

Wicomico County, Maryland

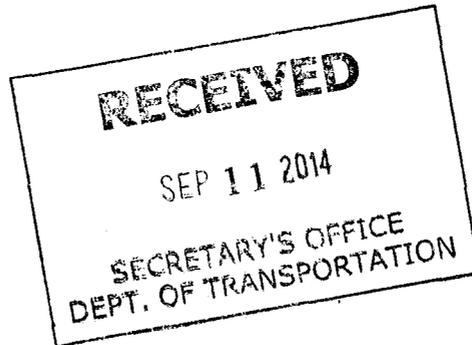
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September 4, 2014

James T. Smith, Jr.
Secretary, Maryland Dept. of Transportation
Maryland Department of Transportation
P. O. Box 548
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: Wicomico County Priority Letter - Recommended Transportation Improvements

Dear Secretary Smith:

As the Wicomico County Executive, 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 112 – 2014.

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, I submit the following projects and studies for your consideration to be included as part of the State's FY 2015 – FY 2020 Consolidated Transportation Program (CTP):



PRIORITY PROJECTS & IMPROVEMENTS

1. State Road 349 (Nanticoke Road) - Conduct a Corridor Feasibility Study for State Route 349 from State Route 815 to North Upper Ferry Road:

Consideration should be given to include this recommended transportation planning project into the FY 2015 – FY 2020 CTP. Currently, the Highway Needs Inventory (Revised in 2012) includes the Multi-Lane Reconstruction project along MD 349 extending from U.S. Route 50 to N. Upper Ferry Road. However, prior to the implementation of the proposed capital expansion project, we encourage the Maryland Department of Transportation (MDOT) to allocate funding to prepare a Corridor Feasibility Study for MD 349 extending from MD 815 to N. Upper Ferry Road.

Previously, planning funds were included in Fiscal Year 2008 for this project, as listed in MDOT's Consolidated Transportation Program, but the focus since then has been for the State Highway Administration (SHA) to conduct a corridor feasibility study as opposed to a project planning study. At the time of this submission, we understand that funding for this study has not been secured. This essential first step in the planning process will afford Wicomico County with a blueprint to help guide County agencies as we plan and implement development and transportation improvement projects in this Corridor. Furthermore, this proposed Corridor feasibility study will assist the County in our development review and approval process regarding access and connectivity to the roadway network.

It is anticipated that this multi-phase project will culminate into a Corridor Vision Plan, which represents a set of recommendations, plans, and capital improvements. Moreover, the Vision Plan will be complemented by a Corridor Vision Strategy, which consists of a Physical Improvement Plan and the Policy Recommendation Plan. These two components of the Corridor Vision Strategy will describe the set of recommended capital improvements based on existing and future demand, address the pace of implementation, and include a set of policy recommendations to achieve the vision for the MD 349 Corridor. See Map #1.

2. State Route 12 (Snow Hill Road) - Geometric Improvements and Signalization along State Route 12 from Johnson Road to the Salisbury Bypass:

This portion of the Salisbury Metro Core has experienced rapid growth and development over the past two decades. As a result of the existing and projected volume of traffic along MD 12, consideration should be given to improving several intersections along this State roadway. In 2008, the *East Side Corridor Study* was prepared for the Salisbury – Wicomico Metropolitan Planning Organization by The Traffic Group, Inc. This study analyzed 30 intersections within the study area, which included four intersections along MD 12 between Johnson Road and the U.S. Route 13 Bypass. Each intersection was evaluated to assess capacity and operations based on existing and future demand (2020 & 2030). Based on the analyses conducted for this study, the following system preservation projects have been recommended for improvements during the planning period covered by the upcoming State Consolidated Transportation Program.

Recommended improvements listed in the *2008 East Side Corridor Study* include the following:

- ◆ *MD 12 & Robins Avenue and Johnson Road* – The design phase of the realignment of Johnson Road with Robins Avenue at their intersection with MD 12 has been completed. This developer-funded realignment project is anticipated to be completed during the planning period (FY 2015 – FY 2020). As a result of this intersection realignment, the allocation of State funding for geometric improvements and signalization on MD 12 should be considered. See Map #2A.
- ◆ *MD 12 & Toadvine Road* – Construct northwest bound approach left turn lane onto Toadvine Road with a storage capacity of 200 feet. Without implementation of this aforementioned recommended improvement, this unsignalized intersection is projected to operate at a LOS F for morning and evening peak hour conditions in 2020. See Map #2B.
- ◆ *MD 12 & ramps to / from southbound U.S. Route 13 Bypass* – Install signalization at this intersection with MD 12. This intersection is projected to operate at a LOS F for morning and evening peak hour conditions in 2020. See Map #2C.

3. U.S. Route 13 Business (South Salisbury Boulevard) – Sidewalk, Drainage, and Resurfacing Improvements:

The County is encouraged by the funding allocations for Phases I through VI of the drainage improvement project along U.S. Route 13 Business extending from E. Main Street to W. College Avenue. The majority of scheduled improvements for Phases I thru VI (Dagsboro Road to W. College Avenue) have been completed, near completion, or funded. However, funding has not been secured for drainage improvements along South and North Salisbury Boulevard extending from W. College Avenue to Tony Tank Creek. The County is recommending inclusion of this project into FY 15 – FY 20 CTP for design and engineering components. See Map #3.

4. U.S. Route 50 (Ocean Gateway) & State Route 350 (Mt. Hermon Road) – Pedestrian and Cyclist Improvements:

In 2013, the Salisbury – Wicomico Metropolitan Planning Organization funded the U.S. Route 50 Pedestrian & Cyclist Safety and Connectivity Study prepared by RK&K. The area of interest extended along a segment of U.S Route 50 Business from Ward Street to Beaglin Park Drive and MD 350 from Davis Street to Beaglin Park Drive. The primary purpose of this Study was to identify alternatives to improve pedestrian and cyclist safety crossing U.S. 50 en route to Wicomico Middle and High Schools, as well as nearby major activity generators including, but not limited too the Salisbury Zoological Park and the Wicomico Youth & Civic Center. In addition to pedestrian and cyclist safety, connectivity to existing and planned pedestrian and cyclist paths was analyzed along MD 350.

Based on the recommendations of the Study, consideration should be given to including the following two targeted improvements along U.S. Route 50 Business in the FY 15 – FY 20 CTP:

- ◆ U.S. Route 50 extending from Ward Street to Naylor Street:
 - Convert Davis Street approaches to right-in / right-out only and remove eastbound and westbound left turn lanes on U.S. Route 50 Business at Davis Street intersection. See Map #4A; and
 - Add barrier (decorative fencing) to prohibit pedestrians from crossing U.S. Route 50 Business at Davis Street and in between signalized intersections; thereby, encouraging crossing at Ward Street signalized intersection. See Map #4A.

5. U.S. Route 13 (North and South Salisbury Boulevard) – Geometric Improvements:

In 2009, the *U.S. Route 13 North Corridor Planning Study* was prepared by The Traffic Group, Inc. for the Salisbury – Wicomico Metropolitan Planning Organization. The purpose of this Corridor Study was to evaluate the operational and safety characteristics of the study area, as well as for the identified study years of 2010, 2020, and 2030. Each of the six (6) intersections within the Study area were evaluated to assess capacity and operations based on existing and future demand. Additional recommendations for this roadway were included as part of the *2008 East Side Corridor Study*.

Recommended improvements listed in the *2009 U.S. Route 13 North Corridor Planning Study* include the following:

- ◆ *U.S. Route 13 & Connelly Mill Road and Winner Boulevard* – Extend the northbound approach double left turn lane onto Connelly Mill Road to 1,000 feet of storage capacity, construct an exclusive left turn lane on the eastbound approach of Connelly Mill Road onto U.S. Route 13, and restriping of the existing westbound approach lanes along Winner Boulevard to provide an exclusive right turn lane, through lane and left turn lane. Without the implementation of the recommended improvements occurring during the FY 15 – FY 20 CTP planning period, this signalized intersection is projected to operate at a LOS D during morning 2020 peak hour conditions and LOS F for evening 2020 peak hour conditions. The v/c ratio for the northbound left, through movements, and the southbound through movements are unacceptable. See Map #5A.

Recommended improvements listed in the *2008 East Side Corridor Study* include the following:

- ◆ *U.S. Route 13 & W. College Avenue* – Lengthen northbound approach right turn lane onto W. College Avenue to 450 feet of storage capacity, lengthen northbound approach left turn lane onto W. College Avenue to 300 feet of storage capacity, and lengthen southbound approach left turn lane onto W. College Avenue to 375 feet of storage capacity. See Map #5B.

6. U.S. Route 50 (Ocean Gateway) – Access Management Wor-Wic Community College:

As a result of increased enrollments, as well as the 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 freelane access point along Walston Switch Road. This freelane provides a direct access to eastbound U.S. Route 50.

The County commends the efforts of the State Highway Administration to improve the current conditions at this intersection by changing the signaling pattern to a split-phase and the geometric improvements underway; however, consideration should be given to providing Wor-Wic Community College direct access, limited to egress, onto eastbound U.S. Route 50. See Map #6.

7. U.S. Route 50 (Salisbury Parkway) – Geometric Improvements:

In 2010, The Traffic Group, Inc. prepared the *Riverside Drive Corridor Study* for the Salisbury – Wicomico Metropolitan Planning Organization. The purpose of this Corridor Study was to evaluate the existing operational and safety characteristics of the study area, as well as for the identified study years of 2015 and 2030. The U.S. Route 50 & Mill Street intersection was one of nine intersections within the Study area that were evaluated to determine the Level of Service and to assess capacity and operations based on existing and future demand. Based on the results of the analyses, the Study recommended lengthening the U.S. Route 50 Business westbound approach left turn lane onto Mill Street to 400 feet of storage capacity to alleviate excessive queuing at this intersection. See Map #7.

8. State Route 675B (Bi - State Boulevard) – Geometric Improvements:

In 2009, the *U.S. Route 13 North Corridor Planning Study* was prepared by The Traffic Group, Inc. for the Salisbury – Wicomico Metropolitan Planning Organization. The purpose of this Corridor Study was to evaluate the operational and safety characteristics of the study area, as well as for the identified study years of 2010, 2020, and 2030. Each of the six (6) intersections within the Study area were evaluated to assess capacity and operations based on existing and future demand. Based on the analyses conducted for this study, the following system preservation projects have been recommended for improvements along State roadways during the planning period covered by the upcoming State Consolidated Transportation Plan.

Recommended improvements listed in the *2009 U.S. Route 13 North Corridor Planning Study* include the following:

- ♦ *MD 675B & MD 54* – Construct an exclusive westbound approach left turn lane onto MD 675B with 300 feet of storage capacity and extend the northbound approach left turn lane to approximately 250 feet of storage capacity to improve the operations of this intersection. This signalized intersection is projected to operate at a LOS D during

morning 2020 peak hour conditions and LOS F for evening 2020 peak hour conditions. The volume to capacity ratio (v/c) is unacceptable in both the eastbound and westbound directions. See Map #8A.

- ◆ *MD 675B and Connelly Mill Road* – Install a traffic signal at this four-leg intersection. Currently, this unsignalized intersection has three legs under Stop control with the southbound movement given the right-of-way over all other movements. Without implementation of this recommended improvement, this intersection is projected to experience significant queuing. See Map #8B.

9. Pedestrian and Cyclist Improvements

In response to the Salisbury – Wicomico Metropolitan Planning Organization's *2012 Functional Master Plan of Hiker and Biker Trails (Plan)*, technical and financial assistance are requested for design, construction, and marking of shared use and dedicated bike paths identified in the Plan. Upon completion of a regional bikeway network, crucial connections will be established to significantly improve pedestrians and cyclist safety on their travels to major activity generators and other destinations including, but not limited to Salisbury University, Peninsula Regional Medical Center, Salisbury Central Business District, Salisbury Zoological Park, James M. Bennett Middle and High Schools, and residential neighborhoods. The implementation of recommendations contained in the Plan will afford citizens transportation options, improve quality of life and the environment, and enhanced recreational opportunities.

10. Salisbury to Hebron Rail Trail – Pedestrian Improvements:

The County seeks technical assistance and financial support from the Maryland Department of Transportation to assist with the design and construction of this regional trail along an abandoned railroad right-of-way. This proposed Rail Trail would extend approximately 3 miles along State-owned property from the City of Salisbury to the Town of Hebron. See Map #10. As delineated in the State's Trail Plan, this trail would provide an essential linkage to proposed and existing bike paths in the region (Naylor Mill Road Extended, Crooked Oak Lane, MD 349, and the proposed Salisbury Rail Trail).

The implementation of this recommended Rail Trail is consistent with the goals and objectives contained within the Maryland Department of Transportation's *2002 Twenty-Year Bicycle & Pedestrian Access Master Plan*, *2009 Maryland Transportation Plan*, and the *2009 Trails Strategic Implementation Plan*. Moreover, this proposal is consistent with recommendations contained in locally approved plans including the Salisbury/Wicomico Metropolitan Planning Organization's *2011 Long-Range Transportation Plan and 2012 Functional Master Plan of Hiker and Biker Trails*, *2009 Town of Hebron Comprehensive Plan*, *2010 City of Salisbury Comprehensive Plan*, and the *2013 Wicomico County Land Preservation, Parks, and Recreation Plan*.

11. U.S. Route 50 – Corridor Study

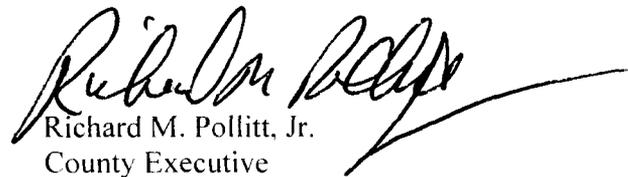
Per the request of the Town of Hebron, consideration should be given to allocate funding to prepare a Corridor Study along U.S. Route 50 extending from the Vienna Bridge to the

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signalized intersection at U.S. Route 50 and Naylor Mill Road Extended. This proposed study would evaluate the operational and safety characteristics of the signalized and unsignalized intersections under existing conditions, as well as for the identified target years of 2020 and 2030. The purpose of this proposed study is to analyze current conditions; project future conditions and needs based existing and projected growth and development; and develop recommended prioritized improvements.

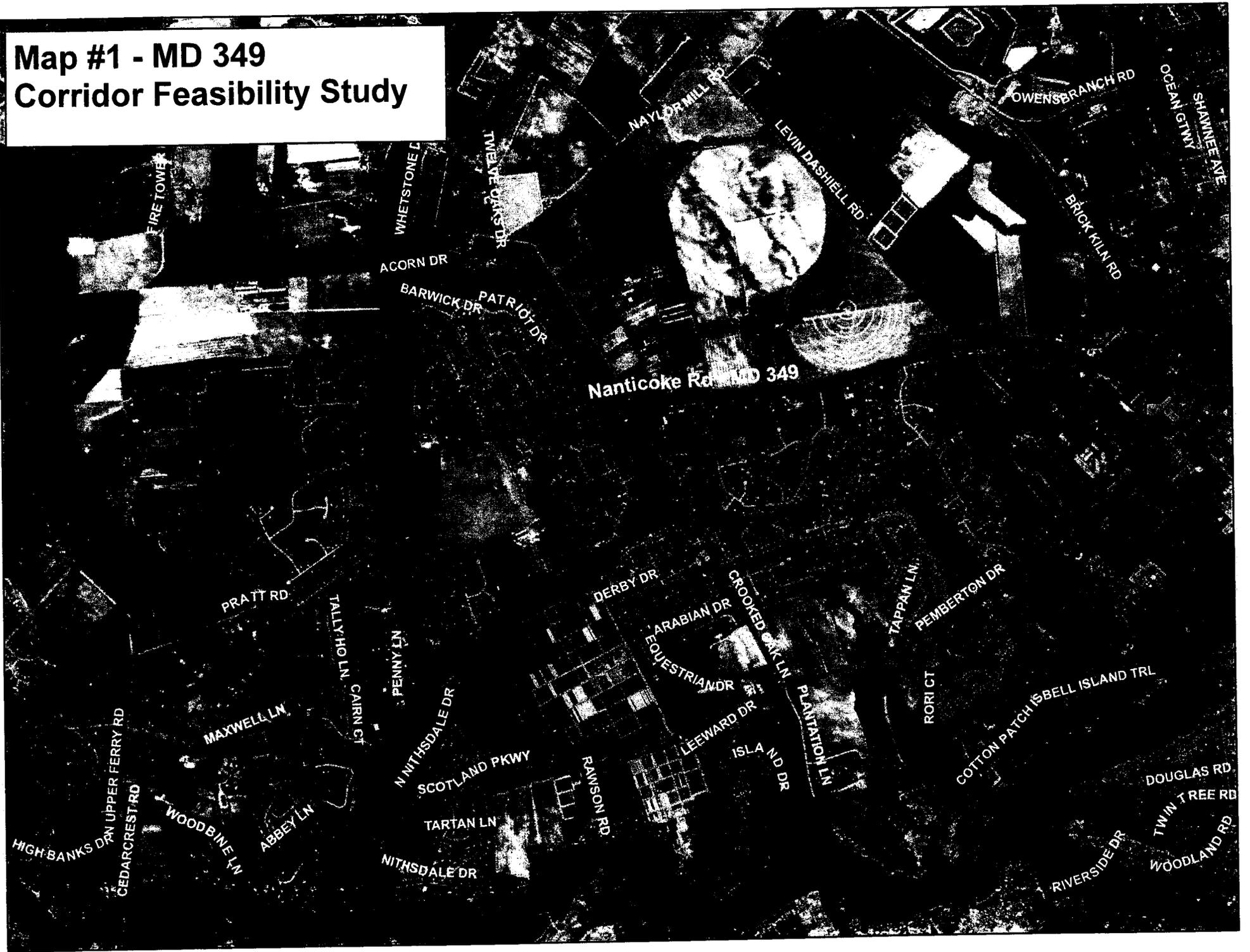
Any assistance from the Maryland Department of Transportation towards the accomplishment of these recommended improvements will be greatly appreciated. Should you require any additional information regarding these improvements, please contact Keith D. Hall, Chief, Long Range & Transportation Planning Section, Salisbury – Wicomico County Department of Planning, Zoning & Community Development at (410) 548-4860 or via e-mail Khall@wicomicocounty.org.

Sincerely,
WICOMICO COUNTY, MARYLAND


Richard M. Pollitt, Jr.
County Executive

cc: R. Wayne Strausburg, Director of Administration, Wicomico County
Sharon Morris, Assistant Director of Administration, Wicomico County
Andrew Mackel, Director of Finance, Wicomico County
Lee Beauchamp, Director of Public Works, Wicomico County
John Redden, Public Works Deputy Director, Wicomico County
John F. Lenox, Director of Planning, Zoning & Community Development, Wicomico County
Keith D. Hall, Chief Long-Range and Transportation Planning, Wicomico County
Matthew E. Creamer, Council Administrator, Wicomico County Council
Matt Holloway, President of County Council, Wicomico County
Jim Ireton, Mayor, City of Salisbury
Tom Stevenson, City Administrator, City of Salisbury
Jacob Day, President of City Council, City of Salisbury
Darlene Kerr, President of City Council, City of Fruitland
Sarah Bynum-King, Town of Delmar
P. Douglas Gosnell, President of Town Commission, Town of Sharptown
Sanford Robinson, President of Town Commission, Town of Mardela Springs
Rick Dwyer, President of Town Commission, Town of Hebron
Denver C. Moore, President of Town Commission, Town of Pittsville
Steven E. Warren, President of Town Council, Town of Willards
Robert Sheehan, Jr., Deputy Chief of Staff, Salisbury University
Jennifer Sandt, Vice President for Administrative Services, Wor-Wic Community College

Map #1 - MD 349 Corridor Feasibility Study



Map #2B

MD 12

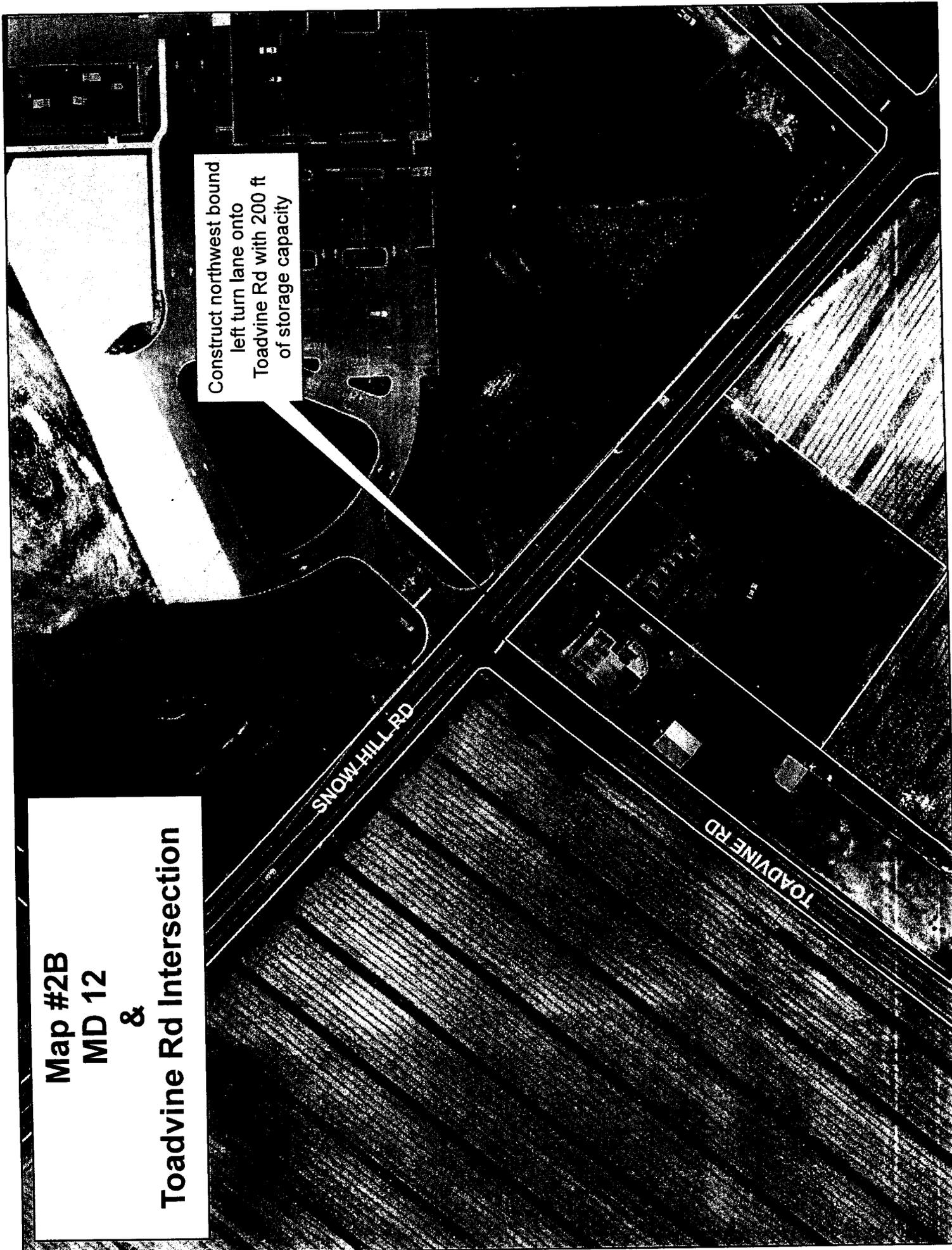
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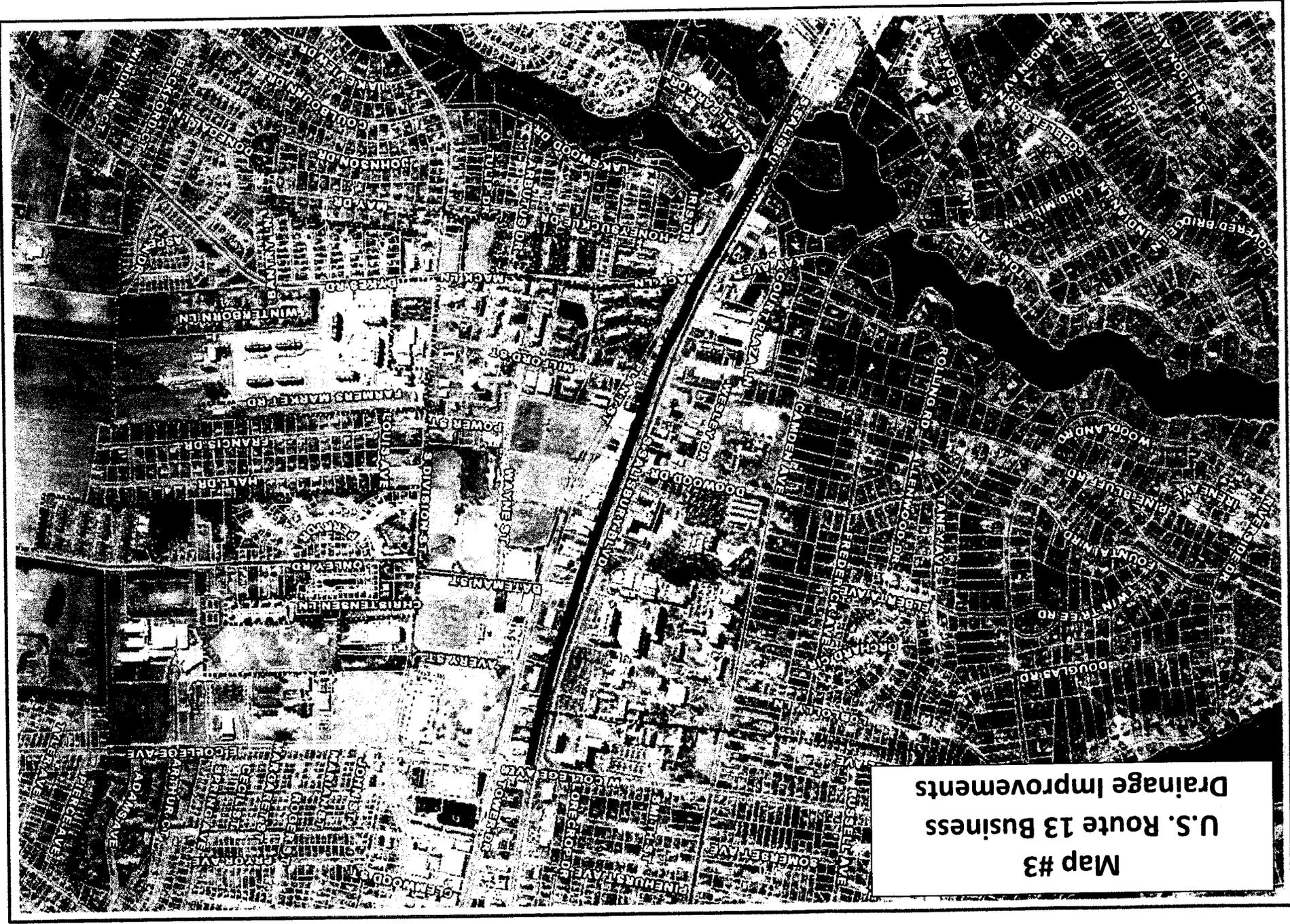
Toadvine Rd Intersection

Construct northwest bound
left turn lane onto
Toadvine Rd with 200 ft
of storage capacity

SNOW HILL RD

TOADVINE RD





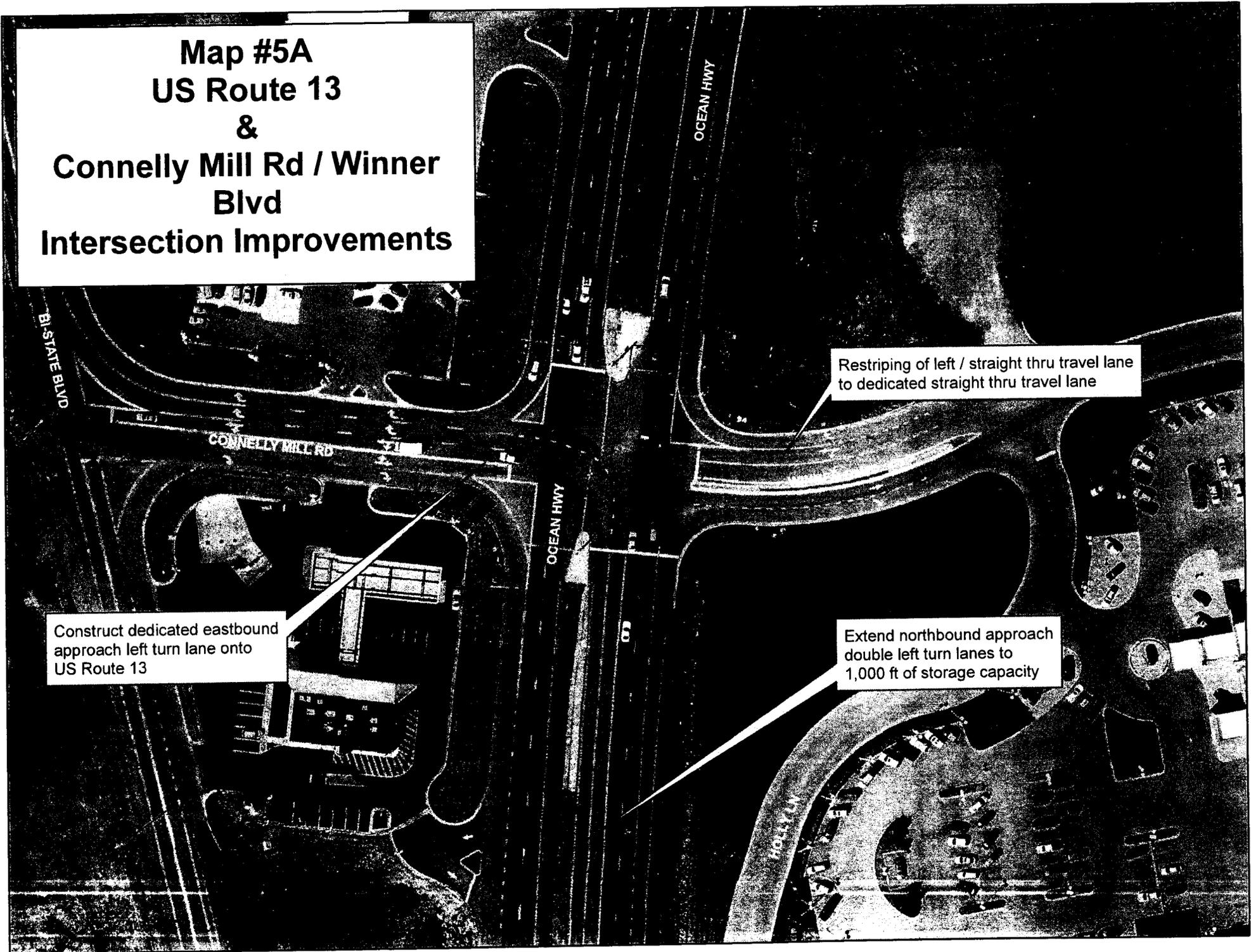
Map #3
U.S. Route 13 Business
Drainage Improvements

**Map #5A
US Route 13
&
Connelly Mill Rd / Winner
Blvd
Intersection Improvements**

Construct dedicated eastbound approach left turn lane onto US Route 13

Restriping of left / straight thru travel lane to dedicated straight thru travel lane

Extend northbound approach double left turn lanes to 1,000 ft of storage capacity



Map #6
US Route 50
Direct egress on US 50
from Wor-Wic's Campus



Provide Wor-Wic Community College
direct egress onto eastbound
US 50

**Map #8A
MD 675B
&
MD 54 Intersection**

Construct westbound approach
dedicated left turn lane onto MD 675B
with 300 ft of storage capacity

Extend northbound approach
left turn lane onto MD 54 to
260 ft of storage capacity

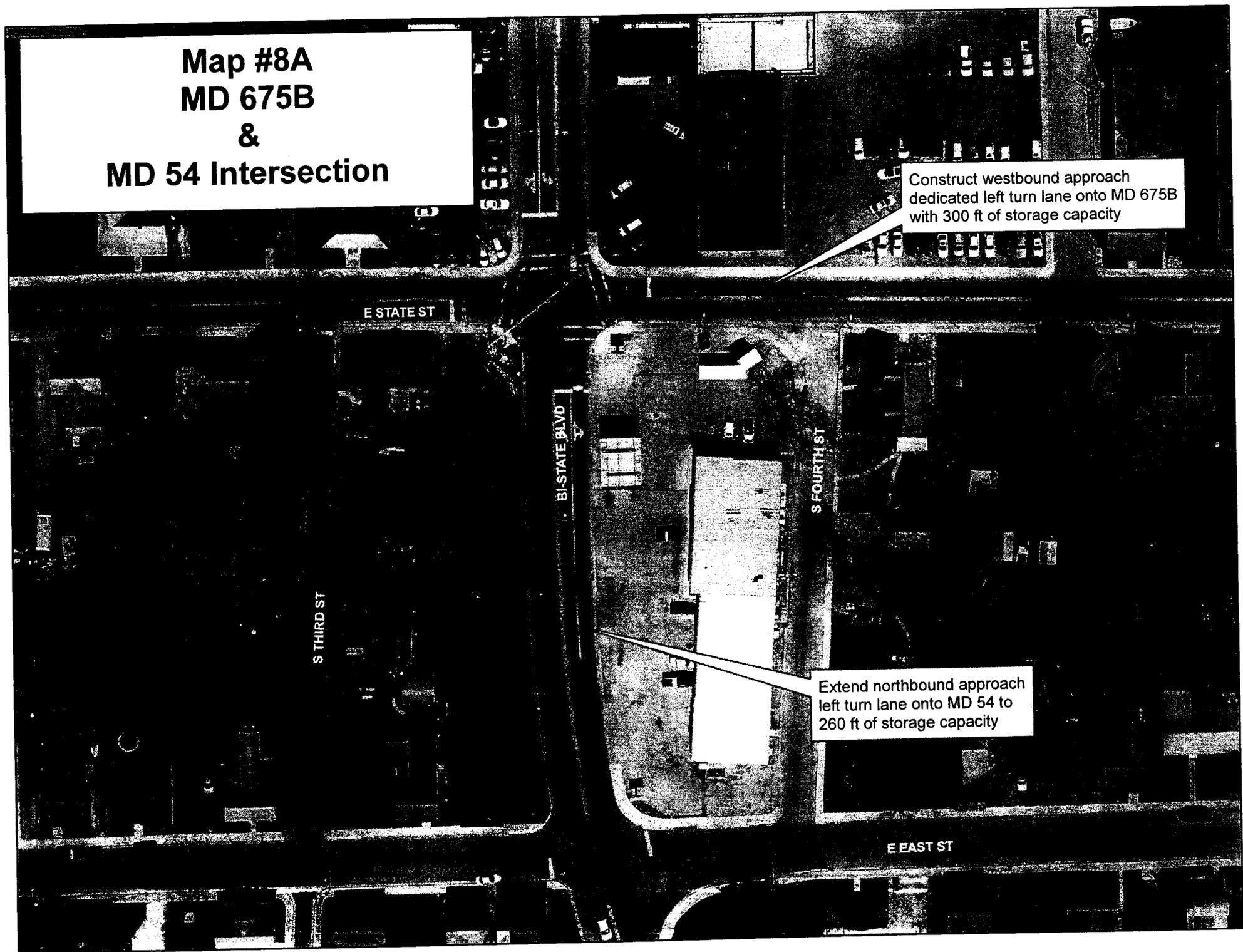
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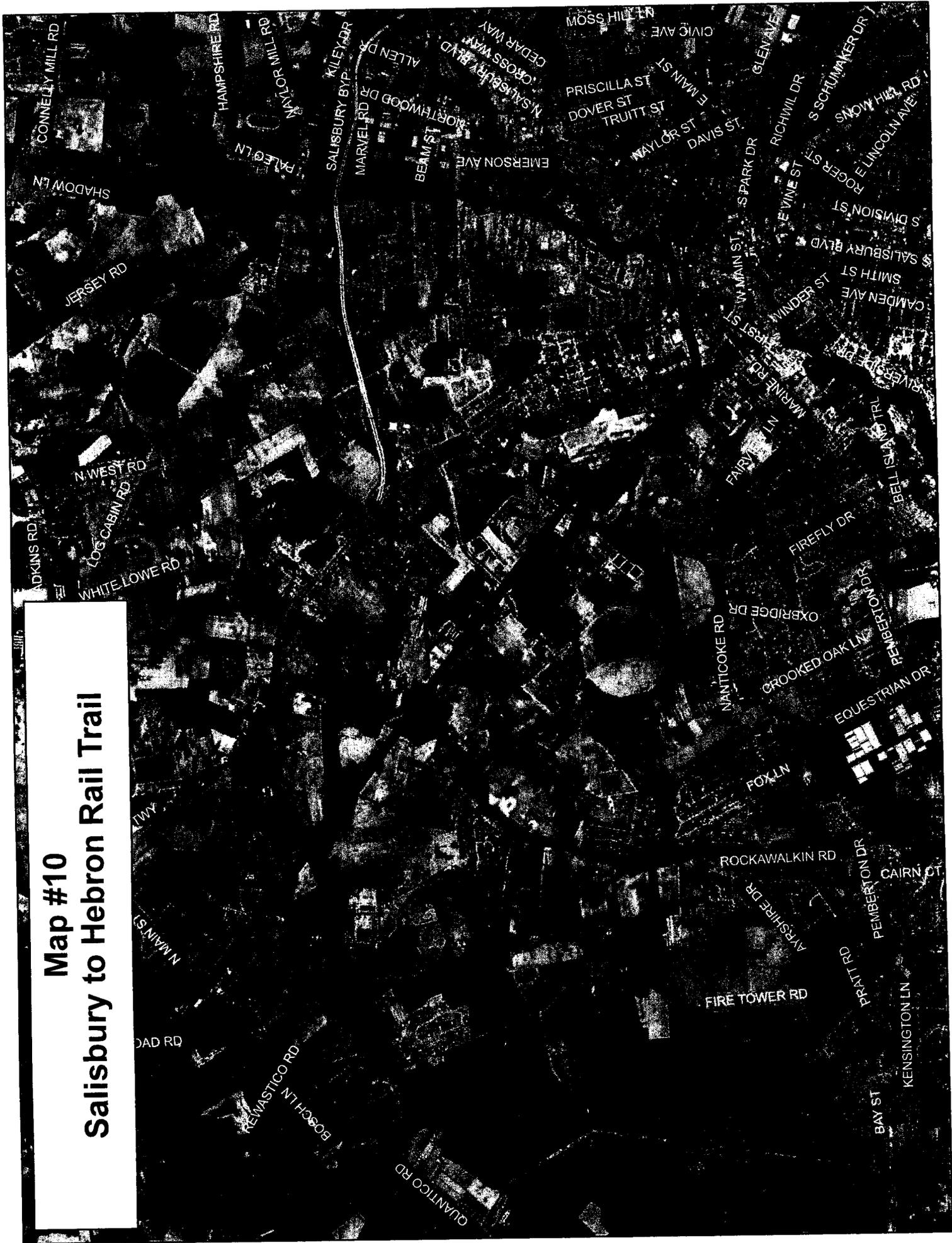
S FOURTH ST

S THIRD ST

E EAST ST



Map #10
Salisbury to Hebron Rail Trail



Wicomico County
Priority Letter Package
FY 2015 – FY 2020
State of Maryland
Consolidated Transportation Program