



WICOMICO COUNTY, MARYLAND

OFFICE OF THE COUNTY EXECUTIVE

P.O. BOX 870

SALISBURY, MARYLAND 21803-0870

410-548-4801

FAX: 410-548-4803

John D. Psota
Acting County Executive

June 22, 2022

Mr. Jim Ports
Secretary, Maryland Dept. of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: Wicomico County Priority Letter – Recommended Transportation Improvements

Dear Secretary Ports:

I would like to share a number of recommended transportation improvements in Wicomico County with which we are requesting assistance from the State of Maryland. In accordance with the submittal requirements contained in the Maryland Transportation Code Ann. § 2-103.1, the projects contained in this Priority Letter have been reviewed and endorsed by the County (Executive and Council) via Resolution 70-2022. A copy of the signed Resolution has been included as part of this submittal.

We have always had an excellent working relationship with the State, and we look forward to future cooperation as we strive to meet the needs of our citizens. As such, the following amended listing of projects and studies are proposed for your consideration to be included as part of the State's FY 2023 – FY 2028 Consolidated Transportation Program ("CTP"):

SALISBURY-OCEAN CITY: WICOMICO REGIONAL AIRPORT ("SBY")

1. As the only commercial service airport on the eastern shore of Maryland, SBY provides a vital service to our region. Continued funding for this essential facility, includes funding from the Maryland Aviation Administration's Office of Regional Aviation Assistance and its Airport Improvement Grant Program. Recently, Wicomico County invested \$5,000,000 to replace critical infrastructure that has depreciated beyond repair. The Federal Aviation Administration ("FAA") recently accepted the Airport Master Plan, which includes development and replacement of critical infrastructure and a runway extension that is necessary to meet existing American Airline operational needs and retain their service at SBY. See Airport Map #1:

- ◆ Runway 14-32 Extension – Extend the existing 6,400' Runway 14-32 to 7,600'. The 1,200' extension will provide a 7,600' runway, which is required to accommodate the performance characteristic of the Embraer ERJ-145 Regional Jets, used by Piedmont Airlines, and other larger aircraft that utilize SBY Airport. Currently, operational restrictions with the short runway severely limit passenger numbers on current flights by up to 2/5 total capacity. Piedmont Airlines is based in Salisbury, the only airline based in Maryland, and one of the largest employers in Wicomico County. The project will include all environmental assessment, design, construction, navigational aids, and land acquisition.

ROAD and FACILITY IMPROVEMENTS

1. U.S. Route 13 Truck Weigh and Inspection Stations – Relocation:

Over the past 25 years, the State Highway Administration, Office of Traffic and Safety, Motor Carrier Division has sought to replace the existing weigh and inspection stations on both sides of U.S. Route 13, south of its intersect with Winner Boulevard / Connelly Mill Road. A facility replacement is warranted to improve the operations and safety; however, the current location is not preferred. In addition to environmental challenges at the existing site, growth and development in the areas adjacent to the facility has continued to intensify since the weigh and inspection scales were originally constructed. As a result, the weigh station is not compatible with existing and proposed residential and commercial uses in the vicinity.

While the County recognizes and fully supports the importance of providing motor carriers and inspection staff with adequate accommodations to safely conduct daily operations, we are encouraged SHA is identifying an alternative location with less intense development rather than replacing the facility at the existing locations. In addition, as proposed improvements are designed, consideration should be given to incorporating the use of virtual scales to reduce the volume of motor carriers having to enter and exit onto a roadway experiencing high volumes of daily traffic. See Road and Facility Improvements #1.

PLANNING INITIATIVES (Corridor, Intersection, and Feasibility Studies)

1. Salisbury Bypass – Feasibility Planning Study:

The County requests the Maryland Department of Transportation to conduct a planning-level feasibility study to prepare and evaluate concepts designed to improve access, reduce weaving / merging between motorist attempting to enter Centre at Salisbury and those accessing northbound U.S. Route 13, performance, and safety of the following interchanges:

- ◆ U.S. Route 50 eastbound and westbound – access Salisbury Bypass. See Planning Initiatives Map #1A.
 - ◆ Salisbury Bypass westbound – access to northbound U.S. Route 13. See Planning Initiatives Map #1B.
- ### 2. State Route 12 (Snow Hill Road) and Nutters Cross Road Intersection – Intersection Safety and Traffic Signal Warrant Study:

The County request State consideration to conduct an intersection safety and traffic signal warrant analysis study at the intersection of MD 12 and Nutters Cross Road. Major components of the study, include, but are not limited to the following: documenting existing conditions of the roadway, intersection characteristics, and sight distance; analyze traffic data, crash data, level of service (existing and future conditions), and impact of proposed local development; and conduct a traffic signal warrant analysis. The final report will contain recommendations and planning-level cost estimates to assist SHA with future capital programming considerations. See **Planning Initiatives Map #2**.

3. U.S. Route 50 – Access Management Study for Wor-Wic Community College:

As a result of increased enrollments, growth and development in surrounding area, as well as construction of new facilities on the Campus, students attending this institution are encountering significant congestion / queuing problems while attempting to exit the Campus heading north on Walston Switch Road. Moreover, because of the moderate queuing problems at the U.S. Route 50 eastbound and Walston Switch Road intersection, motorists are experiencing delays in turning movements to the approach of the frelane access point along Walston Switch Road. This frelane provides a direct access to eastbound U.S. Route 50.

The County commends the efforts of SHA to improve the current conditions at this intersection by implementing the geometric improvements; however, consideration should be given to conducting an access management study to determine if it is feasible to provide Wor-Wic Community College direct egress onto eastbound U.S. Route 50. See **Planning Initiatives Map #3**.

4. MD 349 (Nanticoke Road) – Drainage Improvement Study

Over the last several years, the northeastern portion of the U.S. has seen an increase in the size and frequency of large rain events not associated with hurricanes or other natural disasters. These large storms are causing more and more frequent flooding along the MD 349 corridor. Several hot spots have already been identified such as Willow Creek Drive, Catchpenny Lane, and North Upper Ferry Road, however large portions of MD 349 retain and hold water on adjacent private property due to lack of adequate drainage and maintenance. Wicomico County is requesting MDOT conduct a drainage improvement study to determine how best to convey runoff from the road surface to an acceptable body of water in a way that will not impound water on private property. Wicomico County is willing to partner with MDOT to obtain the necessary easements, rights-of-way, and identify areas in need of maintenance.

5. US 50 / US 13 Bypass – Embankment Stabilization

Drainage from the US 50 / US 13 Salisbury Bypass is eroding the embankments into Peggy Neck Branch. The branch is the outfall point for multiple communities along MD 346 (Old Ocean City Road). District 1 has made efforts to clear the sediment from the branch and open the critical drainage channel, however, soil continues to erode from the slopes of the Bypass and enter the branch. A permanent solution is needed to stabilize the Bypass embankments, prevent soil from eroding into Peggy Neck Branch, and keep drainage through the area open and flowing free. See **Planning Initiatives Map #5**.

PEDESTRIAN IMPROVEMENTS

1. Sidewalk Improvements:

To ensure a safe and connected network of sidewalks between existing residential neighborhoods and major activity generators, including, but not limited to schools, places of worship, commercial / retail areas, public schools, recreational amenities, etc., the County requests SHA to evaluate opportunities to install sidewalks along appropriate segments of State owned or maintained roads.

Due to increased pedestrian activity along the U.S. Route 13 commercial corridor, north of the Bypass, the installation of additional street lighting, audible and countdown pedestrian signals, crosswalks, and other pedestrian amenities are requested for the intersections at Naylor Mill Road, North Point Drive, Dagsboro Road, and Connelly Mill Road. Additionally, installing a raised median and fence to prevent mid-block pedestrian crossings along U.S. Route 13 Business between E. Main and Church Streets should be considered. See Pedestrian Improvement Maps #1A & 1B.

MUNICIPAL REQUESTS

CITY OF SALISBURY

1. Please see the attached letter and exhibits provided by the City of Salisbury regarding requested improvements to be considered by the Maryland Department of Transportation during this CTP cycle.

TOWN OF DELMAR, MD

1. MD 675B- The Town of Delmar, MD, is requesting SHA to conduct a corridor study to evaluate the operational and safety characteristics of signalized and unsignalized intersections located between Connelly Mill Road and State Street (MD 54). The purpose of the study is to recommend several alternative intersection improvements designed to improve safety and reduce congestion, as well as develop preliminary cost estimates for each proposed improvement.
2. The Town is requesting the installation of pedestrian improvements and amenities including lighting, audible and countdown signals, and crosswalks at the U.S. Route 13 and MD 54 intersection.

TOWN OF HEBRON

1. Rail to Trail Initiative: The Town is requesting MDOT assistance with planning, designing, and constructing a rail to trail for the segment of the abandoned rail line located within the corporate limits of Hebron;
2. Traffic Signal Warrant Analysis / Intersection Study: The Town is requesting a revised traffic signal warrant analysis / Intersection study for the MD 670 & MD 347 and U.S. Route 50 intersections; and
3. Stormwater and Drainage: Continued coordination between the Town and SHA to maintain and enhance the stormwater management appurtenances, which include drainage ditches along Town and State roadways.

TOWN OF PITTSVILLE

1. The Town of Pittsville is requesting the Maryland Department of Transportation ("MDOT") to consider repairing/replacing/reconstructing various culverts and subsequent piping along MD 353 (Pittsville/Gumboro Road) in the vicinity of the apartments located south of the

Pittsville VFD and near the Town's sewer pumping station at the intersection of Maple Street and MD 353. Tracey Gordy from Maryland Department of Planning had made a similar request to MDOT on behalf of the town early in 2018.

2. The Town is also requesting sidewalks be constructed along the west side of MD Route # 353 from Pearl Street to the Dollar General store located on the west side of MD Route #353.

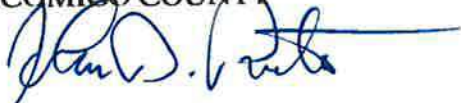
TOWN OF WILLARDS

1. Please see the attached letter provided by the Town of Willards regarding requested improvements to be considered by the Maryland Department of Transportation during this CTP cycle.

Any assistance from the Maryland Department of Transportation towards the accomplishment of these recommended improvements and planning initiatives is greatly appreciated. Should you require any additional information regarding these improvements, please contact Mark Whitelock, Deputy Director, Wicomico County Public Works at (410) 548-4872 or via e-mail mwhitelock@wicomocounty.org.

Respectfully,

WICOMICO COUNTY



John D. Psota,
Acting County Executive

Airport Map #1
Salisbury-Ocean City: Wicomico Regional Airport



Road and Facility Improvements Map #1
U.S. Route 13
Truck Weigh and Inspection Stations Relocation



Planning Initiatives Map #1A
Salisbury Bypass
Access / Safety from U.S.
Route 50

U.S. 50 eastbound
Access to northbound
Salisbury Bypass

U.S. 50 westbound
Access to southbound
Salisbury Bypass



Planning Initiatives Map #1B
Salisbury Bypass
Access / Safety to U.S. Route 13
Planning Feasibility Study

Salisbury Bypass
Access to U.S. Route 13 North

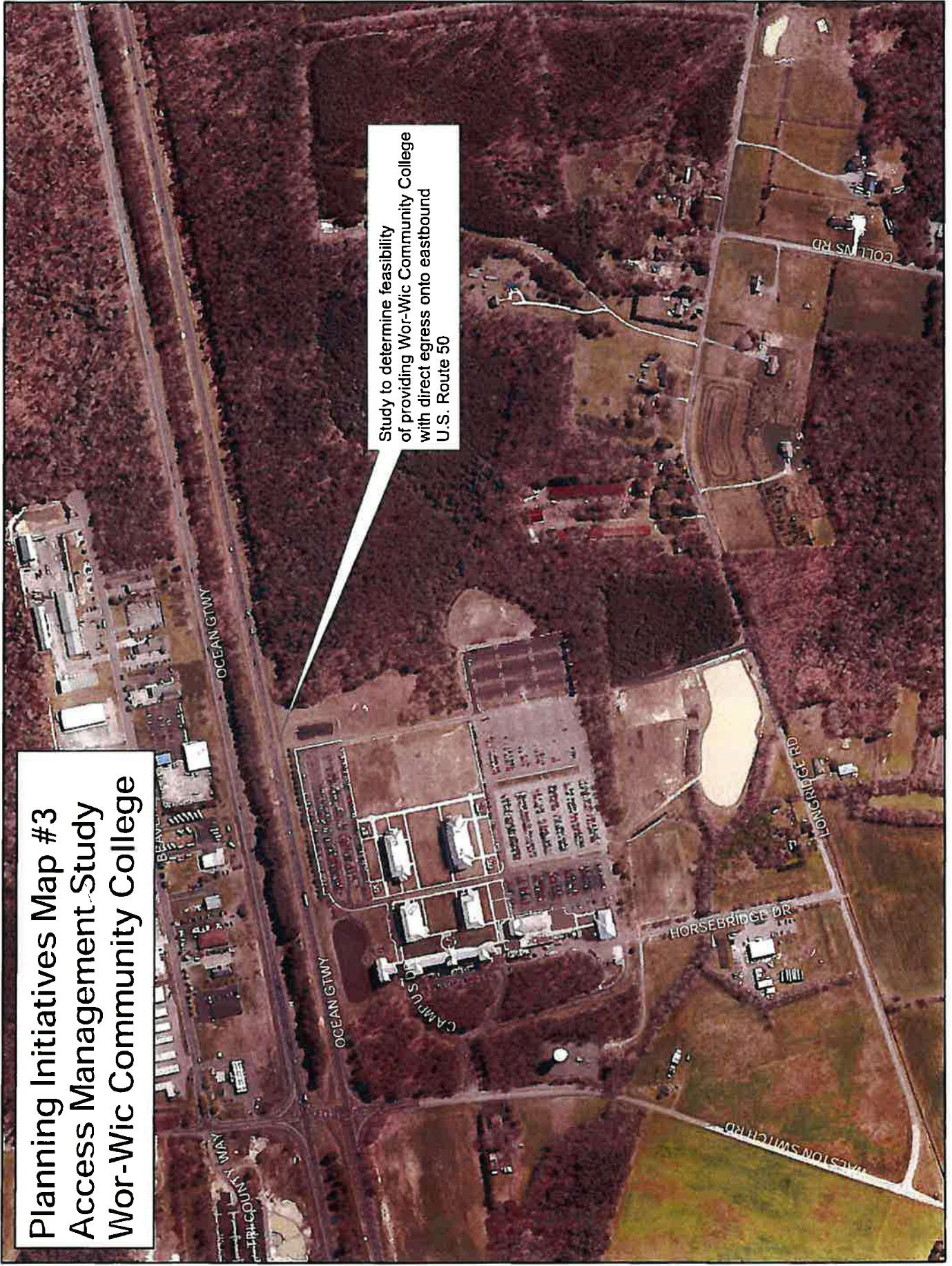


**Planning Initiatives Map #2
MD 12 & Nutters Cross Road
Intersection Safety and
Traffic Signal Warrant Analysis**

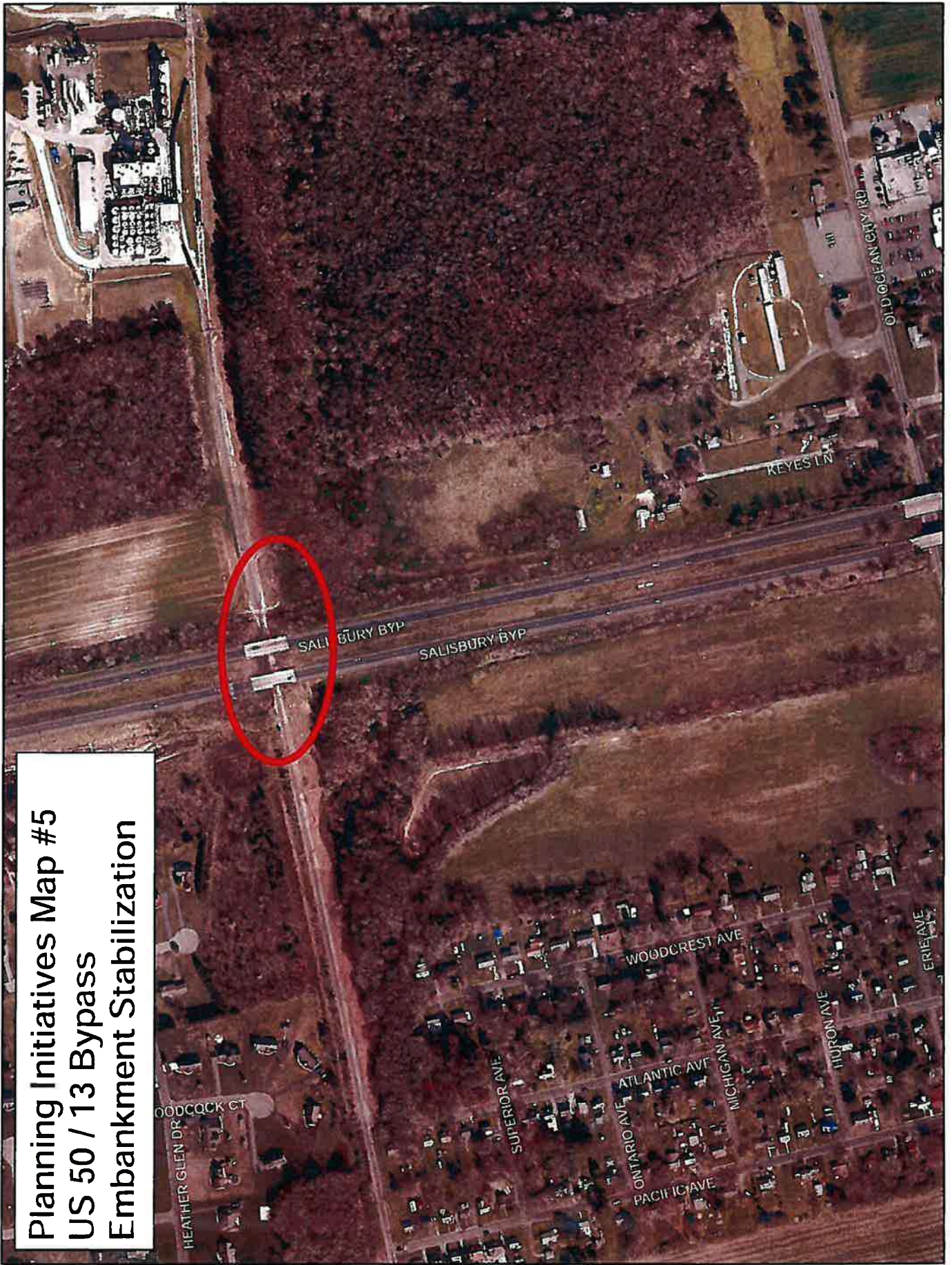


**Planning Initiatives Map #3
Access Management Study
Wor-Wic Community College**

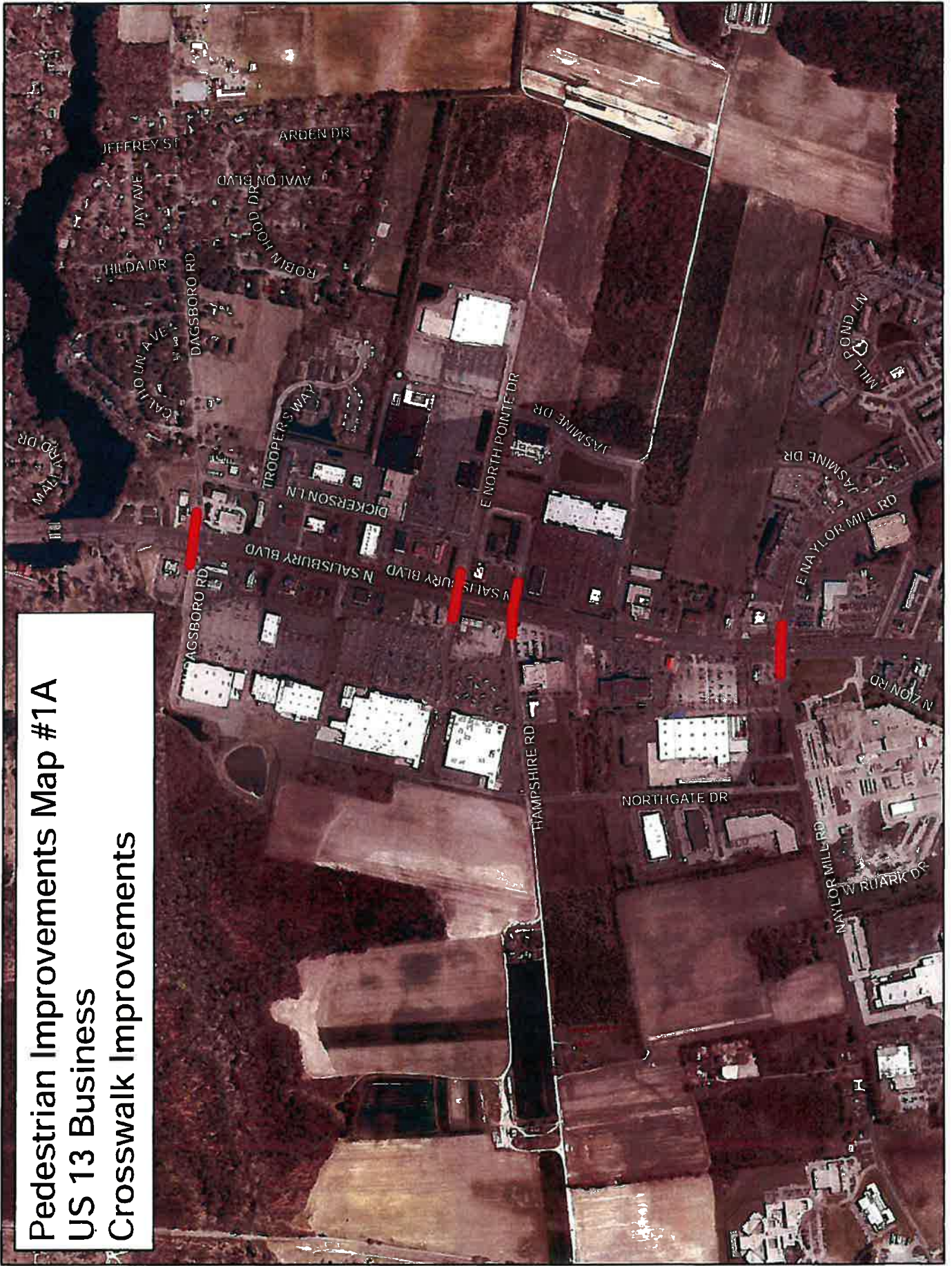
Study to determine feasibility
of providing Wor-Wic Community College
with direct egress onto eastbound
U.S. Route 50



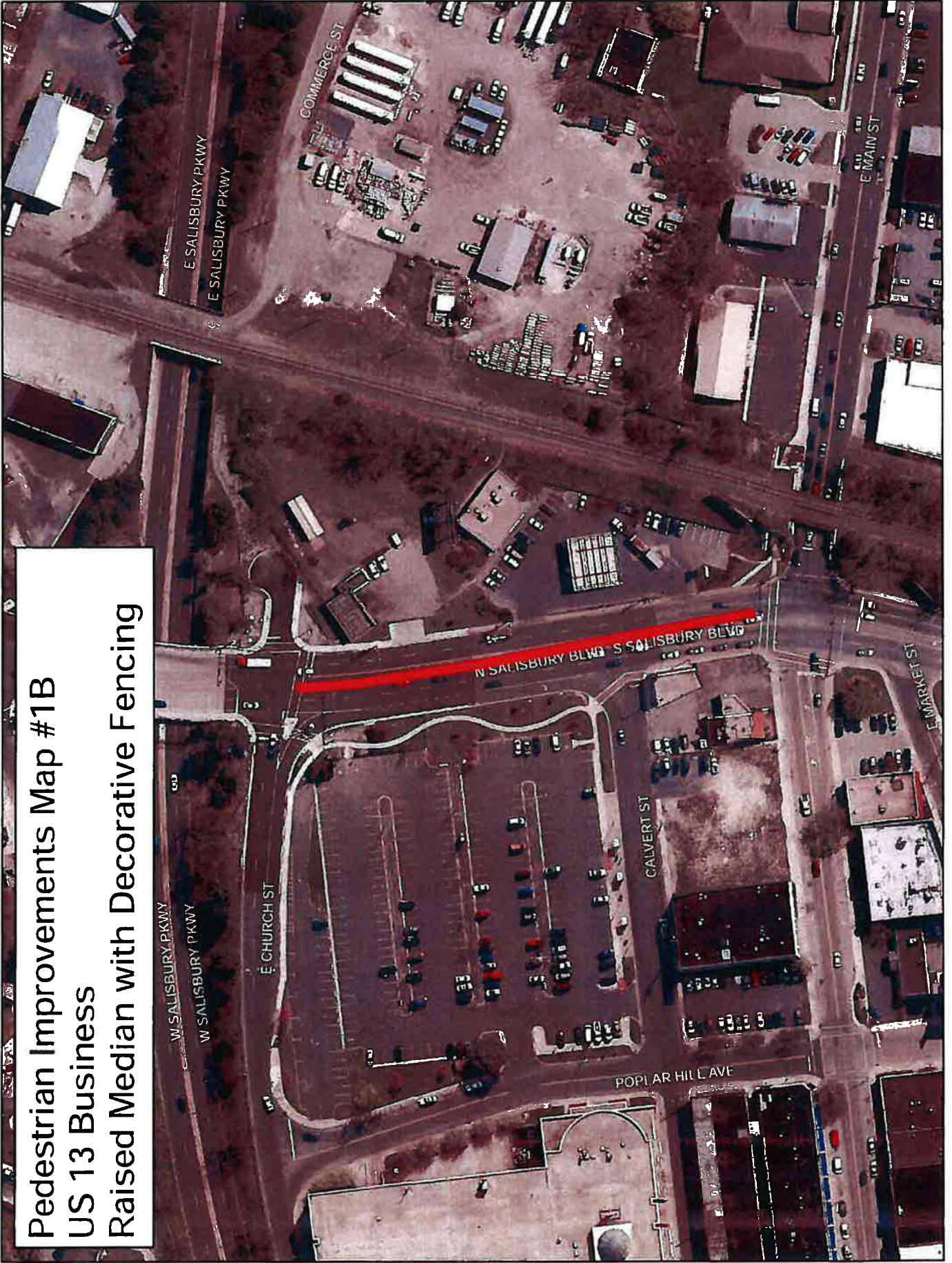
**Planning Initiatives Map #5
US 50 / 13 Bypass
Embankment Stabilization**

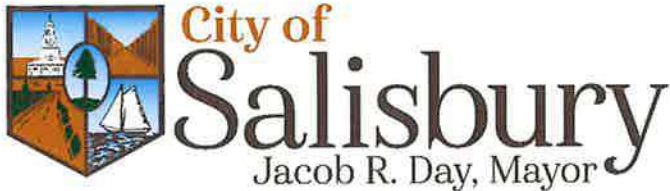


Pedestrian Improvements Map #1A
US 13 Business
Crosswalk Improvements



Pedestrian Improvements Map #1B
US 13 Business
Raised Median with Decorative Fencing





March 18, 2022

Mr. Keith Hall
Wicomico County
Department of Planning, Zoning and Community Development
125 N Division Street, Room 201
Salisbury, MD 21801

Mr. Hall,

The City of Salisbury formally submits this letter as record of our municipal request for the upcoming Priority Letter to be submitted to the Maryland Department of Transportation (MDOT) as part of their Consolidated Transportation Plan. Some of our requests are legacy items, carried over from previous years, while others are new and reflect the rapidly urbanizing nature of the City of Salisbury;

1. Realignment of the US Business 13 "S-Curve": Geometric and safety improvements on US 13 Business spanning roughly from East Vine Street to Maryland Avenue. This section of US 13 has long been a high-crash corridor and now almost all properties along the west side have been acquired by Peninsula Regional Medical Center (now Tidal Health). Tidal Health has expressed a willingness to work with the City and MDOT to acquire the last remaining property and to cede some property to MDOT for a realignment (Exhibit 1);
2. Conversion of US 13 Business to a Boulevard including landscaped medians: Conversion of the City's primary corridor to a context appropriate urban boulevard including traffic calming, pedestrian scaled lighting, improved bike/walk facilities and installation of a landscaped median system from Zion Road to West College Avenue. Median could function as stormwater treatment facilities and should be installed simultaneously with upgraded pedestrian-scale street lighting, improved sidewalk facilities, upgraded pedestrian crossing and protected bicycle facilities (Exhibit 2);
3. U.S. Route 50 and Mill Street Corridor: Geometric improvements and signal modifications at the State-Controlled Lights at Mill Street and Route 50 and Mill Street and West Main Street to alleviate diurnal congestion of the nearby roundabout. Improved pedestrian and cyclist crossing facilities at Mill St and West Main Street are also requested in order to ensure adequate safety for cyclist using the W. Main – Fitzwater-Parsons Cycle Track (Exhibit 3);
4. U.S. Route 13 from E. Church Street to Vine Street: Improved pedestrian and cyclist crossing facilities on Route 13 where it intersects with E. Church Street, Calvert Street, E. Main Street & Market Street, Carroll Ave and Vine Street. Of the highest priority are the intersections Route 13 and E. Main Street & Market Street and Carroll Avenue. Main Street and Carroll Avenue serve as major east-west connections for pedestrians and cyclists moving between Downtown Salisbury on the west side of Route 13 and the City Park and Zoo on the east side of Route 13. This will increase in importance with the anticipated construction of the Carroll Avenue Cycle Track in Fall

Department of Infrastructure & Development
125 N. Division St., #202 Salisbury, MD 21801
410-548-3170 (fax) 410-548-3107
www.salisbury.md

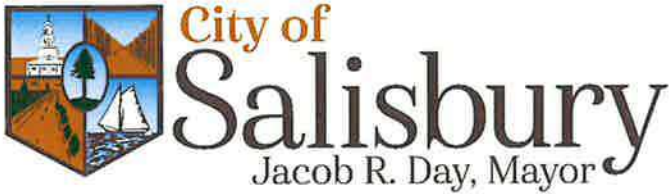


City of
Salisbury
Jacob R. Day, Mayor

2022 and the Main Street Bike Facilities currently in early planning phase now are constructed (Exhibit 4);

5. Eastern Shore Drive Promenade: Creation of a pedestrian and cyclist-oriented Promenade along Eastern Shore Drive to serve as a safe route between the University and Downtown. Included in this are roundabouts at each end of Eastern Shore Drive at the intersections with both Carroll St and College Avenue (Exhibit 5);
6. Rail Trails: Creation of a north-south multi-modal trail along the railroad right-of-way paralleling U.S. Route 13 (Exhibit 6);
7. Beaglin Park Drive Hike and Bike Path Crossing: Design and installation of improved crossing facilities at the intersection of City maintained Beaglin Park Drive and State-maintained roads U.S. Route 5 and Mt. Hermon road in order to connect the existing multi-modal path that dead ends on each side of the State Roads (Exhibit 7);
8. Miscellaneous Pedestrian and Cyclist Improvements: Implementation of the City's Bicycle Master Plan and Urban Greenway Plan to create a regional bike network. Specific short-term projects include cycle tracks on Carroll Avenue, Waverly Drive, the West-Side Bike Network and bike lanes on various City streets (Exhibit 8);
9. Sidewalk Improvements: Evaluation and implementation of sidewalk improvements along State owned and maintained roads in the City. In particular, installation of pedestrian amenities including street lighting, audible and countdown signals and crosswalks at the intersections at Naylor Mill Road, North Pointe Drive, and Dagsboro Road (Exhibit 9);
10. Improvements to U.S. Route 13 from Bateman Street south to Kay Avenue: Continuation of median, pedestrian and bike improvements along U.S. Route 13 south of Bateman Street to the City Limit at Tony Tank Creek. Of particular importance to the City and Salisbury University is the intersections of Milford St and Kay Avenue with US Route 13 Business due to a planned student housing development (Exhibit 10);
11. East Main Street-Mt. Hermon Road Roundabout: Design and construction of a roundabout at the skewed intersection of East Main Street, Mt. Hermon Road, Truitt Street, Long Avenue and East William Street as called for in the Salisbury-Wicomico MPO Long Range Transportation Plan (Exhibit 11);
12. Naylor Mill Rd-Jersey Road Roundabout: Design and construction of a roundabout at the intersection of West Naylor Mill Rd and Jersey Rd. Anticipated future development in the area of this four-way stop controlled intersection is anticipated to push the intersection beyond reasonable limits of delay and queuing (Exhibit 12);
13. Naylor Mill Rd-Northgate Drive Roundabout: Design and construction of a roundabout at the intersection of West Naylor Mill Rd and Northgate Drive. Currently the intersection is a T-

Department of Infrastructure & Development
125 N. Division St., #202 Salisbury, MD 21801
410-548-3170 (fax) 410-548-3107
www.salisbury.md



configuration and is only stop-controlled on the Northgate Drive approach. Increasing traffic volumes and high speeds are dangerous- the intersection was recently the site of a fatal crash- and a roundabout is desired for both the traffic calming effects and the ability to handle large volumes of traffic (Exhibit 13);

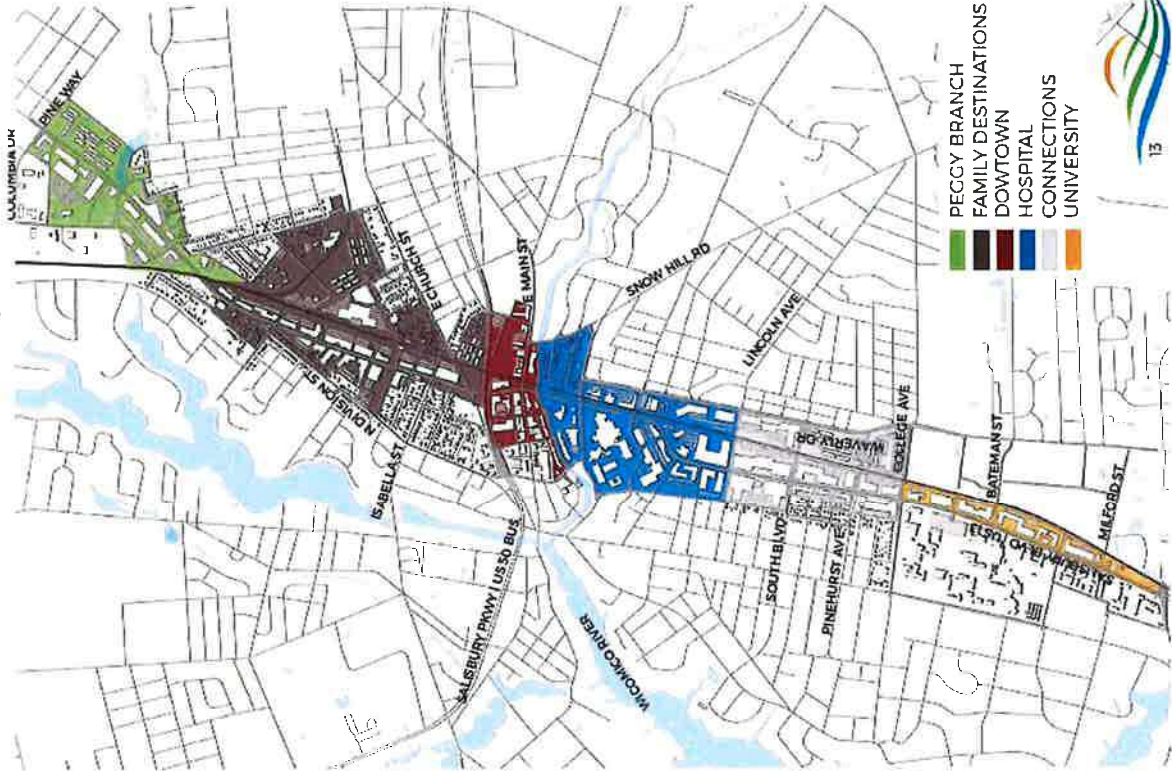
14. Safety Upgrades to US 50 Business/Booth St Intersection: Design and construction of safety upgrades to the US 50 Business/Booth intersection. The City is willing to support signalization, a "Maryland T," RCUT or other innovative intersection designs (Exhibit 14);
15. Retiming and Coordination of Signal along US 50 Business: Improved timing and coordination among the signals along US 50 Business from Tilghman Rd to Nanticoke Rd (MD 349) would decrease traffic and reduce emissions by limiting the unnecessary stop-and-start of traffic entering and exiting the City. Additionally, the City requests that, in line with our Vision Zero Action Plan, the signal be programmed as a "green wave," encouraging users to follow the speed limit by timing the signals so that users driving at the posted speed will generally be stopped by no, or few red lights, while speeding drivers will be constrained by red signals – Montgomery County has completed several such project along County owned arterials (Exhibit 15);
16. Installation of pedestrian scaled decorative streetlights along City and State RoW's in the City to the City's lighting standard (Exhibit 16).

Additionally, while it is outside the City's jurisdiction, Salisbury is extremely supportive of burgeoning efforts to expand the proposed Rail Trail on the Eastern Shore of Virginia, across the state line through Worcester, Somerset and Wicomico Counties to connect to the rail trail under design and construction in the City – these trails run along the same railway corridor and a connection would serve the region as an economic and tourism driver.

Assistance in adding the above items to the County's Priority Letter is greatly appreciated. Should you have any questions do not hesitate to call the City's Transportation Projects Specialist, William White at 410-548-3170.

Richard Baldwin
Acting Director
Infrastructure & Development

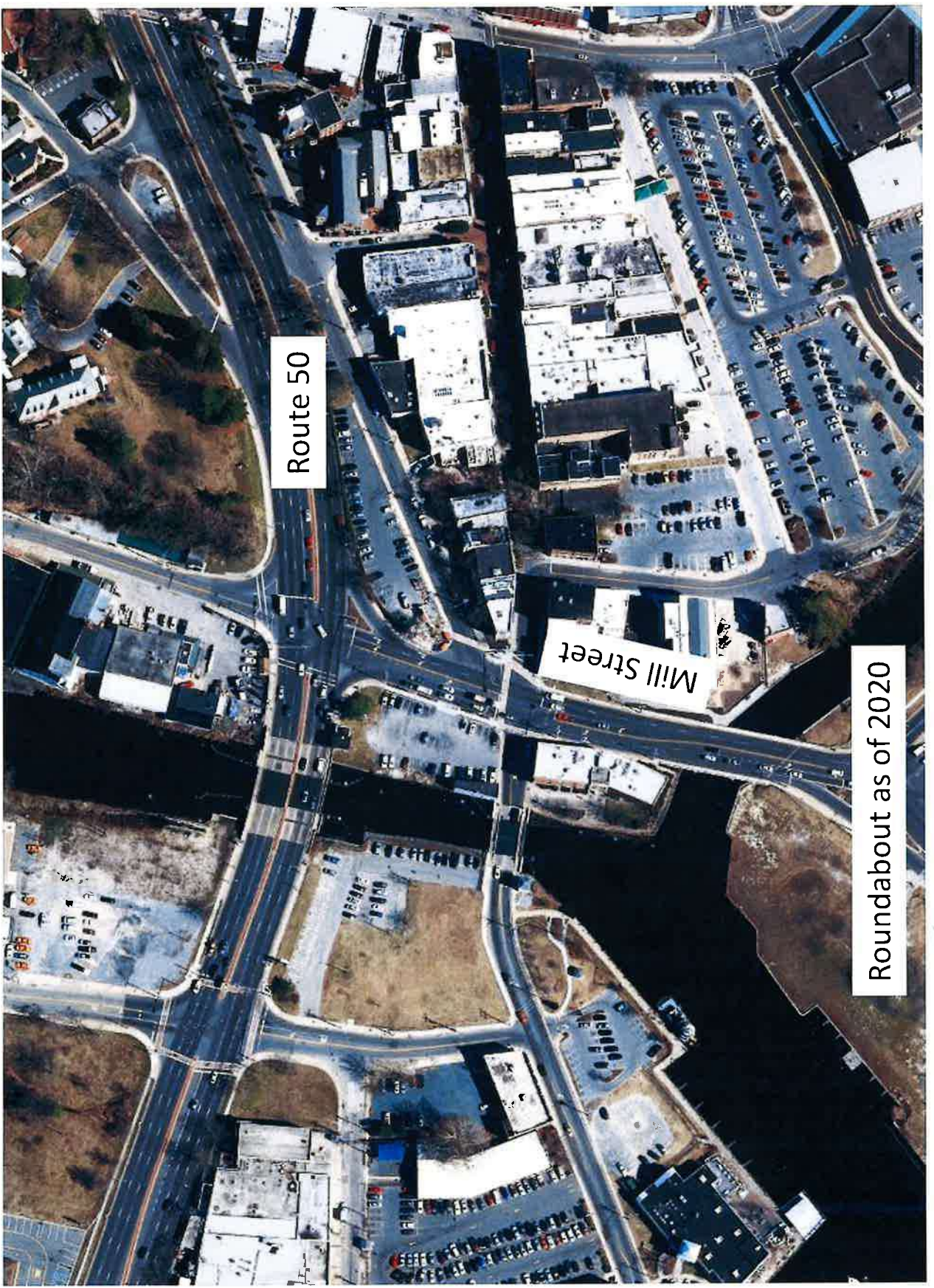


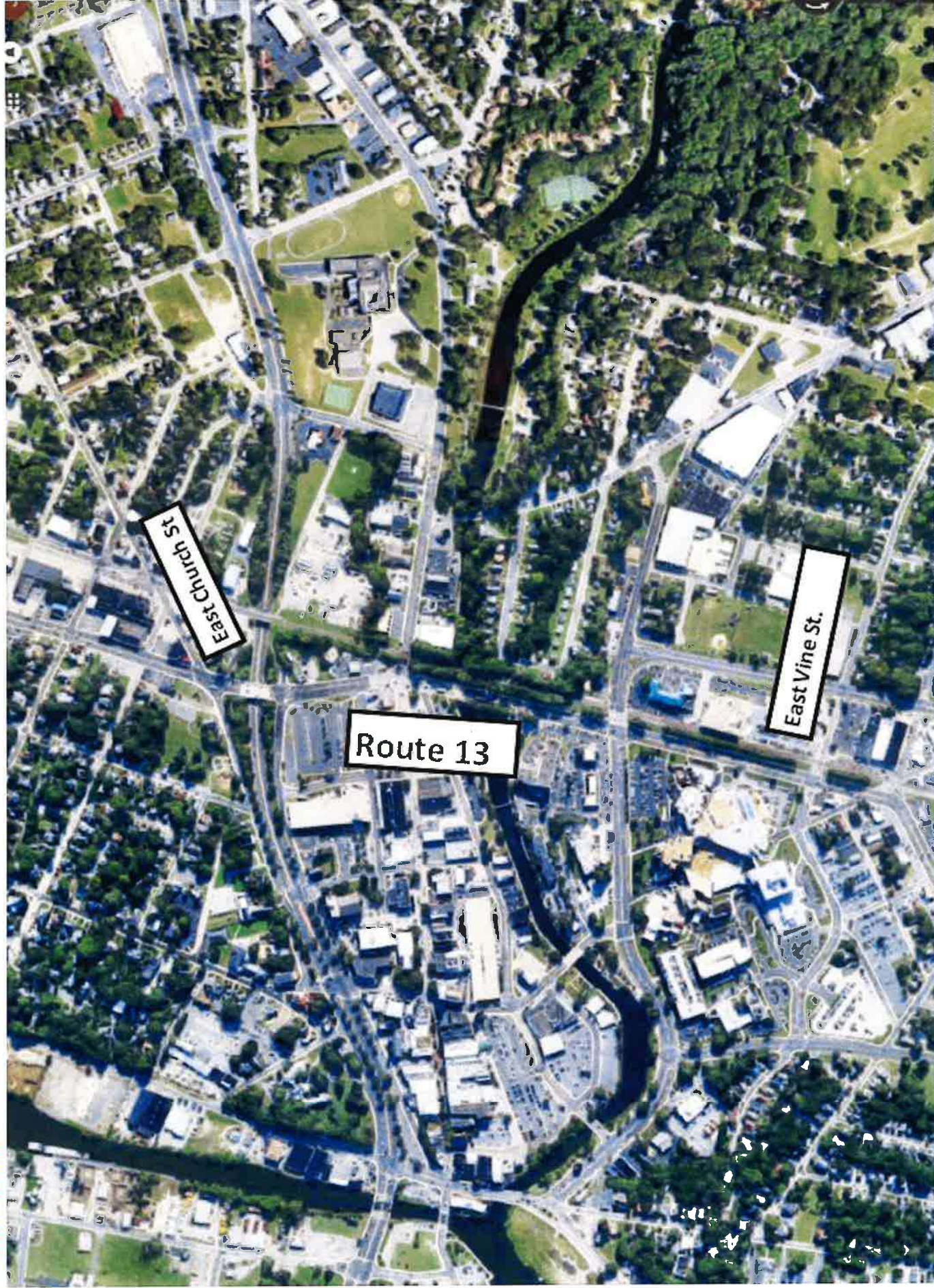


SALISBURY BOULEVARD
COLLEGE AVENUE TO PINE WAY



Capacity along Salisbury Boulevard remains the same with four lanes. However, traffic calming measures with a landscaped median and street trees helps to create more of a boulevard experience. Improved sidewalks helps to promote more people to walk instead of drive for local destinations. Improved transit provides a choice for an alternative mode to access other destinations throughout the corridor.







Bicycle Network Plan

Section 2. Network Development

SHARED-USE PATH

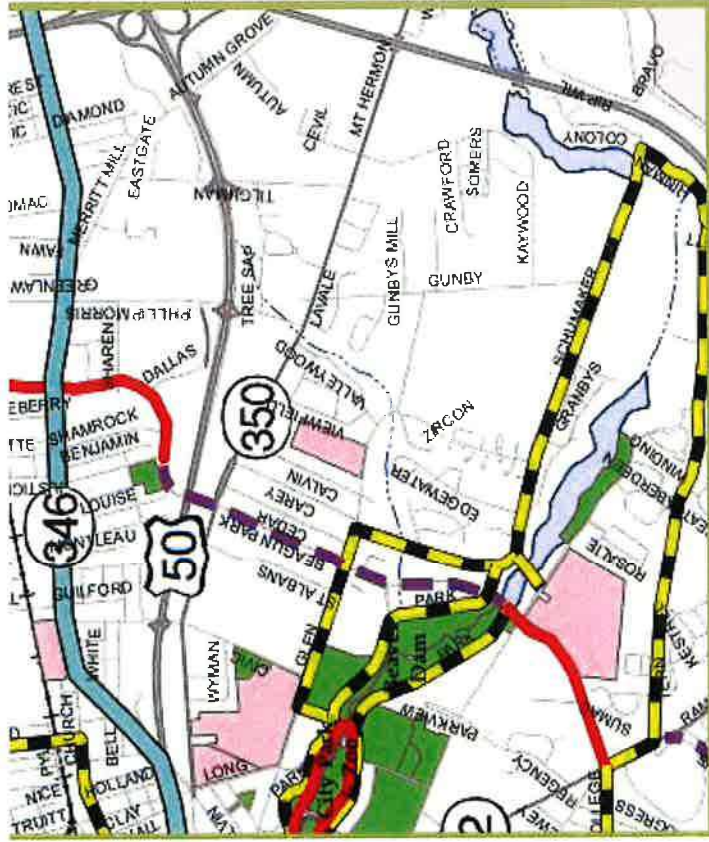
A shared-use path is physically separated from motorized traffic and accommodates pedestrians and two-way bicycle traffic. A shared-use path is often used for recreation and users of all skill levels preferring separation from vehicle traffic. Those within the roadway corridor right-of-way, or adjacent to roads, are called 'side paths.' Those within or adjacent to railroad right-of-way are called 'rail-trails' and shared-use trails within a greenspace corridor, utility corridor, or public use easement are often referred to as 'greenway trails.'

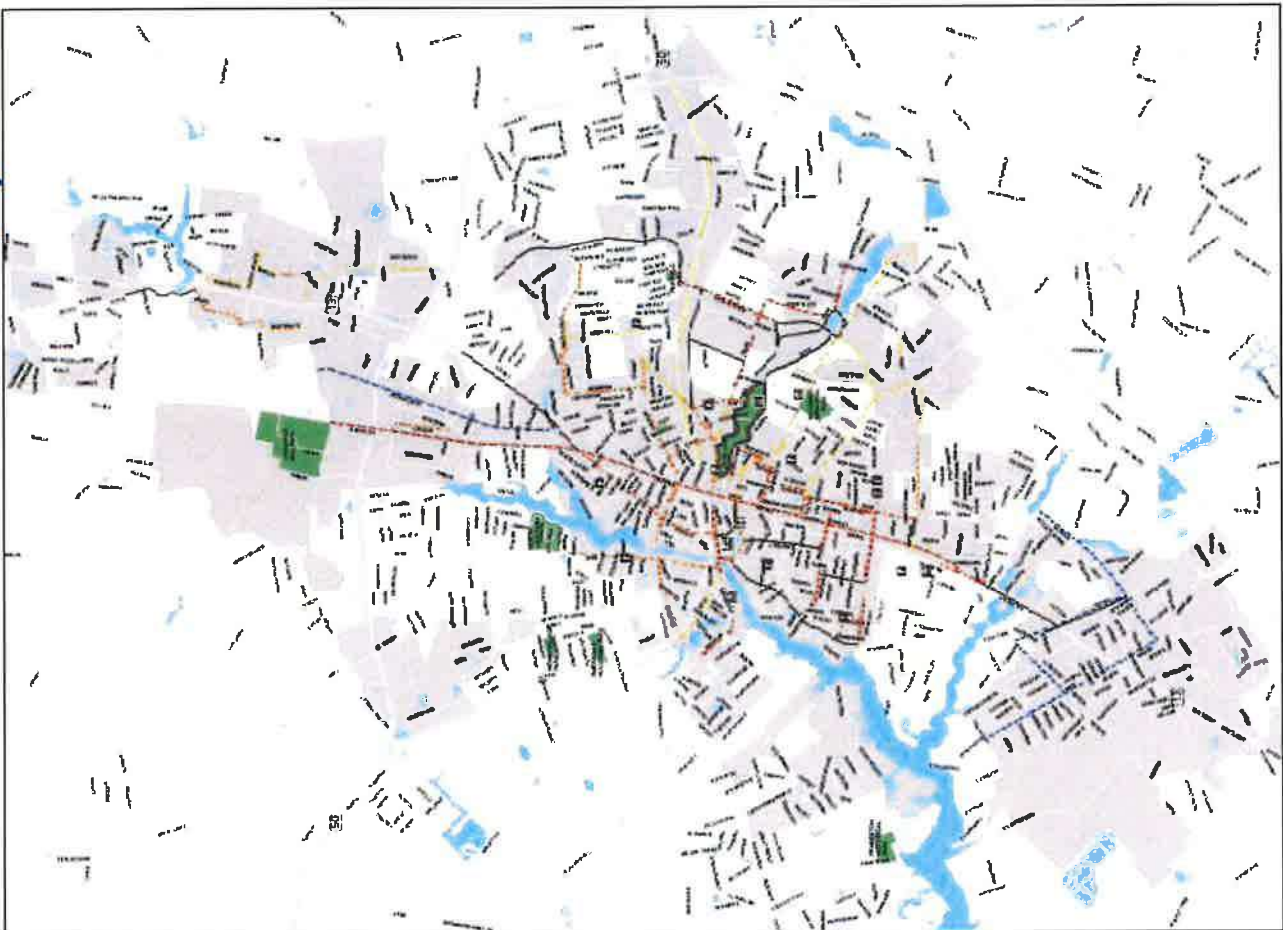
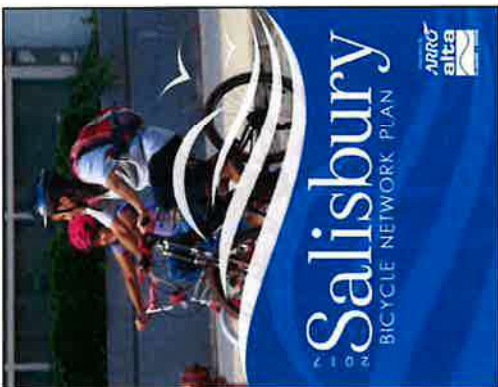


OFF-ROAD TRAIL



Exhibit 7: Beaglin Park Drive Hike and Bike

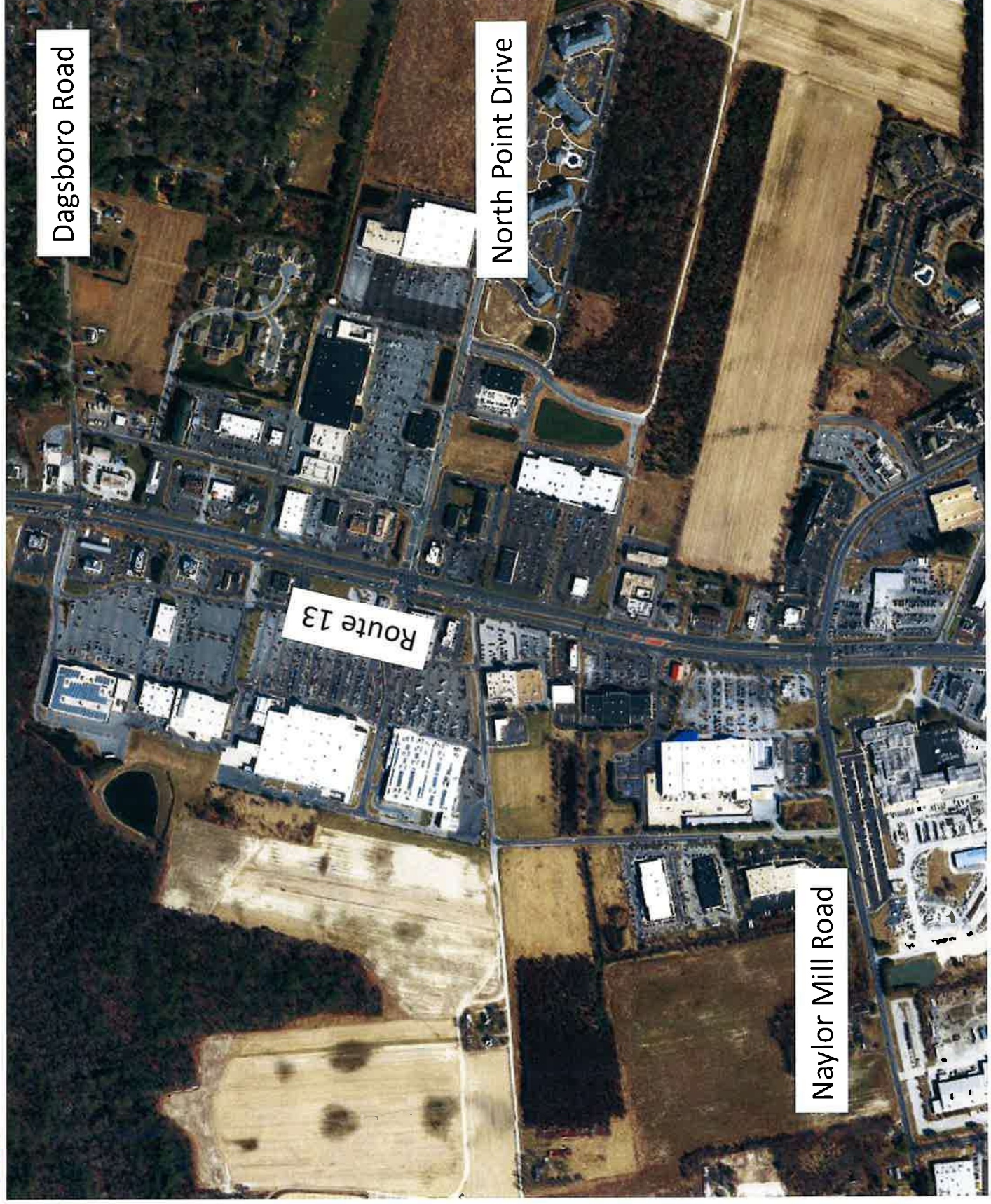




MAP 3-1. OVERALL BIKE ROUTE PRIORITIZATION 2017 Salisbury Bicycle Network
 Data provided by City of Salisbury, Maryland County and MDC

- PROPOSED NETWORK**
- Major
 - Local
 - Minor
 - Feeder
 - Feeder (one-way)
- BACKGROUND**
- Existing Street Frontage
 - Local Roads
 - Major Roads
 - Minor Roads
 - Water
 - Topography



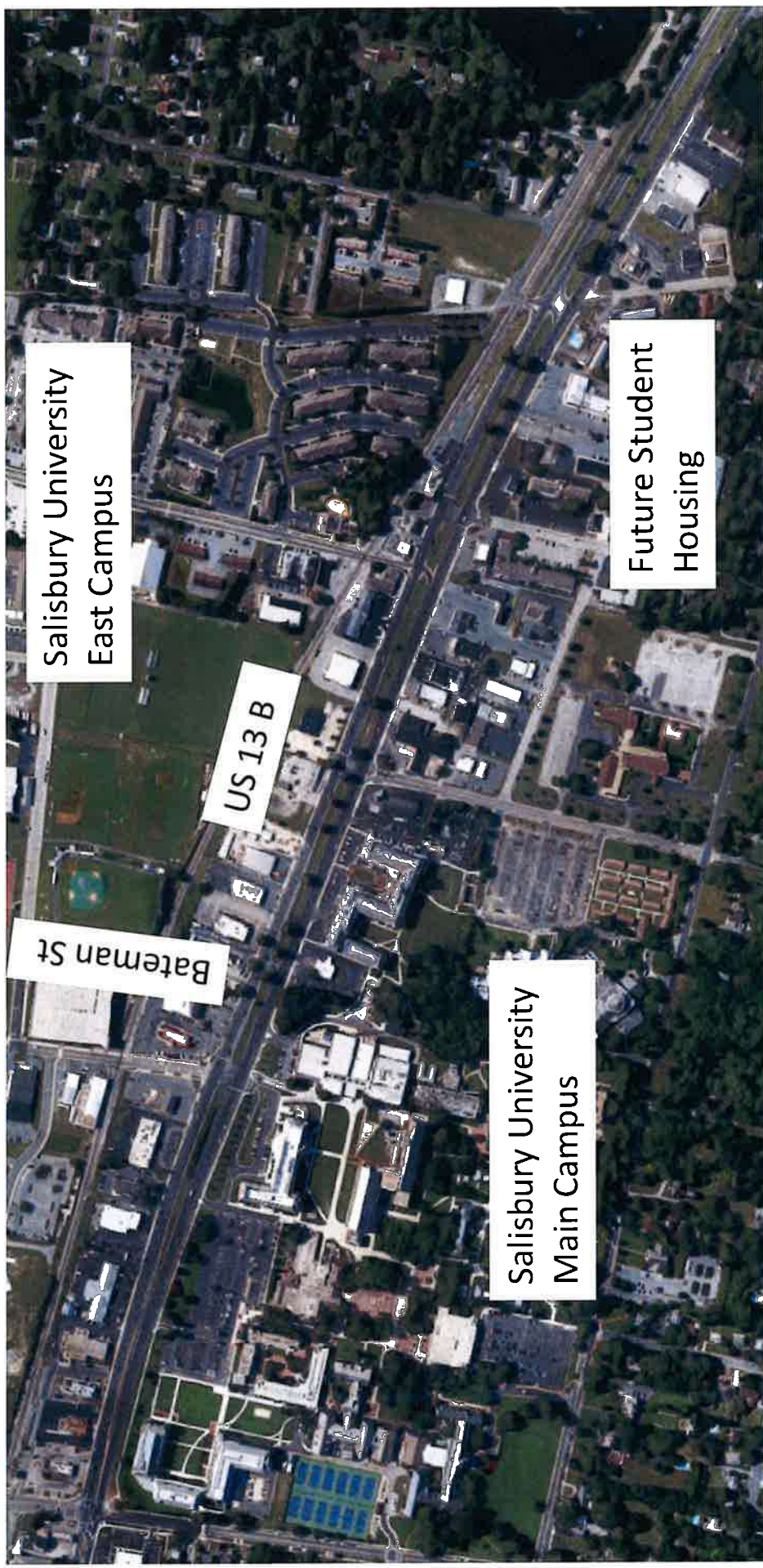


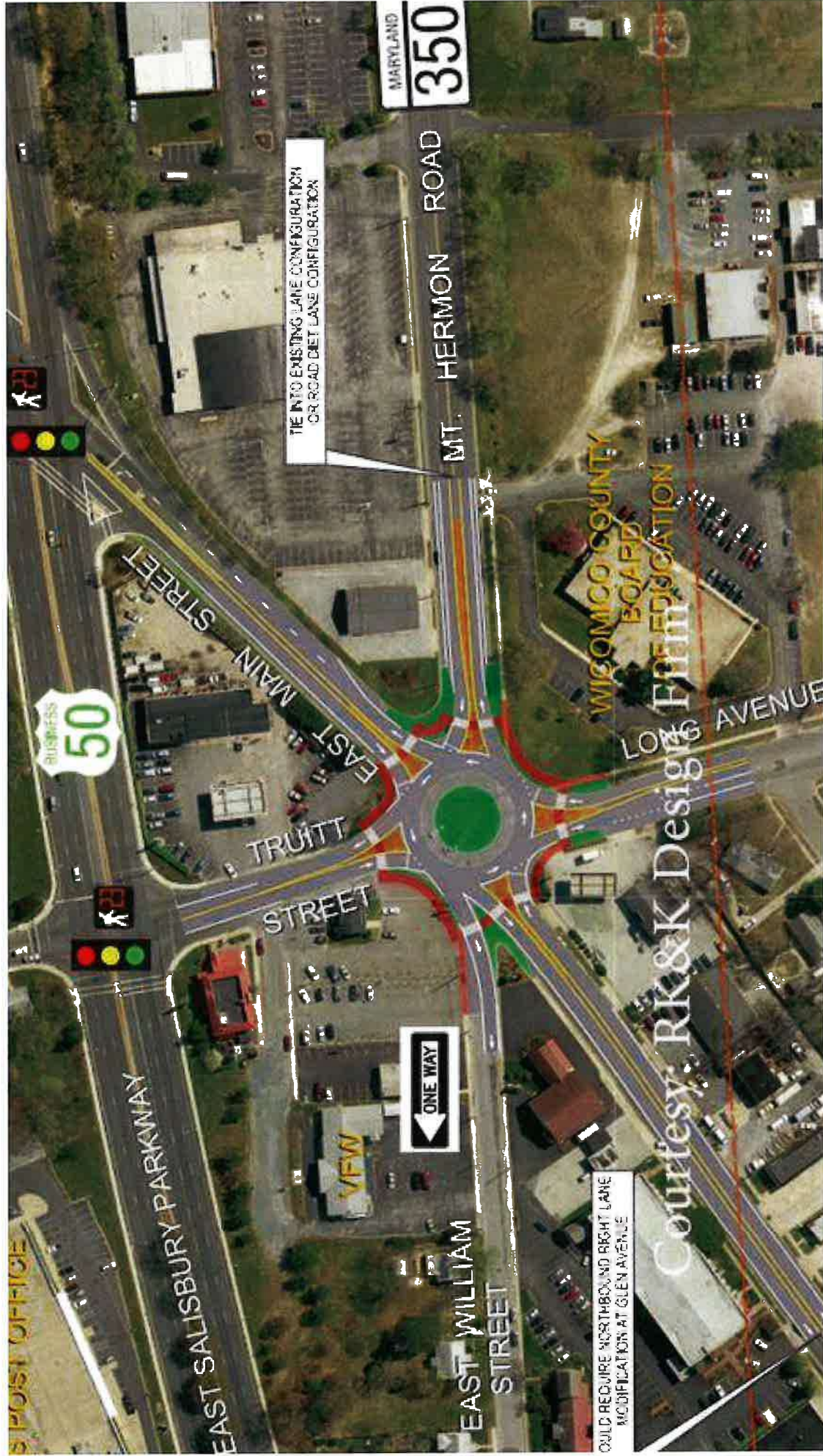
Dagsboro Road

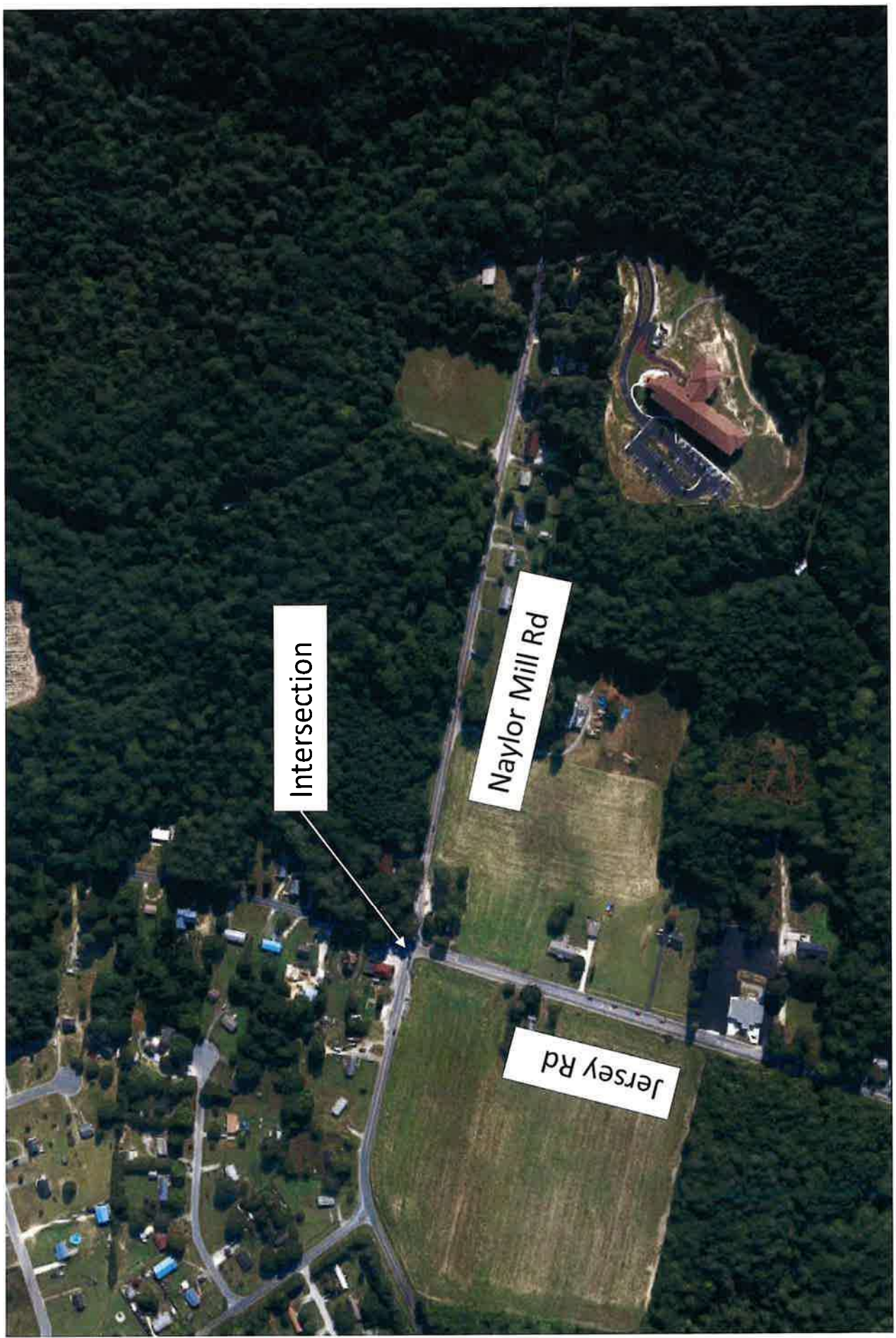
North Point Drive

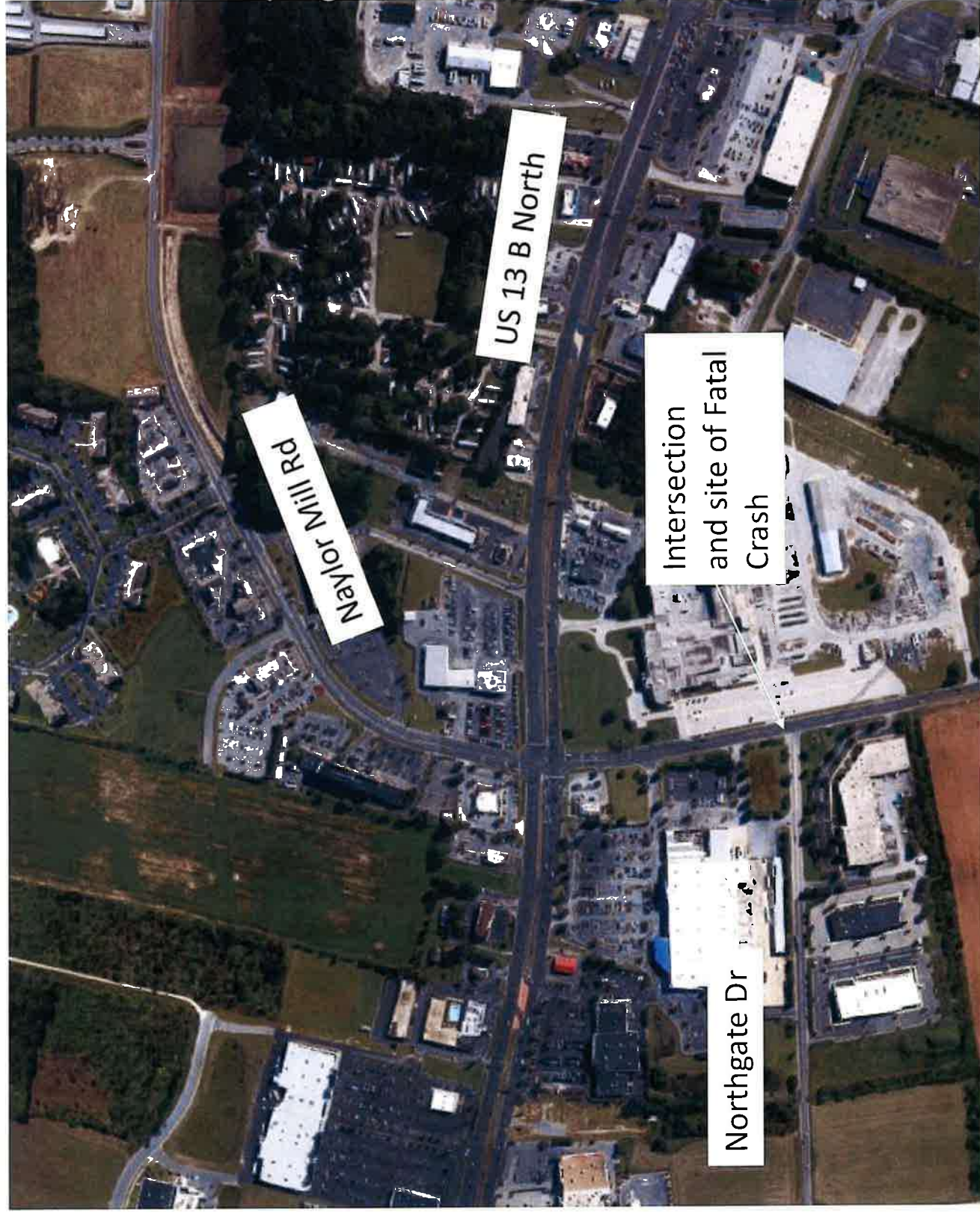
Route 13

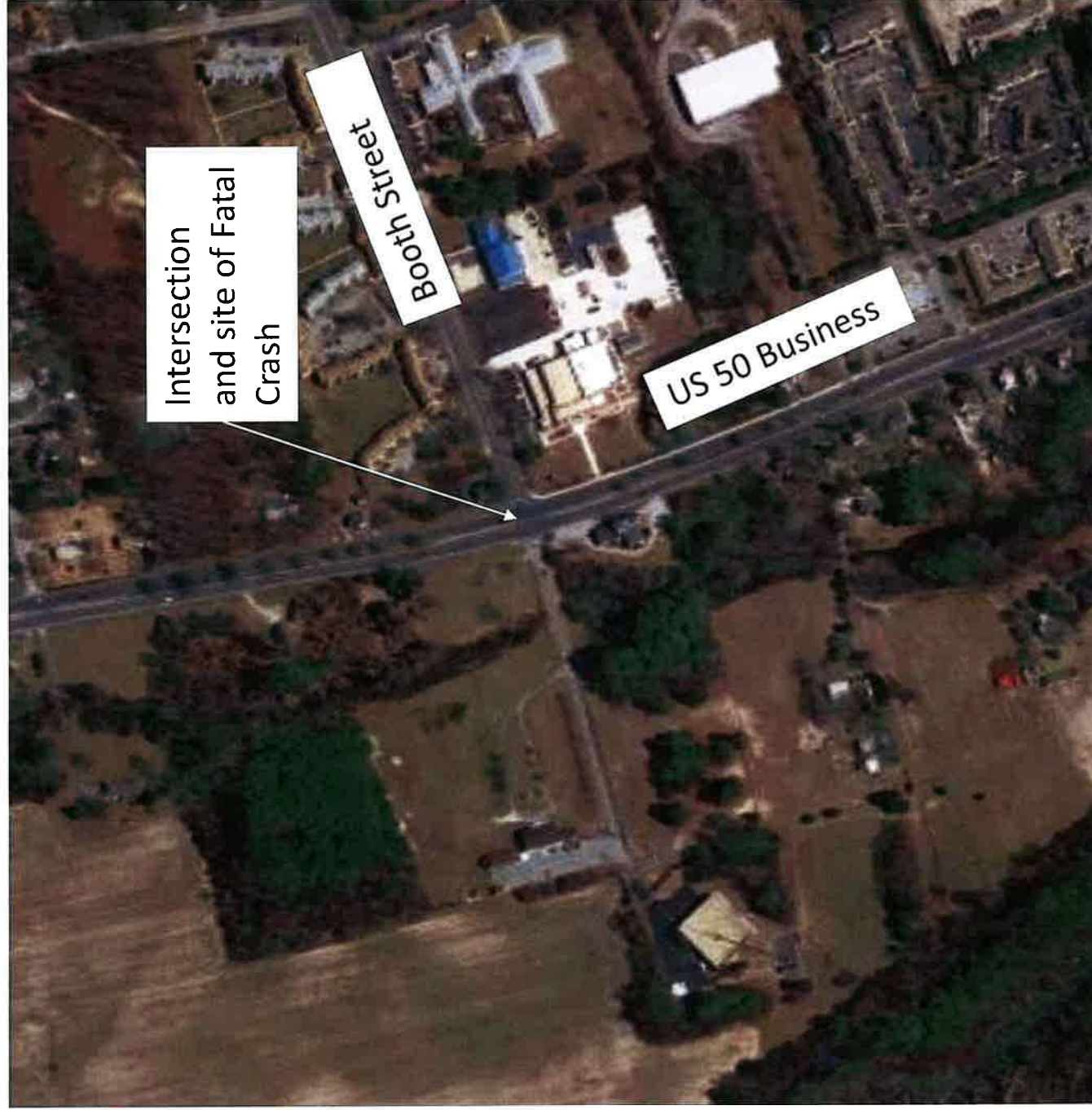
Naylor Mill Road

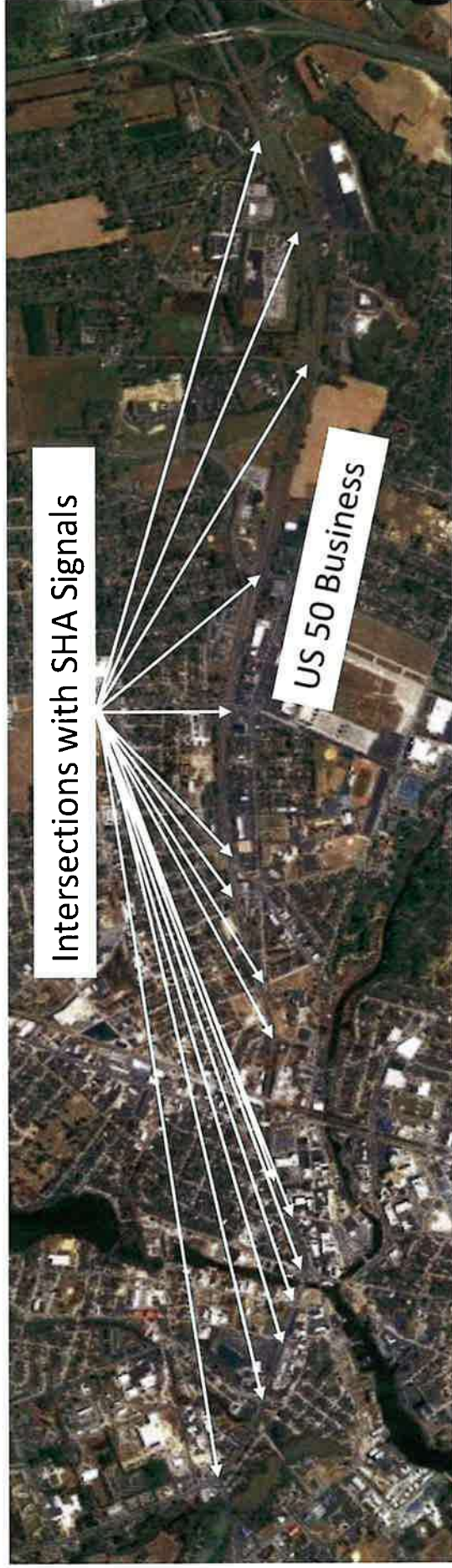


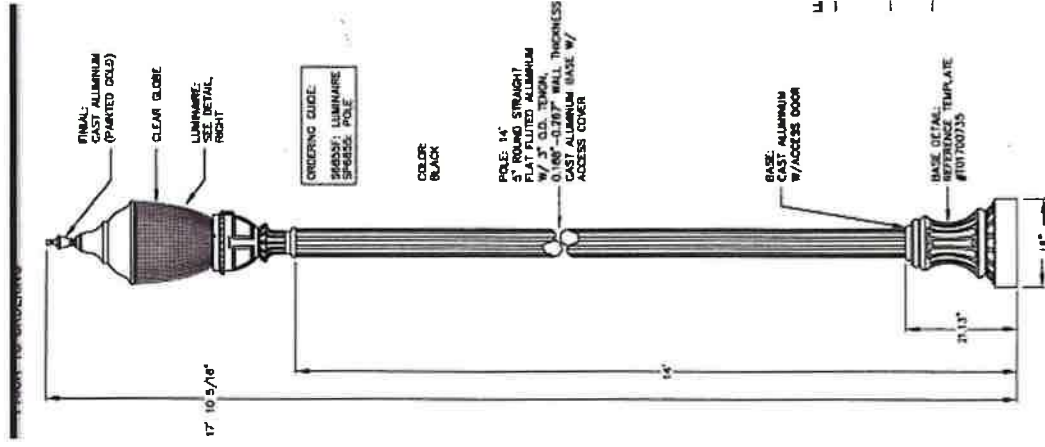




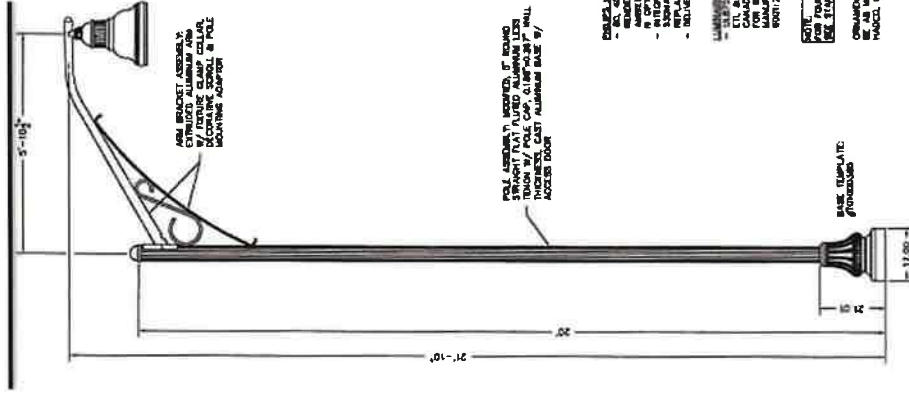








City 14' Local
Street Fixture



City 20' Collector Fixture

TOWN OF WILLARDS
7344 MAIN STREET
P O BOX 98
WILLARDS, MARYLAND 21874
410-835-8192 FAX - 410-835-3549
townofwillards@wicomico.org

COPY

February 25, 2020

Mr. Keith D. Hall, AICP
Deputy Director
Wicomico County Dept. of Planning, Zoning & Community Development
125 N. Division Street, Room 203
PO Box 870
Salisbury, Maryland 21803-0870

Dear Mr. Hall,

The Town of Willards is requesting the Maryland Department of Transportation – State Highway Administration take over the ownership and maintenance of Bent Pine Road between US 50 and MD 346 (Old Ocean City Road). There is a significant amount of traffic that uses the road to cut through between the two State owned roads. The Town's limited budget cannot support the maintenance necessary to keep the road in good structural condition and rideable to the public. Considering most traffic is generated by motorists coming from State routes, the Town believes the road should be the State's responsibility.

Sincerely,
Willards Town Council



Margaret E. White
Council President

MEW/rl

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

2022 Legislative Session

Legislative Day No. 13

Resolution No. 70-2022

Introduced by: The President of the Council at the request of the Acting County Executive

A RESOLUTION APPROVING A PRIORITY LETTER FOR THE MARYLAND DEPARTMENT OF TRANSPORTATION'S FY2023-FY2028 CONSOLIDATED TRANSPORTATION PROGRAM.

WHEREAS, the Maryland Department of Transportation (MDOT) is in the initial state of preparing the draft FY2023-FY2028 Consolidated Transportation Program; and

WHEREAS, the Maryland Department of Transportation provides local governments with an opportunity to submit a "Priority Letter" containing the recommended improvements (capital expansion and system preservation projects) on State roadways, and at the Salisbury-Ocean City Wicomico Regional Airport to be considered for inclusion into the Consolidated Transportation Program; and

WHEREAS, the County has worked with local incorporated jurisdictions and the Salisbury-Wicomico Metropolitan Planning Organization to identify potential priority projects to be included with the draft FY2023-FY2028 Consolidated Transportation Program; and

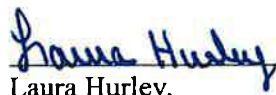
WHEREAS, the Acting County Executive recommends the approval of the Priority Letter attached as Exhibit "A"; and

WHEREAS, the Priority Letter must be endorsed by the Acting County Executive, County Council and the majority of the local legislative delegation before submission to MDOT.

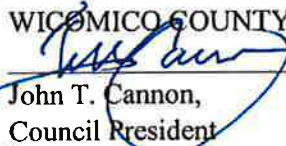
NOW, THEREFORE, BE IT RESOLVED, by the County Council of Wicomico County, Maryland, that the Priority Letter, in substantially the same form as Exhibit "A", attached hereto, is hereby approved.

Done at Salisbury, Maryland this 21st day of June, 2022.

ATTEST:



Laura Hurley,
Council Administrator

COUNTY COUNCIL OF
WICOMICO COUNTY, MARYLAND
 (SEAL)

John T. Cannon,
Council President

CERTIFICATION

This Resolution was Adopted , Adopted with Amendments _____, Failed _____, Withdraw _____ by the County Council on June 21, 2022.

Certified by 

Laura Hurley, Council Administrator