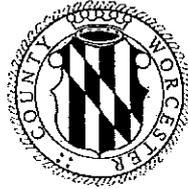


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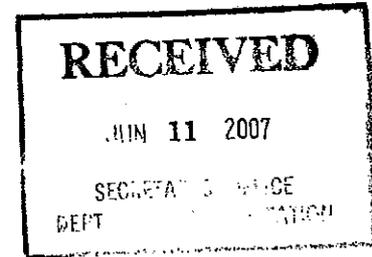
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21863-1195

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CHIEF ADMINISTRATIVE OFFICER
EDWARD H. HAMMOND, JR.
COUNTY ATTORNEY

June 5, 2007

John D. Porcari, Secretary
Maryland Department of Transportation, Secretary's Office
7201 Corporate Center Drive
Hanover, Maryland 21076



RE: Worcester County's Transportation Program Priorities

Dear Secretary Porcari:

We are writing to respond to SHA's request for Worcester County's transportation project priorities and transportation issues. Thank you for giving us this opportunity to provide our thoughts on these matters in advance of the Secretary's visit.

First, we want to express our appreciation for the assistance from the Department's staff. This outstanding level of service permeates your organization from the Scenic Byway Program, Planning, and especially Donnie Drewer and his local staff. We sincerely appreciate the responsiveness and professionalism of your people. We compliment your department for its emphasis on landscaping and the assistance you are providing for the Bishopville Pond water quality restoration project.

In the past the department has asked for county project priorities and concerns for funding, phasing, safety, preservation, and community enhancement. This year two additional items have been requested: second tier county priorities and municipal project priorities. Below we address these items in the following order:

1. Countywide project priorities
2. Countywide transportation concerns
3. Second tier county priority projects
4. Municipal priorities and project requests—Attachment 1



Project Priorities

Below we highlight our most important road project priorities. We have enclosed the project description section of our comprehensive plan's transportation element, so you can have a full accounting of our transportation needs.

US 113--Our primary project priority is the completion of the US 113 dualization. The support from the federal and state level has moved this project forward to address one of the least safe roads in America. We request that this project be completed as soon as possible and further request that a public hearing be held to review the design of each phase of this project prior to final approval.

MD 589--This 4.6 mile long, two lane secondary highway has been designated as "impacted" by our comprehensive plan. This roadway provides a major link between US 113, MD 90, and US 50 along with property access to the county's largest year-round community, Ocean Pines. Intersection levels of service are approaching failure. For this reason, future property development in this area has been severely limited until this route's capacity can be upgraded. Our comprehensive plan notes that this area is a logical future development area once the transportation system is addressed.

Although SHA completed many improvements, traffic approaches capacity and may soon exceed it. For this reason, we appreciated the inclusion of MD 589 for capacity improvements in the CTP. It is the county's objective to begin planning for MD 589 improvements, but this should only occur to the extent that it does not interfere with the pace of completion of the US 113 project.

US 50 and the Kelley Bridge--County funding and planning for the US 50 service road to reduce traffic impacts on US 50 are moving forward. The initial phase of the service road is in its final design. US 50 and its adjunct, MD 90, are Ocean City's economic lifelines. Traffic volume has steadily grown and levels of service are declining. For the longer term, planning should continue on replacing the Kelley Bridge and upgrading this roadway's capacity.

As noted last year, Worcester County will conduct a transportation study of the northern county this summer. We request the department to assist with traffic counts and technical advice as with the West Ocean City study.

MD 611--This scenic roadway to the parks at Assateague Island also is seeing increased traffic volumes. We expect that capacity improvements will need to enter the planning stages in the mid-term.

Concerns

As noted above, Worcester County's primary priority is the completion of the US 113 Dualization Project. Therefore funding should be targeted to this end. MD 589's future planning should be the second priority with the continuation of the planning for the Harry Kelley Bridge replacement also moving forward.

The intersection of MD 12 and US 113 has a poor configuration; school buses have been rerouted to avoid this intersection. This intersection should be redesigned to provide more adequate school bus stacking area. An overpass is the most desirable solution.

The county has a broader perspective on development under our new comprehensive plan. This perspective recognizes the value of alternatives to the motor vehicle. Pedestrian and bicycle

facilities are desired to become a larger portion of the county's transportation mix. This is especially important in the West Ocean City area. Each summer, an increasing number of workers "commute" to Ocean City and its "Park and Ride" by foot or bike along US 50. We would appreciate help with improving pedestrian and bicycle facilities in this and other areas of the county. Pavement treatments, cautionary pedestrian signs, and other crosswalk improvements should be implemented.

The county also would like to explore working with the Department to improve water quality. The Department is a significant landowner in Worcester County. From time to time, we receive grants for wetland creation, forest planting and other environmental enhancement projects. We would like to explore the possibilities for such projects on Department lands. Of course, such projects would be subject to all traffic safety, liability, and engineering concerns of the Department.

Second Tier Project Priorities

It is our understanding that the department desires a listing of second tier or smaller project priorities. This list will be drawn from the project listed in the attached transportation element of the county's comprehensive plan and will be submitted in priority order. Setting the priorities for list is underway and it will be submitted as soon as we complete our local review. We anticipate that the second tier priority list will be forwarded on or about June 22, 2007.

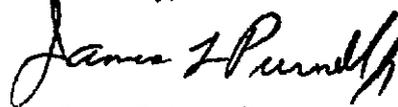
Municipal Priorities

Attachment 1 contains the municipal priority project requests for Berlin, Pocomoke and Snow Hill. Should you have questions about these projects, please direct your inquiries to the appropriate contact person listed by the municipality.

Conclusion

Again, thank you for this opportunity to express our desires for future transportation facilities in Worcester County. We look forward to working with the Department of Transportation in the coming year for the benefit of the residents and visitors to Worcester County. We have included a copy of our comprehensive plan's transportation element in Attachment 2. Please contact Sandy Coyman, Director, Department of Comprehensive Planning if you have questions or need more information about the county's priority projects.

Sincerely,



James L. Purnell, Jr.
President

Enclosure

cc: Senator J. Lowell Stoltzfus
Delegate Norman H. Conway
Delegate James N. Mathias, Jr.
Donnie Drewer, District Engineer, SHA
Sandy Coyman, Comprehensive Planning Director
Ed Tudor, Director of Development Review & Permitting
John Tustin, Public Works Director

Attachment 1—Local Municipality's Transportation Project Priorities

Our staff contacted Berlin, Pocomoke, and Snow Hill to gather their project priorities for your consideration.

Berlin:

1. Sidewalk improvements
2. Realign Harrison Avenue intersections with Main Street and Broad Street.
3. MD 346 Corridor Plan in the offing. The Town wishes to work with SHA to determine appropriate upgrades.
4. Add right turn lane on west side of US 113 and Bay Street intersection.
5. Re-evaluate decision that traffic signal is not necessary at Germantown Road and US 113 intersection.

Contact: Linda Bambarly – phone 410-641-2770

Pocomoke:

1. Extend 11th Street to Lynn Haven Drive.
2. Extend 11th Street on to US 113 once #1 is complete or as part of same project.
3. Concerned about preserving capacity of US 13. Number of traffic lights and commercialization in Virginia limiting capacity of roadway.

Contact: Russell Blake – phone 410-957-1334

Snow Hill:

1. Market Street improvement projects—project is in the planning stage and the Town will seek funding for improvements to state roads once plan is done.
2. Crosswalk improvements downtown.
3. Intersection upgrades at Bay and Market Streets and at Church and Green Streets.

Contact: Kelly Brewington – phone 410-632-2080

Attachment 2

Chapter Seven: Transportation

The Chesapeake Bay bridges swept away isolation, long a major factor in Worcester County's history. The Internet and the global economy have further diminished this isolation. While the last two will play a role, the road system will be the likely future mobility constraint. Therefore, protection and improvement of the road system's capacity and safety are this chapter's focus.

The county's transportation system, vital to our economy, has land, sea, and air components. On land, US 50, the county's main east/west link and US 113/13, the main north/south link, join Worcester County to the interstate road network. State and county roads provide local and regional connections. The county's bus system has recently been consolidated into a regional system with Wicomico and Somerset counties. Water and air transport play a secondary role.

Physical constraints, in the form of the Coastal Bays, their tributaries, and extensive wetlands limit the roadway system's expansion in the county's northeast section. Stewardship of highway and arterial capacity will assure continued general mobility and access to resort areas. Effective land use planning, access controls, service road development, mass transit, and other transportation system management (TSM) techniques will help improve traffic flow.

Recreational boating dominates water travel. The West Ocean City Harbor and its commercial and nearby charter fishing fleets account for most commercial boat traffic. Water taxis provide limited service in the Ocean City area.

Air travel is served by two local airports. General aviation uses the Ocean City Airport and a regional airport, the Salisbury-Ocean City-Wicomico Regional Airport, provides limited service to two major airports.



Traffic has steadily increased

With the county's reliance on ground transport, this chapter primarily focuses on the road system. To provide a framework for the future, a set of goals, objectives and recommendations is provided. The discussion begins with the description of the existing transportation systems and anticipated needs. This is followed by the goal, objectives and recommendations.

Background

Worcester's roadways experience morning and evening commuter peaks, however, they are dwarfed by summer resort traffic. Summer traffic peaks on Friday evening, Saturday, and Sunday afternoon. Weekend travel clusters on Friday and Sunday evenings with longer-term check-ins/outs peaking on Saturday. Resort traffic causes the most noticeable congestion on US 50, US 113, US 13, MD 528, MD 589, MD 611, and MD 90.

Of special note is the fact that the MD 589 corridor has experienced significant development and has reached an unsatisfactory level-of-service. During the period from 1990 to 2003, traffic increased by 112 percent¹ and congestion has become a daily occurrence regardless of season. For this reason, MD 589 is considered impacted from a traffic standpoint. This implies that land use should not intensify in this area. Infill development of existing platted lots should be the extent of new development. This policy shall remain until road capacity is suitably improved.



Boat traffic is dominated by recreational craft

Average daily traffic on MD 611 has increased 163 percent since 1990. MD 611 traffic volume and level of service should be monitored to avoid affecting this roadway. Development along the MD 611 corridor should be kept to infill for the planning period.

Worcester County has a five-tier road system with federal, state, county, municipalities and private bodies having ownership and/or maintenance responsibility. The county in 2004 maintained 577 miles of county roads. County road improvements and

maintenance are funded through the county's share of the state's gas tax.

The county's rural road system continues to have an excellent service record. Local car and truck traffic share this system with farm machinery. On-going maintenance will remain the primary need for these roads. Due to their configuration, rural roads within this plan's growth areas will require improvements to handle the expected additional traffic.

As noted above, access to Worcester County has greatly improved and this progress continues. The state recently extended its US 50 capacity improvements from the Western Shore to Ocean City with the opening of the Salisbury bypass. Bypasses at Cambridge and Easton would complete the upgrade to US 50. These projects have uncertain prospects, but nonetheless they would be desirable.

MD 90 spurs off US 50 seven miles from Ocean City and ends its limited access span at 62nd Street in Ocean City. Summer peaks produce near gridlock conditions on this route.

The county's highest transportation project priority, complete dualization of US 113, is moving forward. The last segments of US 113-dualization project are being designed and construction funding appears probable. Delaware is considering improvements to the US 113 corridor; limited access status is being considered. Without such improvements, this roadway with its planned commercialization within Delaware could impede summer resort traffic significantly.

Access from the north will be improved with upgrades to MD 404. This two-lane rural highway provides an alternate to

¹ State Highway Administration Website, Average Daily Traffic Statistics, Annapolis, Maryland, 2004.

US 50 to the Delaware and Maryland resorts. Federal planning funds have been secured and Maryland has placed dualization planning in its Transportation Management Plan. Delaware will need to improve its portion of this road to complete the upgrade.

Regional access from the south comes from Virginia via US 13. Again, existing and planned commercial use on this road has and will reduce its capacity. Traffic signal frequency has increased and the level of service declined. Regional planning efforts have been initiated to explore this issue further with Virginia. Within Worcester County, to prevent unnecessary capacity impacts to US 13, it will be important to locate commercial development and to provide adequate service roads and access controls.

MD 12, the major east-west link for the southern county, begins in Salisbury, passes through Snow Hill and joins Virginia Route 679 at the state line. Traffic volumes are currently within the acceptable range and should be monitored as conditions change.

Mass Transit

Two public and one private bus (Trailways) systems provide mass transit. Ocean City provides convenient bus service within town limits during the summer season. Shuttle service to the West Ocean City "Park and Ride" links the town's system to the regional bus system. Ocean City's system has dramatically reduced traffic volumes. Average daily traffic has declined by 28 percent from 1990 to 2003.

"Worcester Ride", the county's bus system, was consolidated into the Tri-County regional bus system in 2004. This improved efficiency and service by

reducing duplicate facilities and services. The regional bus system links workers throughout the Tri-County region with employment centers. Annual Ridership has grown from about 25,000 in 1996-97 to nearly 170,000 in 2003-04, a six-fold increase.

Air Travel

Commercial air traffic is split between the Salisbury-Ocean City-Wicomico Regional Airport and the Ocean City Airport. The former has provided service to Baltimore, Philadelphia, and Charlotte; but is now seeking a carrier to Baltimore.

The Ocean City Airport is scheduled to begin daily flights to Baltimore-Washington International Airport (BWI). This airport also houses sky tour, parachute, and banner (advertising) uses. These operations along with airport service and product sales provide 27 jobs and \$1,983,000 in annual revenue.²

Transportation and Land Use

Transportation infrastructure relates directly to the nature and pattern of land use. Development intensity affects the number of vehicle trips while its pattern influences trip length. Reducing the number and length of trips will decrease both air pollution and congestion. This can be achieved through mixed use development and locating work and living areas close to one another. Mixed-use development places commercial uses providing daily needs within walking/biking distance and employment close to home.

Planned growth areas will each need detailed study for transportation

² Jesse Houston; Planning Director; Ocean City, Maryland; Personal Communication, August 15, 2005.

improvements. While these areas are close to major transportation links, it is anticipated upgrades to local roads will be needed to match the growth-generated traffic demand. Existing local roads were developed to suit rural demand levels and they are generally uniform in capacity and construction. Urbanized areas require a hierarchy of local, collector and arterial streets. Therefore, the growth area transportation planning will need to create this more complex system. Further, it should include plans for bike/pedestrian/mass transit facilities. Such improvements will be the developers' financial responsibility. Implementation will need an adequate public facilities ordinance (APFO) and impact fees to finance these facilities.

Commercial development will have a significant impact on future congestion levels. Commercial uses generate significant traffic, so planning for the proper amount, location and design will be critical to maintain road capacity. The current amount and location of commercially zoned land pose problems for the road system, particularly for US 50. Commercialization of US 113 beyond its current zoning would also pose significant potential problems.



A variety of transportation modes should be accommodated

Commercial zoning on US 50 stretches from the Harry Kelly Bridge to Berlin. The Maryland Department of Transportation (MDOT) has indicated the existing commercial development has degraded existing levels of service to "D" and below in the summer season. US 50 is a critical link to the resorts and therefore maintaining its capacity is a necessary condition for the county's economic future. For this reason, this road has designated as "impacted" and commercial zoning along it should be reduced. Use of transfer of development rights should be investigated and down zoning should be considered for the US 50 corridor.

Continuation of the county's concentrated development pattern and clustering growth around existing communities will facilitate the use of mass transit. As evidenced by the dramatic traffic volume decline in Ocean City (see Table 7-1), mass transit will be a major component in future traffic management for the county's northeast quadrant.

Levels of Service

Levels of service (LOS) designations gauge congestion levels, driver satisfaction, and safety impacts of varying levels of traffic. The transportation recommendations are based on maintaining an acceptable level of service. This system identifies six traffic condition categories, which are summarized below:

LOS A—Free flowing traffic where users are virtually unaffected by other vehicles. Typically, this condition results during low volume periods and permits high-speed travel with little or no delay. Maneuverability is nearly unrestricted.

LOS B—Stable flow but others' presence is noticeable. This LOS is above average and is used as a design standard for rural highways.

LOS C—Stable flow where individual users begin to be significantly affected by other vehicles in the traffic stream. This LOS is the standard for "average" urban and suburban conditions and is considered generally acceptable for rural roadways.

LOS D—Stable flow with high vehicle density which has a major effect on individual vehicle speed and maneuverability. Speed and maneuverability are severely restricted. Small increases in vehicle numbers cause unacceptable congestion.

LOS E—Operating conditions at or near capacity characterized by unstable flow with minor vehicle volume increase or slight traffic tie-ups (accidents/breakdowns) causing the system to move to LOS F.

LOS F—Forced flow with volumes exceeding capacity, queues form, and excessive congestion results. Gridlock conditions may exist; drivers seek alternative route affecting other roadways.

LOSs are used to assess roadway performance and to define public policy. In urban locations, intersections and traffic signals for the most part constrain capacity. Rural roads are rarely impacted unless affected by accident, flooding, tree fall, or other short-term events. The following volume/capacity/LOS relationships exist:

<u>Volume/Capacity Ratio</u>	<u>Level of Service</u>
.20	A
.40	B
.55	C
.72	D
1.00	E
1.00+	F

Traffic Volume

Arterial highway traffic volume has generally grown over the years. With the anticipated stabilization of summer peak visitation, peak traffic should also stabilize. Year-round population is projected to continue to grow for the planning period, so annual average daily traffic volumes will keep pace with this growth. At some point, a major increase in mass transit use will be necessary to prevent excessive traffic congestion.

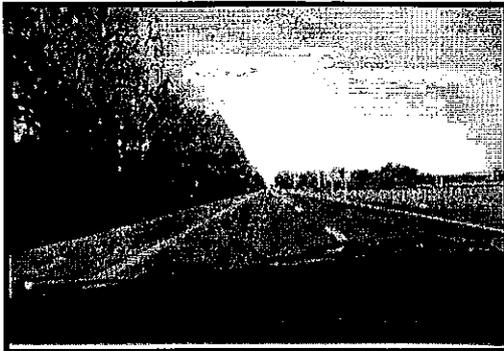
Table 7-1 SHA Average Daily Traffic Volumes

<u>Route</u>	<u>1990</u>	<u>2000</u>	<u>2003</u>
12	4,400	4,875	4,575
13	16,156	22,875	19,891
50	22,375	23,875	24,475
90	17,700	12,650	13,525
113	9,500	14,250	16,725
528	31,100	32,650	22,250
589	6,775	13,125	14,350
611	3,400	5,850	8,925

MDot statistics indicate that summer peak traffic volumes are about 50 percent higher than average daily traffic volumes

Access Control

Access controls have been helpful in maintaining roadway capacity by reducing points of conflicting vehicle movements. Current regulations limit the distance between and thereby the numbers of access points. Service roads also reduce the number of access points and increase road capacity. To limit conflicting vehicle movements on major roadways, "interparcel connectors"³, service roads and other access controls should be developed as appropriate.



County roads generally have a high level of service

Transportation Goal

The plan's transportation goal follows:

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

³ Interparcel connectors are drives or small roads connecting adjacent parcels. They provide an alternative travel route to adjoining property without re-entering and congesting through traffic.

Transportation Policies, Projects and Recommendations

The following policies, projects, and recommendations will implement the Plan's transportation goal for each of the roadways below. Each roadway's state highway classification and local designation appear in parenthesis. A brief background is provided for roads not discussed above. Figure 7-1 locates proposals for the north county, and Figure 7-2 locates proposals for the south county.

MD 12 (Two Lane Secondary Highway/Major Collector Highway)

- Conduct scenic and transportation corridor planning
- Monitor traffic conditions and program upgrades if required

US 13 (Multilane Divided Primary Highway/Arterial Highway)

- Conduct scenic and transportation corridor plan
- Plan for service road and other access controls to maintain capacity
- Undertake median and shoulder landscaping

US 50 (Multilane Divided Primary Highway/Arterial Highway)

- Limit development until capacity is no longer impacted
- Reduce the amount of commercial zoning along US 50 to maintain its capacity
- Assess and improve intersection of US 50 and MD 589
- Monitor Golf Course Road and improve as required
- Monitor Keyser Point Road and improve as required
- Continue to assess the Harry Kelly Bridge repair/replacement alternatives

- Continue to implement *US 50 Scenic and Transportation Corridor Plan* and extend plan's applicability to entire parcel
- Complete scenic and transportation corridor planning for remainder of county portion of US 50
- Construct service road between Sea Hawk and Holly Grove Roads
- Work to limit additional traffic signals
- Work with the state to develop and implement median and shoulder landscaping

MD 90 (Multilane and Two Lane Divided Primary Highway/Arterial Highway)

- Separate with guardrail for the roadway's entire length.
- Continue to monitor safety improvements

US 113 (Multilane and Two Lane Divided Primary Highway/Arterial Highway)

- Complete dualization project from Berlin to south of Snow Hill
- Implement access control plan to maintain its status as a limited access roadway
- Complete scenic and transportation corridor planning for remainder of US 113

MD 589 (Two Lane Secondary Highway/Major Collector Highway)

- Limit development in the corridor until capacity increases
- Conduct scenic and transportation corridor planning
- Dualize after the US 113 project is completed
- Continue to deflect US 113 traffic to MD 90 rather than MD 589

- Introduce interparcel connectors and service roads where feasible

MD 611 (Two Lane Secondary Highway/Major Collector Highway)

- Conduct scenic and transportation corridor planning to continue this road's rural and coastal character particularly from MD 376 to Assateague Island.
- Study need for and implement capacity improvements from MD 376 to US 50.
- Provide for interparcel connectors, service roads and other access controls.
- Growth along the mid and southern portion of the corridor should be limited due to the sensitivity of nearby lands and the limited capacity of the area's road system.
- Plan for widening and intersection improvements of the corridor's northern end.

MD 367 Bishopville Road (Two Lane Secondary Highway/Minor Collector Highway)—This road links the northern segment of US 113 to Bishopville and a network of rural roads which link up to the Lower Delaware beaches. It has become a secondary "short-cut" and traffic volumes are increasing. With limited development planned for the area served by Bishopville Road, only maintenance of its current capacity is planned. Improved shoulders should be provided and striping for a bike lane should be added.

MD 610 Whaleyville Road (Two Lane Secondary Highway/Major Collector Highway)—This major collector links US 113 near Bishopville to Whaleyville and US 50. Should plans for a new northern access to Ocean City move forward this road corridor holds some

potential. Otherwise, its current configuration should meet anticipated demand through the planning period.

MD 368 St Martin Neck Road (Two Lane County Road/Minor Collector Highway) This minor collector links MD 90 at its south end to MD 367

Bishopville Road and provides a secondary link from Ocean City to US 113, northeastern Worcester and the Delaware beaches. This roadway's current configuration should be adequate for the planning period.

Keyser Point Road and Golf Course Road (Two Lane Highway/Undesignated) These roads serve northern West Ocean City. Traffic volume has increased to the point that widening and shoulders with striping for bike lanes, and sidewalks should be added. Like all of West Ocean City, drainage improvements are needed. The county road designation should be upgraded to a "minor collector highway."

Sunset Avenue (Two Lane County Road/Undesignated) This road provides property access along its length, which ends in the east at the West Ocean City Harbor and in the west at MD 611. Intersection improvements at MD 611 will be needed.

MD 707 Greys Corner Road (Two Lane Secondary Highway/Undesignated) This road parallels US 50 from Friendship Road to the Riddle Farm community. This road was cul-de-sac'ed at the Riddle Farm and should be reopened through to its natural terminus east of Herring Creek Lane.

MD 707 Old Bridge Road (Two Lane Secondary Highway/ Undesignated) This road links US 50 with MD 611 and the West Ocean City Harbor area.

Acquisition of right-of-way for widening should occur as projects develop.

Eventual widening will be required, as this road is becoming a minor bypass through the West Ocean City commercial area. The road should be designated a "minor collector highway."

MD 376 Assateague Road (Two Lane Secondary Highway/Major Collector Highway) This highway joins Berlin and US 113 to the MD 611 corridor. It provides a secondary access when US 50 is over capacity. Development along this corridor should be minimized to protect adjacent sensitive lands and its capacity. Posting MD 376 as a bike route is appropriate.

Harrison Road (Two Lane County Road/Undesignated) This road provides a secondary connection between US 113 and MD 376, Assateague Road. Should development materialize in the southern county, and traffic volumes increase on MD 376, Harrison Road may require shoulder widening and other improvements to handle additional volume. This road travels through the traditional community of Germantown, so if improvements are planned, they should consider the area's character. The road should be designated a "minor collector highway."

Beauchamp Road (Two Lane County Road/Minor Collector Highway) This collector provides primary access to uses along its west side and secondary access to Ocean Pines truck route. Determine options for correcting drainage problems in the vicinity and take corrective action.

MD 374 Libertytown Road (Two Lane Secondary Highway/Minor Collector Highway) This minor collector leaves Berlin to the west as Broad Street, passes through the crossroad community of Libertytown, and ends in Wicomico

County at Powellville. This roadway's current configuration should be adequate for the planning period.

MD 354 Whiton Road (Two Lane Secondary Highway/Minor Collector Highway) This minor collector begins just west of Snow Hill and ends at Willards in Wicomico County. This roadway's current configuration should be adequate for the planning period.

MD 364 Dividing Creek/Nassawango Road (Two Lane Secondary Highway/Minor Collector Highway) This minor collector begins at US 13 west of Pocomoke City and links to MD 354 to the north of Snow Hill. This roadway's current configuration should be adequate for the planning period.

MD 366 Stockton Road (Two Lane Secondary Highway/Minor Collector Highway) This minor collector begins in Pocomoke City, continues east to the village of Stockton, and ends at Chincoteague Bay east of Stockton. This roadway's current configuration should be adequate for the planning period.

MD 756 Old Snow Hill Road (Two Lane Secondary Highway/Unclassified) This road links US 113 with 6th Street in Pocomoke. The intersection with US 13 should be improved to increase its LOS.

General Recommendations--Roadways

1. Acceptable Levels of Service—It is this plan's policy that the minimal acceptable level of service for all roadways be LOS C. Developers shall be responsible for maintaining this standard.
2. Rural Roadways—Institute access controls for rural roads if their LOS drops below B for daily peak traffic.

3. Traffic studies--Developers should provide traffic studies to assess the effect of each major development on the LOS for nearby roadways.
4. Impacted Roads--Roads that regularly have LOS D or below during weekly peaks are considered "impacted." Areas surrounding impacted roads should be planned for minimal development (infill existing lots). Plans and funding for improving such roads should be developed.
5. Impacted Intersections-- Upgrade intersections that have fallen below a LOS C, for example, the intersection of US 13 and MD 756 Old Snow Hill Road, intersection of MD 589 and US 50.
6. Regional transportation study—This study should examine existing and projected traffic conditions for the northern half of the county. It should provide recommendations for improving traffic capacity, safety, mass transit and non-vehicle transport. Include a detailed analysis of county roads.
7. Growth Area Transportation Studies--Conduct a transportation study of each growth area and make recommendations for appropriate internal and external improvements.
8. Local funding sources should be explored to improve priority of impacted roadways for state funding or to provide for local

- construction of improvements.
9. Third Access to Ocean City-- Undertake a scoping study to determine potential feasibility for adding a third access point to northern Ocean City. Use of Route 610 for this purpose should be considered.
 10. Municipal Corridor Planning-- Encourage the use of corridor planning techniques for major routes through municipalities.
 11. Berlin Western Collector-- Plan for a collector road west of Berlin linking Evans Road to MD 346.
 12. Park and Ride Facilities-- Develop a second "park and ride" location along US 50.
 13. Road Widening-- Adequate right-of-way should be dedicated for roads anticipated for widening during the development review process.
 14. Community character—New roadway designs and construction should not disrupt the character of existing communities, villages, and towns. Alternative routes and designs should be explored to maintain this important aspect of Worcester County.
 15. Connectivity-- Inter and intra-development connectivity should be designed into new development to improve mobility and to avoid environmental damage. This will be especially important for US 13 south of Pocomoke and US 50 between Berlin and Ocean City.
 16. Residential Streets-- Through traffic should be discouraged through layout and "traffic calming" practices.
 17. Bike and Pedestrian Mobility-- Bike and pedestrian mobility should be given higher priority and designed into new development. A countywide plan should be developed.
 18. Environmental Impact Reduction—Design roads to limit environmental impacts by:
 - Decreasing roadway size to fit their traffic volume
 - Prescribing pavement widths of 18 feet for rural roads and 20 feet for local roads with greater than 400 average daily trips
 - Reducing right-of-way widths to 30 feet for closed section (curb and gutter) roads and 45 feet for open section (grassed swales) roads
 - Using innovative cul-de-sac type designs (hammerheads)
 - Encouraging the use of vegetated open channel drainage
 - Reducing paved parking requirements selectively
 - Providing mass transit stops and sidewalks in urban areas.
 - Allowing shared parking agreements
 - Integrating stormwater management in parking area islands.

19. Dependency on Automobiles—County policy and regulations should provide for the development of a bike/trail system and increased use of mass transit to reduce dependency on automobiles.
20. Fuel-efficient and alternative fuel vehicles--Use of fuel-efficient and alternative fuel vehicles should be encouraged; the county should purchase appropriate vehicles and fuels to lead this change.
21. Annual Transportation Plan—A list of short-range and long-range highway capital improvements for county and state roads should be generated and submitted annually to the county Commissioners.
22. Parcel Access Plan--This plan should provide a specific parcel access plan for large parcels and interparcel connections for smaller parcels for key roadways. This list should be provided to and reviewed with the State Highway Administration
23. Roadway Beautification—Travelers see the county most of the time from a vehicle, so road beautification efforts will yield significant results and should be planned and implemented
24. Sign maintenance plan—The county should have a regular corridor⁴ plan sign

maintenance program to replace worn signs.

General Recommendations--Rail Service

Two rail lines serve Worcester County. The Maryland and Delaware Line connects Snow Hill, Newark, and Berlin to Delaware and points beyond. The Conrail/Eastern Shore Railroad connects Pocomoke to Salisbury and points north via Princess Anne. Rail freight mainly consists of grain imports and stone for asphalt, concrete, and riprap. The county should work to keep these lines active as they play a key role in meeting bulk-hauling needs.

General Recommendations--Air Transport

Ocean City Airport will remain a general aviation center. Major future improvements include:

- Runway extension
- Hangar facilities
- Navigation aide improvements

The Salisbury-Ocean City-Wicomico County airport will continue to provide regional connections for commercial flights. Currently flights are available to Philadelphia and Charlotte. Additional links would be desirable, especially to Baltimore-Washington International Airport.

General Recommendations--Water Transport

Worcester County through zoning has provided protection and encouragement for the commercial operations at the West Ocean City Harbor. The commercial component is critical to keep federal maintenance of the inlet. The inlet is a key component for both the commercial and recreational fishing industry. Commercial marine zoning

⁴ Special signs for scenic roadways are especially important.

should be continued to protect the harbor's commercial status.

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

A limit on the length of docks and piers is currently under study. These structures

fragment wetlands, shade vegetation, and provide a predator pathway deep into the marsh. Care should be taken to limit these impacts.

The Navigation and Dredging Advisory Group of the Maryland Coastal Bays Program (MCBP) is preparing a master plan for dredging and navigation. The plan identifies issues with navigation and channel maintenance/dredging. Beneficial use of dredge material and employment of best management practices are encouraged. The draft plan notes that the Corps of Engineers maintains the bays' federal channels, and the state has limited funding for non-federal channel maintenance projects.

Maintenance of the Pocomoke River channel should continue and it should be monitored for design changes to accommodate cargo traffic needs.