable of carrying 100 passengers
- A campus master plan for the public works facilities supporting the transportation program is underway which will upgrade support and maintenance facilities

Bus Operations

- The attractiveness of bus service to riders ~~is has been~~ significantly ~~reduced~~ improved by ~~very crowded conditions~~ additional buses and drivers, ~~slow~~ regular service due to frequent scheduled stops, and ~~long~~ shorter waits due to ~~irregular~~ regular spacing between buses. ~~Conditions have improved in recent years with greater bus system capacity, but many of these issues~~ Continued evaluation will remain a consideration in planning future service improvements.
- ~~There is a continuing need to decrease~~ Decreased reliance on private vehicles while visiting Ocean City is accomplished by continuing to increase transit ridership. More widespread dissemination of transit routing, schedule, and fare information at visitor centers, in visitor guidebooks, through motels and hotels, and other means ~~could~~ will improve this condition meet this objective.
- Within the downtown area, parked vehicles and service vehicles periodically block bus lanes. Greater use of enforcement, pavement markings and education of businesses and delivery drivers could improve this condition.
- ~~Within the downtown area there are difficulties in maintaining consistent headways and providing adequate bus system capacity. The Town should explore demand-based bus dispatching versus headway dispatching in this area during peak use periods, as well as turn-back operations for Coastal Highway at 60th Street.~~
- ~~Recent study by Kimley-Horn indicates there is some difficulty getting buses out of the South Division Transit Station onto Baltimore Avenue and for buses, southbound on Philadelphia turning left into the transit station. Trimming back the median on south Division to accommodate a larger turning radius is recommended to solve the latter problem. Coordination with the State Highway Administration is suggested to have vehicle detectors checked for proper operation to improve bus movement from the Station to Baltimore Avenue.~~
- A greatly increased level of supervision to maximize adherence to planned schedules using trained street supervisors and/or an automatic vehicle location system could also

improve overall service. The Town is currently working toward development of a vehicle location system.

- ~~Eliminating the practice of bringing buses into the public works compound at 64th Street while still in revenue service to make driver reliefs was recommended in the study conducted by Craine and Associates in 1996. Action has since been taken to implement this recommendation and discontinue this practice.~~
- ~~Given the seasonal demands posed by the transit system the Town will need to continue to enhance driver recruitment efforts to ensure a reliable work force during the summer months.~~

Maintenance

- Maintenance is performed by permanent employees of the Town fleet service center. ~~The Town has taken a number of steps in recent years to address past deficiencies at the maintenance center.~~ The maintenance center was expanded in 1998 to add additional maintenance bays and to add an automatic bus washer. A long range master plan to optimize the public works campus will be completed in 2016 leading to potential construction of improved operational and maintenance facilities within a 3 year period.
- As was recommended in the 1996 Craine study, the appearance of the bus fleet would benefit from an investment in a strong eye-catching paint scheme or theme for the buses which would promote ridership and add to the Town's overall image. ~~The current use of "wrap advertising" is unsightly and should be re-considered. Although it is expected to generate \$123,000 in advertising in 2006 it costs the Town some \$20,000 or more in damages to buses each year. Wrap advertising is reducing window visibility for passengers and creates security problems since visibility into and out of the bus is limited. Moreover, display ads create user confusion since they are misinterpreted by prospective passengers as bus destinations.~~
- ~~As the Town proceeds with the planned replacement of the fleet with newer buses, it should protect its investment by improving its comprehensive maintenance record keeping system.~~

Service Extensions and Coordination with Other Systems

- ~~Possible service extensions to the west in 1996 were considered at which time it was determined such extensions would probably have poor patronage and would require a substantial subsidy from the Town. As development continues to occur in West Ocean City, opportunities for such service extension should be re-evaluated. A to connect with a growing number of commercial services and retailers in West Ocean City suggests the~~

need and demand for linking residents to these shopping opportunities ~~may be in the offing.~~ The ~~location of the~~ West Ocean City Park and Ride was developed in 2002 and ~~recent County~~ system service to the nearby factory outlet stores has ~~already demonstrated an increase in ridership~~ been met recently with Shore Transit service connections.

- Partnership with Shore Transit (a service provided by the County) should be enhanced to improve service system connections and scheduling.
- The benefits of an additional Park & Ride facility location along Route 90 west of Ocean City should also be explored. Such a facility might attract day trippers, thereby increasing highway system capacity. Since land costs may be high in near Ocean City locations, areas near the Whaleyville Campground located west of the junction of the Route 90 expressway and Route 50 should also be considered as a candidate location for such a facility.
- The most effective improvement for attracting additional bus riders from Delaware would be developing a park and ride lot near the northern end of the bus route. A North End Transit Center ~~is currently being designed~~ has been constructed by the Town and may serve as the first step toward developing such a facility with the addition of parking.
- As noted in the section titled “ridership” it would be desirable to conduct a survey to determine the travel patterns of parkers and tourists in the beach areas. Such information could help determine what impact changes in parking opportunities or fees would have, whether services aimed at employees would have an impact, and where improved transit services or remote parking lots would prove to be most cost-effective.

Transit Fares

- The all-day pass has proved simple, easy to understand, has good marketing value, and has reduced delays due to fare payment on the bus, since it was instituted in 1990's. The current cost of \$~~32~~.00 does not appear to have greatly deterred use of the system since 20~~12~~02.
- ~~The 1996 Craine study recommended Town implementation of a pre-purchased pass option, selling passes at kiosks on the boardwalk, through merchants, and through hotels and motels. Such a program was recommended to further reduce delays on the bus, allow for lower fares for service industry workers, provide a channel for hotels and motels to offer a subsidy, and reduce operational problems that stem from the need to reconcile on-board pass sales. The use of Coupon Books was established in 2002 and experience to date is mixed. While it reduces delays on the bus and provides a channel for hotels and motels to offer a subsidy, it has also reduced system revenues. For these reasons the use of coupon books should be re-examined.~~

- ~~As noted under the section titled “funding”, Convention Center provision of “free transportation” as a marketing device results in a net loss in revenue derived from ridership. Convention Center journal entry would provide a clearer picture of revenue that would otherwise be derived and improve system accountability.~~
- ~~The Town currently estimates there are 180 active ADA clients using the bus system with only 5 paying for the service. Seniors use of coupon books provide a ‘good will’ benefit also reduces with minimal reduction in system revenues. The town should re-consider whether or not to continue to accord these riders preferred status or at least recognize continue to provide this valuable service to the public. the demand they place on the system with little or no offsetting revenue.~~

Bicycle Movement

Presently, Coastal Highway provides north and southbound bicycle lanes which are shared with buses and which also serve as turn lanes for all other traffic. Because of the high volumes of traffic on Coastal Highway, the multiple uses of these lanes has been an ongoing safety problem.

Consultants have conducted studies of the use of the bus/bike lanes in the summers of 1990 and 1995. Vehicle counts were made at various locations and time periods. Kellerco, the consultant that performed the 1995 study, also has summarized the many conflicts which are present on Coastal Highway. The safety problems caused by the multiple uses of the bike/bus lanes should continue to be addressed. The establishment of bikeways servicing various parts of the city Town has been discussed, as well as widening the Boardwalk to accommodate bicycles. These past studies should continue to provide the basis for future improvements to accommodate bike movement.

2004 study of bike transportation issues within the downtown area by Kimley-Horn indicates a need to make it easier and safer for people to store their bikes in order to encourage additional bike ridership. The study recommends installation of additional bike racks in the downtown area and installation of bike lockers.

The study further recommends improving bicycle service on the US Route 50 bridge that permits concurrent use of the bridge for Eastbound and Westbound bikes by providing a ramp on the north side of the bridge for westbound bikes. ~~Finally R~~ recommendations also include installation of a shared bike and pedestrian path on the west side of St. Louis Avenue, south of 1st Street to Somerset that utilizes the existing cross section north of 1st Street. The report prepared by Kimley-Horn should be consulted for any additional “location specific” recommendations it provides concerning enhancement of bike movement in the downtown area.

[The Ocean City Transportation Committee began a project in 2014 to define a system of bicycle](#)

routes which help to connect points throughout the community and provide an alternative to the shared use of bus lanes on Coastal Highway. A mapping effort was completed to capture the typical riding patterns of both local cyclists and the seasonal workforce who use a network of alleys, parking lots and secondary streets in order to avoid high speed or high traffic volume arterial roads. Signage and pavement marking projects have been identified and completed in several 'pods', private easement agreements and minor curb reconstruction is proposed to complete several gap connections, and improved cross street safety improvements will be completed as other street reconstruction projects are funded. Long term connectivity is projected to be 20 years out, with continued incremental progress.

Pedestrian Movement

The Ocean City Boardwalk provides a traditional and favorite destination for walking, shopping, dining, and beach recreation where you can leave your car behind. Activities such as bicycling and riding on the boardwalk tram are carefully managed to limit potential conflicts with the large volume of individuals, families and groups who enjoy walking on the boardwalk. In 1991, the concrete tram lane was added from the amusement pier to 3rd Street to accommodate this busy area and provide storm protection.

Sidewalks along the Town's public street system also provide important pedestrian connections from bayside and ocean block housing to the ocean, and from bus stops to commercial destinations. As sidewalks are replaced and where new development occurs, a minimum 5 foot wide sidewalk meeting minimum design standards is required with an additional 3 feet of pervious paving to meet existing City Council policy for heavy use corridors.

Pedestrian movement is a key mode of transportation in Ocean City that brings on a range of issues. Pedestrians get frustrated when they see gaps in traffic and often don't wait for pedestrian signal indications. In some locations in the downtown area, there is a lack of pedestrian signal locations and/or pushbuttons on east and west approaches to Baltimore and Philadelphia Avenues. In other cases there is discontinuity between where a majority of pedestrians want to cross and where the crosswalks are located, particularly on Baltimore Avenue.

A number of specific locations where these conflicts occur were identified by Kimley-Horn as part of the downtown transportation study conducted in 2004 which should be consulted to identify specific improvements by location that are proposed for improving downtown area pedestrian movement. Their recommendations include shortening signal cycle lengths, installation of additional pedestrian signal heads, installation of additional pedestrian pushbuttons, and improvements in crosswalk continuity to match needs. The choice regarding these optional solutions is often location specific depending on the particular conflict between vehicular and pedestrian traffic.

Key pedestrian improvements in the downtown area that can improve the pedestrian environment and enhance the Town include continued development of the “Bayfront Boardwalk” over time and improvement of east-west pedestrian connections between the Ocean boardwalk and the Bay Area to provide better pedestrian safety across Baltimore and Philadelphia Avenues. Such improvements should include consideration of one-way pair street segments to accommodate vehicle circulation while narrowing pavement widths to permit wider sidewalks to assure vehicular traffic is less dominant in the Downtown area. Wider sidewalk areas could also be used to add shade trees, accommodate outdoor cafes and generally support a festive atmosphere that would provide benefits to Downtown businesses. The location of such one-way street pairings would need to be coordinated with potential transit station locations to minimize conflicts with automobile movement.

Waterways

The Ocean City inlet serves as critical infrastructure for Ocean City, Worcester County and the National Park Service at the north end of Assateague Island. Continued operations by the US Army Corps of Engineers to maintain adequate channel depth for commercial ships is an important element of supporting the local economy and maintaining ocean access for the US Coast Guard Station.

Boat traffic, like automobile traffic, peaks during the summer. In season, the bays and open ocean provide recreational opportunities for pleasure boating and sportfishing enthusiasts. Commercial shipping is limited to local and some transient fisherman and their catch. Basic waterway needs will require ongoing maintenance of channels and channel markers. In keeping with the image of an Ocean resort community, every opportunity to increase the availability of and access to marina facilities and boat launching facilities should be explored.

The waterways will continue to provide recreational benefits and possibly a limited amount of transit. A bayside “water taxi” ferrying tourists from the north to a location near the inlet could serve a useful dual purpose. This service would provide relatively rapid transit and a guided tour of the bayside at the same time. The water taxi concept could also be used from Ocean City to the mainland (possibly Ocean Pines). The water taxi’s impact on the overall transportation situation may be small, but it would provide an interesting addition to Ocean City’s recreational opportunities and could become its own attraction. Opportunities to promote such a water taxi service and link such services to land-based transit alternatives should be explored. Any private sector interest in developing a water taxi service should be encouraged.

A new public boat launch facility is scheduled to be completed in 2017. Located at the bayside end of 64th Street, facilities will include construction of a two-lane boat ramp, channel dredging for ramp access, a 50-space trailer parking area and a small comfort station.

Airport

~~The Ocean City Municipal Airport is located on Route 611 about 5 miles from downtown. It began operation in 1958 after the initial land acquisition and the construction of a 2,300-foot turf aggregate runway.~~

Ocean City Municipal Airport (OXB) is a publicly owned, public use general aviation airport owned by the Town of Ocean City. The airport is located in Worcester County approximately 2 miles southwest of the Town of Ocean City. The airport maintains two asphalt/concrete runways, a 4,074-foot long by 75-foot wide runway (Runway 14/32) and a 3,204-foot long by 75-foot wide runway (Runway 2/20), both with a full parallel taxiway and non-precision approach capability.

The airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds. Its role, identified within the 2008 Maryland Aviation System Plan, is a General Airport, which accommodates the basic needs of general aviation aircraft and pilots. General aviation operations typically include light multi-engine and single-engine aircraft used for business, pleasure, and training.

Airport users can obtain aircraft fueling services for 100LL and Jet A, major airframe service, and major power plant service. Aircraft parking and storage is available on paved tie downs and in T-hangars. The airport supports all types of general aviation activity including flight instruction, aircraft rental/sales, and charter flights. The 25 based aircraft at Ocean City Municipal are primarily single-engine aircraft, several multi-engine aircraft, two turboprops, and a helicopter.

The airport serves the business, recreational, and flight training needs of the community through the services and employment opportunities provided by numerous successful on-airport businesses. Cloud Dancer provides airplane sightseeing tours; Ocean City Aerographic is an aerial photography company; and Ocean Aviation is a full service FBO and professional FAA Part 141-approved flight academy providing a wide variety of aviation services, including: flight training, aircraft rental, pilot supplies, aircraft sales, acquisition consulting, sightseeing flights, aircraft maintenance, heated hangar space, and catering (www.flyoceanaviation.com). Other on-airport activities and businesses include OC Skydiving.

~~A master plan for the airport was completed in 1979 and updated in 1987. Many improvements have been made since 1977, resulting in a facility that is a valuable part of the area's transportation system.~~

The Ocean City Airport offers the following services:

- Fuel sales (104OLL and Jet A)

- Major and minor power plant ~~service~~repair
- Major and minor airframe ~~repair~~service
- Aircraft rental
- Charter service
- Sightseeing packages
- Flight and sky-diving instruction
- Community and T-hangers
- Paved tie-downs
- Bus transportation available in summer

Aircraft activity (201504):

Based aircraft

Single engine	<u>1537</u>	
Multi-engine	7	
<u>TurboProp</u>	<u>2</u>	
Ultra lights <u>Helicopter</u>		<u>1</u>
	<u>2545</u>	

Annual aircraft activity (201504):

Local <u>GA</u>	7,400	
Itinerant <u>Transient GA</u>		<u>29,600000</u>
Military	<u>3600</u>	
<u>Air Taxi</u>	<u>150</u>	
	<u>37,450000</u>	

~~Runways: Primary 14/32 4,070 feet~~
~~Crosswind 02/20 3,200 feet~~

~~Navigational Aids:~~

~~V.A.S.I. runway 14/32~~

~~Localizer approach runway 14/32~~

~~N.D.B. approach off of Salisbury VOR~~

~~(Source: Maryland Economic Impacts of Public Use Airports, July 2015)~~

The airport handles approximately 50% of its annual traffic during the months of June thru August; 70% during the period from May to September. The bulk of the traffic is from the Baltimore/Washington area, but there are indications that more and more traffic is originating from the Philadelphia and New York areas.

~~The Ocean City Airport is an uncontrolled field; airport personnel are issuing advisories over the Unicorn. These advisories consist of wind speed and direction, altimeter settings and the~~

~~“recommended” runway. The pilot in command is responsible for the safe operation of his/her aircraft.~~

~~A master plan for the airport was completed in 1979 and updated in 1987. Many improvements have been made since 1977, resulting in a facility that is a valuable part of the area’s transportation system. In 1995, a new terminal was constructed which replaced the farmhouse that had previously served as the terminal. The new terminal building is a two story, 3,200 square foot structure. There is office space for the skydiving center along with rental cars on the field. Airport operations are also conducted from the terminal. Catering and a conference room are available upon request. Three new hangars are scheduled to be built in 2005-2006 and will house between twenty and thirty additional aircraft and are 100% occupied.~~

~~The Airport is now served by public water and sewer service from Worcester County. The Airport Manager has identified the extension of the existing State Priority Funding Area (PFA) from the northern Airport boundary to include the Airport property as an objective to assist with future funding and economic development opportunities. Flight service information can be obtained from Leesburg or Pautuxent River as well as weather briefs from the National Weather Service. Runway lights are controlled by the pilot from the aircraft.~~

The most recent ~~(2002)~~ updates ~~to of~~ the Airport Master Plan ~~in 2012~~ ~~suggests~~ identify several improvements that are needed at the airport, including:

- ~~Completion of Environmental Impact Assessment update~~
- ~~Acquisition of clear zone and obstruction easements.~~
- ~~Installation of several safety enhancements.~~
- ~~Extension of Rehabilitate Runway 14/32 by 500 feet.~~
- ~~Construction of T-hangers. 3-bay extension of Hanger K~~
- ~~Construction and improvement of taxiways. Reconstruction of Taxiway A~~
- ~~Construction of a combination aircraft hangar and commercial office space building at the ‘long term parking lot’~~
- ~~Construction of Apron Expansion to larger aircraft~~
- ~~Relocation of the localizer antenna array for the LOC14 instrument approach~~

The airport can be a valuable alternative to the automobile for many vacationers. As ~~airplane ownership grows~~ ~~air travel alternatives grow~~, so will the Ocean City Airport’s role in the transportation system. The airport could also be an important factor in the growth of conventions in Ocean City. The ~~continued~~ expansion of the Convention Center ~~in 1996~~ is expected to attract larger groups to the resort, and many of the participants may want to fly to the area if the airport facility is adequate. Thus, for both vacationers and conventions, the airport has an important role in transportation and economic development.

~~The Ocean City Airport has recently attracted a regularly scheduled commuter service. Simmons Air will begin service between Ocean City and B.W.I. Airport in May, 2005, four times a day for~~

~~\$45.00 per trip. This now presents the option of flying to the Ocean City area to those who do not own a private plane or have the means to charter a plane. Commuter service will also enhance the status of Ocean City as a convention destination.~~

Recommendations

Ocean City's transportation system moves goods and people on land, sea, and in the air. By far, the ~~bulk of transit occurs on land~~ primary transportation access is by private vehicles via the well-developed roadway system. Pleasure and sport-fishing boats ~~ply~~ have public access to the bays and open ocean along with the commercial fishing fleet at sea. The airport provides rapid access for visitors from the Middle Atlantic States ~~and historic rail access may be viable again from Delaware to nearby Berlin, Maryland.~~ Like much of the town's other infrastructure the transportation system is strongly influenced by Ocean City's long and narrow shape.

The ~~thoroughfare system~~ main arterial road corridors carry ~~ies its~~ seasonal burden adequately most of the time. However, at peak periods ~~it is~~ roadway capacity is stretched to the limit. Future improvements will be needed to keep pace with the town's growth. Opportunities for improvement are limited, but should be pursued. Below are recommendations for action to improve Ocean City's transportation system:

Highways and Street Systems

- × Continue to work with the State Highway Administration to improve the efficiency and safety of Route 90 including Dualization from Ocean City to Route 50.
- × Continue working to improve the stormwater management system on Coastal Highway.
- × ~~Provide a third access to the island at the north end of town.~~ Encourage Delaware to continue improvements to Route 54 which would improve the third means of access to the north end of Ocean City.
- × Keep the remaining alley system open; only close alleys that have no present or potential benefit to the public.
- × Minimize curb cuts on Coastal Highway to maintain capacity.
- × Continue to monitor the structural integrity of the Route 50 Kelly Harry W. Kelley Memorial Bridge and Route 90 Bridges to ensure their safety and serviceability.
- × Continue to cooperate with the state to improve the safety and capacity of Coastal

Highway.

- × Continue to implement the street system improvements identified in the 10-year capital plan for improvement of 7875 miles of town streets and alley~~over the next 9 years~~.
- × Initiate the design of a streetscape project to complete Baltimore Avenue improvements between N. Division Street and 15th Street for consideration in the next capital improvement plan update.
- × Coordinate special event use of the public streets for car shows, parades and short term controlled access. Evaluate maximum carrying capacity of roadway system during peak periods and multiple event schedules.

Parking

- × Provide additional public parking in the downtown area ~~in the form of a parking garage or decks~~. If feasible, plan for long term parking districts and distributed parking structures which incorporate retail stores at the ground level of the garage to enhance commercial activities at the pedestrian street level~~downtown~~. The architectural design of the garage should be attractive and compatible with the ~~old town atmosphere~~character of the neighborhood and should be constructed in a manner that reinforces or enhances the ~~downtown~~ streetscape.
- × Continue to provide or permit public parking lots and street parking where needed throughout the town.
- × Monitor Adjust off-street parking requirements in the Zoning Code to ~~ensure consistency with demand~~establish minimum criteria for change of use or redevelopment in order to phase out non-conformity with current parking standards.
- × Identify areas with parking deficiencies and establish parking districts or a fee in lieu of parking program to finance the provision of public parking in these areas.
- × Require compact car only parking, at corners in need of greater improved sight distance.
- × Continue to monitor the functions and flow of traffic into and out of parking lots and institute measures to improve their function or minimize disruption to traffic flow where possible (e.g. inlet lot).
- × Incorporate electric vehicle (EV) charging stations at selected public parking lots to meet the demand of seasonal visitors.

Transit/Bus System

- × Provide more widespread dissemination of transit routing, schedule, and fare information at visitor centers, in visitor guidebooks, through motels and hotels, and other means (social media, smart phone apps, website) in order to increase ridership.
- × Plan and design a dedicated bus lane extension southbound along Philadelphia Avenue from 17th Street to 9th Street. Explore demand based bus dispatching versus headway dispatching in the downtown area to improve service during peak use periods, as well as turn-back operations for Coastal Highway at 60th Street.
- × Evaluate the feasibility of express bus service to supplement current service recognizing limitations posed by available bus lanes to accommodate both.
- ~~× Re-consider the use of wrap advertising due to reduction in window visibility for passengers, security problems posed by limited visibility into and out of the buses, and confusion caused to prospective passengers.~~
- × Identify express buses with a different paint scheme or markings from local buses.
- × Install an Automated Vehicle Locator (AVL) system to permit monitoring and adjustments to intervals between buses along the length of Coastal Highway and allow waiting passengers to find the anticipated time of the next bus.
- × Study potential relocation of the southern terminus of the transit system north of the Route 50 Bridge as a means of solving traffic congestion and impacts of coastal flooding. Until the implementation of an Automated Vehicle Locator system is completed, the town continue to improve street supervision and dispatcher control over bus operations and intervals between buses.
- × Investigate a potential design for Route 90 Dualization which incorporates multimodal access and/or express lane connection to an additional park and ride facility in Worcester County. The benefits of an additional Park & Ride facility location along Route 90 west of Ocean City should also be explored. Such a facility might attract day trippers, thereby increasing highway system capacity. Since land costs may be high in near Ocean City locations, areas near the Whaleyville Campground located west of the junction of the Route 90 expressway and Route 50 should also be considered as a candidate location for such a facility.

- × Evaluate the benefits and costs of developing a park and ride lot near the northern end of the bus route. The North End Transit Center is currently being designed by the Town and may serve as the first step toward developing such a facility with the addition of parking in the future.

Pedestrian and Bike Movement

- × Develop recreational and destination bike routes minimizing the use of Coastal Highway.
- × Consider development of Pedestrian overpasses over Coastal Highway at locations where they may support the needs of key concentrations of bayside population.
- × Continue to develop the “Bayside Boardwalk” to invite pedestrian activity to the bayside and distribute greater pedestrian activity in the Downtown area.
- × ~~Shorten-Monitor~~ pedestrian signal cycle lengths, install additional pedestrian signal heads and additional pedestrian pushbuttons in key locations as needed identified by Kimley Horn in the 2005 Downtown Area Transportation Study.
- × Locate or re-locate crosswalks in appropriate locations to provide continuity and match pedestrian needs.
- × Provide several one-way pair street segments to improve traffic flow and pedestrian safety.
- × Improve east-west pedestrian connections within the Downtown area between the Ocean boardwalk and the Bay Area to provide better pedestrian safety across Baltimore and Philadelphia Avenues. Such improvements should include consideration of one-way pair street segments to accommodate vehicle circulation while narrowing pavement widths to permit wider sidewalks to assure vehicular traffic is less dominant in the Downtown area.
- × Utilize wider sidewalk areas where possible in the Downtown area to add shade trees, accommodate outdoor cafes and generally support pedestrian activity and a festive atmosphere to provide benefits to Downtown businesses.
- × Coordinate the location of such one-way street pairings with potential transit station locations to minimize conflicts with automobile movement.

Waterways

- × Continue to conduct channel maintenance dredging. Study the possibility of using channel dredge spoil for beach replenishment or other secondary beneficial use.
- × Continue to improve channel markings ~~to improve~~ for inlet and bayside navigation
- × Explore opportunities to increase the availability of and access to marina facilities and boat launching facilities. Encourage the provision of private marina facilities and examine potential sites for public marinas.
- × Explore opportunities to develop a Town or privately owned bayside “water taxi” or series of taxi services to ferry tourists from the north to a location or locations near the inlet. Such a service could provide relatively rapid transit and become its own attraction providing a guided tour of the bayside at the same time thereby providing both transit and recreational benefits.
- × Explore use of the water taxi concept for use between the Town and the mainland (possibly Ocean Pines).
- × Link any water-based taxi or ferry services to land-based transit systems.
- × Augment boat access under the Kelley Memorial Bridge with a second access point for small boats. This would reduce the use of the draw span, thereby increasing boating safety and decreasing automobile traffic problems.
- × Coordinate with SHA on the future design and replacement of the Route 50 Bridge to allow improved small boat access separate from the main channel, pedestrian/bayside boardwalk connection underneath, maintaining the S. Division Street to S. St. Louis Avenue local street connection, providing adequate pedestrian and bicycle access to West Ocean City, possible adaptive reuse of the existing bridge as a fishing pier.

Airport

- × Continue to improve the safety ~~aspects and operational elements~~ of the airport.
- × ~~Extend~~ Maintain and improve the runways for use by critical aircraft.
- × Increase hangar capacity to meet demand.
- × Improve taxiways.

- ✘ Work with Worcester County to ensure compatible land uses in the vicinity of the airport.
- ✘ Request Worcester County to extend the existing priority funding area (PFA) boundary south to include the Airport and adjoining developable property.
- ✘ Improve navigational aides to include G.P.S., lighting, and signage to improve the safety and utility of airport.
- ✘ Support and encourage scheduled commuter services to the airport.