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Worcester County

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RECEIVED

MAR 24 2025

**SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION**

February 23, 2024

Mr. Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

RE: State Transportation Priorities in Worcester County for 2025

Dear Secretary, Wiedefeld:

Thank you for the opportunity to present Worcester County's transportation priorities at the upcoming Consolidated Transportation Program tour this fall. In advance of that meeting, shown below is the list of projects we would like to discuss with you and the MDOT team during the tour and at the summer MACO conference in Ocean City, August 13 – 16, 2025.

DUALIZE MD 90

Traffic congestion on MD 90 continues to worsen. Ocean City has become a year-round tourist destination and development on the north end of Worcester County continues to see record growth in new home and business construction. MD 90 needs to be dualized to address the increased traffic demands. Worcester County recognizes full dualization is a major capital project with a prolonged timeline for completion.

In addition, it is requested MDOT review the possibility of the short-term interim improvement of strengthening and widening the shoulders of MD 90 while full dualization is pursued. The shoulders of MD 90 are too narrow and too thin to support sustained vehicular traffic. As such, during most routine maintenance operations by SHA, MD 90 is placed into a flagging operation, or one lane is shut

down entirely because of the presence of the median guardrail. Traffic quickly backs up and significant delays are encountered. By widening and strengthening the shoulders to support temporary vehicular traffic, it will reduce the need to fully close a travel lane during maintenance or emergency response activities. It is believed this short-term improvement could be undertaken quickly while long range planning, permitting, design, and construction moves forward towards full dualization.

DUALIZE MD 589

The north end of Worcester County has experienced significant growth over the last decade and the MD 589 corridor has become heavily congested at all times of the year. More people are living in Ocean Pines year-round than ever before, and commercial development is increasing. Congestion and delay issues along MD 589 are at or are approaching failing conditions as the road network reaches maximum capacity. MD 589 needs to be dualized to address the congestion issues and increasing safety concerns as additional residents come to the area.

NEW DRAWBRIDGE ON US 50 ENTERING OCEAN CITY

Like MD 90, traffic congestion on US 50 continues to worsen. In recent years, there have been several incidents of the existing drawbridge getting stuck. With Ocean City serving as a year-round tourist destination, the US 50 drawbridge needs to be replaced with a more reliable structure and one that can accommodate the increasing traffic congestion issues.

SIGNALIZE THE INTERSECTION AT MD 611 & MD 376

During tourist season, MD 376 experiences significant delays and queuing as eastbound traffic waits to turn left onto northbound MD 611. There are several traffic generating businesses north of the intersection (ex. Frontier Town Campground & Water Park, Eagle's Landing Golf Course, Ocean City Airport) as well as numerous residential and commercial developments. The steady stream of traffic to and from Assateague Park does not allow for adequate gaps for traffic to enter onto MD 611. The intersection needs to be signalized to reduce the delay and congestion on MD 376, even if using a seasonal signal operation like what was approved for MD 611 and Golf Course Road several years ago.

SIGNALIZE THE INTERSECTION AT MD 367 & MD 368 (BISHOPVILLE)

GPS applications such as Google Maps and Waze are sending increasing amounts of traffic down MD 367 and MD 368 as an alternate route to MD 90 instead of the more appropriate and better suited route of US 113. MD 367 & MD 368 are two-lane, two-way roads intended more to serve residential traffic, not the volume of tourist traffic currently being experienced. Local residents and visitors to the area are getting stuck on MD 368 north bound as they try to turn left on MD 367 west bound. The intersection needs to be signalized to reduce delay and congestion.

SIGNALIZE THE INTERSECTION AT US 13 & MD 366 (POCOMOKE)

Worcester County is requesting MDOT to upgrade the intersection of US 13 and MD 366 in Pocomoke from the existing intersection control beacon to a full traffic signal for safety improvements and associated intersection widening to support nearby economic development. Over the years, there have been multiple crashes at the intersection. Twenty-four (24) between January 1, 2019, and December 31, 2023. Twenty-one (21) crashes were angle collisions. US 13 is a divided highway at this intersection with a crossing distance of 160 feet. For comparison, the intersection of US 13 and MD 364 (2.3 miles north of MD 366) has a crossing distance of 120 feet, and it is signalized. In addition, US 13 & MD 366 is located on a horizontal curve and there is a grade change when approaching the intersection westbound which creates sight distance issues. Lastly, there is a need for the State to help support economic development in Pocomoke which can be accomplished by widening the intersection. Expanded shoulder width and dedicated right turn lanes will encourage new business construction and development in this economically challenged area, including the creation of needed new jobs.

SIGNALIZE THE INTERSECTION AT US 50 & MD 610

Worcester County is requesting MDOT upgrade the intersection of US 50 and MD 610 to a full traffic signal like what was recently completed at the intersection of US 50 and Sixty Foot Road in Wicomico County. US 50 and MD 610 is a highly traveled intersection which has experienced numerous crashes over the years. Several years ago, the intersection received lane marking revisions to enhance northbound traffic's line-of-sight as it crosses westbound US 50. Despite the revisions, crashes continue to occur due to the sight distance issue and the high prevailing speed of US 50. MD 610 is a major north-south corridor, connecting US 50 to US 113 and is routinely used by both local commuters and tourists. In addition, there is a major campground on the southeast corner which acts as a traffic generator during tourist season.

CONSTRUCT SAFETY IMPROVEMENT ON US 113 NEAR CORKERS CREEK

The corridor of US 113 near Corker's Creek has several crashes between January 1, 2019, and November 30, 2022, including 1 fatal crash. The prevailing crash patterns are nighttime crashes where vehicles have left the road. Worcester County is requesting the installation of a guard rail and roadway lighting through the corridor to address the safety concerns of residents in the area.

ELIMINATE FLOODING ON MD 12 NORTH OF SNOW HILL

MD 12 north of Snow Hill floods even during moderate rain events. High water signs have been installed and are left in place year-round. The road is lower than surrounding properties and there are no drainage structures to relieve flooding. MD 12 is a designated evacuation route that is impassible during large storms (when the route is needed the most) due to the flooding. The road needs to be raised with drainage structures added to keep the road passable and clear during storm events.

CONSTRUCT DEDICATED RIGHT TURN LANE ON SOUTH BOUND ST. MARTINS NECK ROAD AT MD 90

Thanks to GPS apps like Google and Waze, more and more out of town traffic is being directed down St. Martin's Neck Road as a way to bypass traffic slowdowns on US 113 and MD 90. During tourist season traffic backs up as people wait to make left turns off south bound St. Martin's Neck Road onto east bound MD 90. Currently there is only one south bound lane at the intersection. Local residents wanting to turn right onto the west bound MD 90 must wait in long queues. A south bound right turn lane needs to be constructed to better facilitate traffic wanting to head west bound on MD 90.

CONSTRUCT APS/CPS FOR PEDESTRIANS TO CROSS US 113 AT MD 346

The intersection of US 113 and MD 346 in Berlin has sidewalks, handicap ramps, and crosswalks on the east and west sides of the intersection but lacks the necessary amenities for pedestrians to safely cross US 113. APS/CPS and crosswalks need to be added to the north leg of the intersection.

DEVELOP AN ACCESS MANAGEMENT STRATEGIC PLAN FOR THE MD 611 CORRIDOR

Residential and commercial development on MD 611 is increasing. There is concern that if the growth continues, traffic congestion will become similar to what is currently experienced on MD 589. An access management plan needs to be developed for the corridor to provide a consistent and clearly understood approach to the placement of access points, traffic signals, access roads, lane designations, pedestrian & bicycle amenities, and right-of-way needs. Future residential & commercial businesses can then reference and use the plan when developing the layout of their developments.

CONSTRUCT SHARED USE PATH ON MD 611 FROM US 50 TO ASSATEAGUE PARK

The recent completion of the shared use path on US 50 in West Ocean City has been received and used by the public with great success. Worcester County is requesting SHA begin planning for an extension of the existing path to connect the West Ocean City area to Assateague State Park. With the volume of traffic on MD 611, the numerous traffic generating destinations along the corridor, and MDOT's goal of promoting multimodal travel, extension of the path to one of the largest traffic and tourist generating destinations in Worcester County is a logical project. A phased approach for design and construction could be used to make the project more financially feasible, like the approach used for the shared use path on MD 413 in Somerset County.

UPDATE THE BATHROOMS AT THE MARYLAND STATE LINE - US13 - POCOMOKE WELCOME CENTER

MDOT is responsible for maintaining the bathrooms at the Maryland State Line welcome center on US 13 in Pocomoke. The bathrooms have deteriorated and are outdated. As a visitor's first impression of Maryland and Worcester County, the facilities need to be updated to improve the function and aesthetics.

ADDRESS FLOODING AT INTERSECTION OF US 113 AND JOHNSON NECK ROAD

This intersection is a low-lying roadway coupled with tidal influence from the Pocomoke River, water is prevented from draining during moderate/severe rainfall events which impacts all low-clearance vehicles trying to exit onto US 113. It's the County's understanding SHA was applying for a permit from MDE to clean out roadside ditch along US 113 N/B, south of Johnson Neck Road to allow some of the water to access adjacent creek to the south. To date, the ditch has not yet been cleaned out.

**CLEAN AND PAINT THE HISTORIC POCOMOKE RIVER BRIDGE ON US 13
BUSINESS**

The historic Pocomoke River Bridge on US 13 Business is the gateway to downtown Pocomoke and the first impress visitors and tourists see when entering the town. Over the years the bridge has become dirty, and paint is beginning to peel off. The County and the City of Pocomoke request the bridge be cleaned and repainted to match the revitalization efforts taking place in the surrounding area.

Lastly, Worcester County has received the attached priority letters from Ocean City, Snow Hill, and Berlin which we are including in this submittal to MDOT.

Thank you for your attention to these matters. If you should require any additional information or you should have any questions or concerns with regard to these matters, please feel free to contact me or Weston Young, Chief Administrative Officer, at this office.

Sincerely,

A handwritten signature in blue ink that reads "Theodore J. Elder". The signature is fluid and cursive, with a small flourish at the end.

Theodore J. Elder
President

cc: Weston Young, Chief Administrative Officer
Candace Savage, Deputy Chief Administrative Officer
Dallas Baker, Director of Public Works
Chris Clasing, Deputy Director of Public Works
Jennifer Keener, Director of Development, Review, and Permitting
Janet T. Simpson, Mayor, Snow Hill
Zack Tyndall, Mayor, Berlin
Richard W. Meehan, Mayor, Ocean City
Mark Crampton, D-1 District Engineer, SHA
Senator Mary Beth Carozza
Delegate Wayne Hartman
Delegate Charles J. Otto



TOWN OF OCEAN CITY

The White Marlin Capital of the World

February 20, 2025

RE: Consolidated Transportation Program Request 2024

Mr. Dallas Baker
Director of Public Works
Worcester County
6113 Timmons Rd
Snow Hill, MD 21863

Dear Mr. Baker:

Thank you for the opportunity to offer input on Worcester County's Consolidated Transportation Program Priority letter to the Maryland Department of Transportation. Ocean City's highest priority remains the full dualization of Maryland Rt. 90 for its full length from Rt 50 to Rt 528 (Coastal Hwy). Not only has congestion on Rt 90 worsened over the years, but more frequent breakdowns of the aging Rt 50 drawbridge have placed additional stress on the Rt90 access. In addition, because Rt 90 is a two-lane highway with a barrier, even relatively minor accidents can close the entire highway in one or both directions. This has caused delays in emergency transport and left Ocean City without ambulances on occasion as all are tied up in traffic either transporting to the hospital or attempting to reenter Ocean City from the hospital. Rt 90 also functions as a primary evacuation route off the island.

Understanding that dualization for the entire length of RT90 is no longer being considered by the State Highway Administration, Ocean City does support the State Highway's proposed dualization from Rt 528 (Coastal Highway) to Rt 113 along with shoulder hardening from Rt 113 to Rt 50. We believe this will have a significant positive impact on traffic flow, emergency vehicle response times and evacuation times.

Ocean City's next priority is the replacement of the Rt 50 Drawbridge for the same reasons outlined in previous letters. The frequency of draw span malfunctions increases each year causing major traffic disruptions. When the draw span is operating properly, the delays caused by the regular half hour openings are the major source of congestion in the Ocean City downtown area. A new reliable draw bridge with a taller clearance would reduce the frequency of openings and help ease congestion on both sides of the bridge.

MAYOR

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CITY CLERK

Diana L. Chavis, MMC

P.O. Box 158, Ocean City, Maryland 21843-0158 | oceancitymd.gov | City Hall: (410) 289-8221 | Fax: (410) 289-8703

Somewhere to Smile About  **Ocean City**_{MD}

Ocean City would also request that the State Highway evaluate the intersection of RT 50 and 611. Specifically, the east bound left turn lane into the White Marlin Shopping Center consistently stacks up beyond its length. This results in stopped left movement traffic at the signal overflowing into the travel lanes and blocking through traffic on Rt 50.

Ocean City fully supports all of Worcester County's other requests in the 2025 letter. We particularly recognize the need to dualize Rt 589 given the growth along this corridor. Thank you again for your consideration and cooperation in moving these important projects forward. If you have any questions or concerns, please feel free to contact me anytime.

Sincerely,



Terence J. McGean, PE
City Manager

cc: Mayor Richard W. Meehan
City Council Members
Hal Adkins
Paul Mauser
George Bendler
Bill Neville

**Janet Simpson, Mayor
Margaret Fletcher, Council
Diana Walsh, Council
Edward S. Lee, Council**

**Rick Pollitt, Town Manager
Maureen Howarth, Town Attorney**



**Lounell Hamstead, Finance Manager
Lorissa McAllister, Econ. Dev. Dir.
Paul Bessette, Grants Administrator
Aaron Flook, Planning, Zoning & Bldg.
Randy Barfield, Public Works Dir
Bobby Wilt, Supt. of Water/WW**

MAYOR AND COUNCIL OF SNOW HILL

February 21, 2025

**Mr. Dallas Baker Jr., P.E.
Director of Public Works
Worcester County
6113 Timmons Road
Snow Hill, MD 21863**

Dear Mr. Baker:

On behalf of the Mayor & Town Council of Snow Hill, Maryland, we appreciate the opportunity to contribute our local priorities for inclusion in Worcester County's submission of needed projects to the Maryland Department of Transportation for the Consolidated Transportation Program for 2025. Our recommendations center around the following issues with some carry-over from last year and two new requests:

- **Route 12 Flooding & Drainage**
 - a. The entrance to Snow Hill on State Route 12 has been historically challenged for generations by flood waters caused by a rising Pocomoke River due to weather and tidal events that cover the road, reaching depths that require road closure to all traffic. It is not unusual for flooding of the access to the bridge to cause lengthy delays or even closings of county schools and local businesses and, since Snow Hill is the County Seat, county services, such as the court system and other county agencies, as well. It has even been necessary, on occasion, for the Town of Snow Hill emergency responders to re-locate equipment to the western side of the bridge to be able to respond to needs in that portion of their service area. We realize the solution to this problem will be comprehensive and expensive but we must continue to encourage the State to make this a priority for public safety and to delay further deterioration of the road structure.

We would respectfully ask the State to consider the installation of high-resolution cameras at strategic locations, accessible to the public, electronically, clearly displaying street conditions and flood conditions at the approach to the Rt. 12 bridge entering the

**Municipal Building * P.O. Box 348 * Snow Hill, Maryland 21863
Telephone: 410-632-2080 * Fax: 410-632-2858**

Town. Having such a tool would give people real-time warning of challenges to bridge access and allow them time to find alternative routes to enter Snow Hill.

- b. The Town also continues to experience historic flooding of Market Street and intersections in the area of Byrd Park and the Julia A. Purnell Museum. The overflows to the streets caused by the rise in water levels of the Pocomoke River cause safety concerns and challenges to property and health when heavy flooding occurs. Your attention to these concerns would be greatly appreciated by the entire Town.
- Safe streets on State roads and highways
 - a. We again ask consideration by the State Highway Administration of new signage, painted crosswalks, speed bumps or humps in selected locations along roadways under their jurisdiction. We constantly receive questions and complaints from the public about pedestrian safety and speeding traffic along portions of Washington Street, Market Street, Church Street and others. The Town asks that SHA meet with our staff to review the State Street system in Snow Hill and collaborate on ways to improve public safety at these locations.
 - b. At present, a new Dollar General Market is under construction on State Route 12, (503 South Church Street) in close proximity to the Snow Hill High School. During the permit application phase of the project, numerous concerns were heard from the community over the safety of pedestrian students and others that could result from the increased traffic in the neighborhood. In conversation with SHA, we learned that the posted speed limit did not qualify the street for additional lanes for acceleration and deceleration and so the concern remains. The Town of Snow Hill would ask that you give great consideration for signage, sidewalks, speed limits or even street adjustments that would improve the safety of our school children and those visiting the Snow Hill High School.
 - c. Finally, there has been much energy and enthusiasm generated in the past couple of years around new bikeways throughout our Town, designed to not only improve access to public facilities and resources by bikers and pedestrians alike but to promote an increase in economic development and business activity resulting from Snow Hill's growing popularity as a tourism destination location. The Worcester County Commissioners recently endorsed a master Greenways strategy and the Town commissioned a master bikeways feasibility study that recommended a multi-phase approach to improving safe access for cycle enthusiasts and walkers, including a direct line of approach to the State Park at Shad Landing. Your active participation in supporting these efforts in those areas under your jurisdiction would give progress here a tremendous boost and we respectfully encourage your favorable consideration of this request. To add context to this item, please refer to the attached memo from Ms. Lorissa McAllister, our director of economic development.

Thank you once again for the opportunity to share our thoughts with the Worcester County Commissioners and the State Department of Transportation. If we can provide any additional information or be of service to you going forward, please do not hesitate to contact us.

Sincerely,

A handwritten signature in cursive script, reading "Janet T. Simpson". The signature is written in dark ink and is positioned above the printed name and title.

Janet T. Simpson
Mayor

Cc: Town Council



TOWN OF
SNOW HILL
MARYLAND

103 Bank Street
Snow Hill, MD 21863
(P) 410 632 2080

Internal Memorandum

Date: February 21, 2025

From: Lorissa McAllister, Director of Economic Development

To: Rick Pollitt, Town Manager

Subject: Bikeways Considerations for the Consolidated Transportation Program

Dear Mr. Pollitt,

Trail and bikeway systems are gaining popularity and support throughout the County, State and Nation as alternatives means of transportation that provide economic, health, and environmental benefits. As such, the Worcester County has adopted a Greenways and Trails Master Plan, which includes as part of the plan the proposed 3-mile Snow Hill bike loop as proposed in the 2021 Bikeways Feasibility Study conducted by Toole Design, Inc. Both of these plans support and advance Maryland Goals identified in the 2019 MDOT Bicycle and Pedestrian Master Plan Update of:

1. Improving the safety of bicycle and pedestrian travel through education, enforcement and infrastructure solutions
2. Enhance transportation choice and multimodal connectivity through linked networks.
3. Support efficient and equitable planning and project development with data driven tools and Innovative Techniques
4. Build partnerships to promote active transportation and strengthen the health of our communities. And,
5. Advance bike and walking as an economic development strategy.

As the Worcester County Seat, traffic flow in The Town of Snow Hill is reflective of the volume of State and County business that occurs within the community, despite its relatively small population. The Town has a modest population of roughly 2,300 people, however on average over 6,000 vehicles travel through our town daily. This reality, compounded by the number of commercial agriculture trucks and trailers that pass through, poses challenges to our goal of becoming a walkable and bikeable community.



Internal Memorandum

2024 Traffic Volume on State Highways in Snow Hill			
SHA Location ID	Street Name	AADT	AAWDT
B4204	RT 12 – Bridge	6,233	6,363
B230012	RT113BU – E. Market St.	5,693	5,923
B230009	RT12- Church St.	1,692	1,732
B4225	RT365 – Bay St.	1,173	1,223

In an effort to make Snow Hill a more pedestrian and bicyclist friendly area, the Town completed a bikeways feasibility study in 2021 that culminated in a series of suggested improvements to increase safety and connectivity and support multi modal transportation alternatives. Many of these suggestions pertain to areas along the three state highways that course throughout the incorporated limits of Snow Hill. We are confident that the implementation of these improvements will contribute to Maryland's goal to achieve zero motor vehicle related fatalities or injuries. These improvements include the following:

- **Market Street Separated, 2-way bike lanes**
 - Along the North side of West Market Street from Church Street to the Entrance to Byrd Park (Segment 2a) 2021 *Estimated Cost: \$81,000*
 - Along the North side of East Market Street from Green Street Extension to the intersection of E. Market/Park Row/Bay Streets (Segment 10). *Estimated Cost: \$56,000*
- **Reconfigure Intersection of W. Market, Ross Street and Entrance to Byrd Park (segment 13) *Estimated Cost: \$15,000***
 - Restripe to make crosswalks highly visible
 - Add ADA compliant ramps
 - Tighten corner radius at Byrd Park entrance
 - Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon
- **Reconfigure Intersection at W. Green Street/ Church St./ Market St. (section 12)**
- **Reconfigure Intersection at E. Market St./ Bay St./ Park Row**
 - Consider a round-a-bout
- **Bay Street (Segment 15) *Estimated Cost: \$25,000***
 - Safety improvements at Bay St./ Timmons St. Intersection to include high visibility striping and Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon



TOWN OF
SNOW HILL
MARYLAND

103 Bank Street
Snow Hill, MD 21863
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Internal Memorandum

- 2-way bike lane on the West side of Bay Street from Timmons Street intersection to E. Martin Street.
- **Reconfigure Intersections on Washington Street**
 - Raise intersection at Washington Street/ Green Street
 - Safety improvements at River Street/Washington Street. Intersection to include high visibility striping and Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon

Moreover, from a regional perspective, bikeways connections from Snow Hill to Berlin and Pocomoke as prioritized in the Worcester County Greenways Masterplan would provide job opportunities and tourism appeal that would help reinvigorate the local and regional economy. Segment Two of the county's Master Plan suggests providing a rail-trail connection between Snow Hill and Berlin. While communication with the Maryland – Delaware Railroad Company about such a prospect has been favorable, there are concerns regarding the two intersections at RT 113 in Newark and Snow Hill. Likewise, a connection from Snow Hill to Pocomoke would be equally beneficial to both jurisdictions, but safety concerns along RT 113 are significant. Segment 9 in the Masterplan recommends a separated 2-way bike lane that would improve safety and connectivity and allow for alternative transportation methods between the two jurisdictions.

With the State's goal related to building and promoting multimodal transportation networks in mind, and the ground work of planning and consensus building completed, a partnership with Maryland Department of Transportation to prioritize improvements along State Highways throughout Snow Hill and surrounding areas is a mutually beneficial and logical next step. Please consider including these improvements as suggested transportation priorities for the 2025 Consolidated Transportation Program.

Thank you,

Lorissa McAllister



Mayor & Council of Berlin

10 William Street, Berlin, Maryland 21811
Phone 410-641-2770 Fax 410-641-2316
www.berlinmd.gov

February 5, 2025

Mayor
Zack Tyndall

Vice President
Dean Burrell

Council Members
Steve Green
Jay Knerr
Shaneka Nichols
Jack Orris

Town Attorney
David Gaskill

Town Administrator
Mary Bohlen

Hon. Theodore "Ted" Elder
Worcester County Commissioners
1 Market Street, Room 1103
Snow Hill, Maryland 21863

President Elder,

I am writing on behalf of the Mayor and Council, citizens, and business community within the Town of Berlin to respectfully ask the Worcester County Commissioners to add the following projects to their list of State Transportation Priorities for 2025. The following projects are critical to improving the safety of our community and are not listed based on prioritization of the requested project:

- **PEDESTRIAN BRIDGE ACROSS RT. 113 at RT. 376 (BAY STREET)**
 - The creation of RT. 113 divided the Town of Berlin. Residents who live west of RT. 113 have access to the town's only grocery store, healthcare providers, Town Hall, and Worcester County library without having to cross a major highway. However, the residents who live east of RT. 113 lack safe access to these vital services. The intersection of RT. 113. and RT. 376 is also perceived by residents as unsafe due to incidents from the past. Currently, this intersection is the only marked crosswalk along RT. 113 in Berlin for residents to travel between neighborhoods. The Town of Berlin is requesting a pedestrian bridge to help improve pedestrian safety and increase interconnectivity between the neighborhoods and districts in town.
 - **2025 UPDATE: The Town of Berlin applied and received a \$1.2 million Reconnecting Communities and Neighborhoods planning grant through the Federal Highway Administration and is currently partnering with the State Highway Administration to meet the deliverables.**
- **TRAFFIC SIGNAL RT. 50 and RT. 818 (NORTH MAIN STREET)**
 - The intersection of RT. 50 and RT. 818 (North Main Street) serves as one of the primary entrances to the Town of Berlin. Due to increased traffic along RT. 50 and growth in the area, the safety of this intersection is of concern for our community. The Town of Berlin requests the installation of a traffic light to improve safety for those who live, work in, and visit our town.
- **SIDEWALKS RT. 346 (OLD OCEAN CITY BOULEVARD) - FROM SUNLIGHT LANE TO RT. 818 (MAIN STREET) and FROM RT. 818 (MAIN STREET) to RT. 377 (WILLIAM STREET)**
 - The residents of Sunlight Lane currently do not have safe pedestrian access to Main Street. Residents are forced to walk on the roadway and share travel lanes with vehicular traffic.

- SIDEWALKS RT. 346 (OLD OCEAN CITY BOULEVARD) - FROM RT. 818 (MAIN STREET) to RT. 377 (WILLIAM STREET)
 - The Town of Berlin has several new businesses opening along the Rt. 346 corridor between Main Street and William Street. Unfortunately, there are no sidewalks in place along this section of roadway. Pedestrians are forced to share the roadway with vehicular traffic. Recently, the Town of Berlin police department and the Berlin Fire Company responded to an accident along this section of Rt. 346 where a pedestrian was hit by a vehicle.
- IMPROVE TRAFFIC FLOW AND SAFETY AT THE INTERSECTION OF RT. 818 (NORTH MAIN STREET) and RT. 346
 - Currently, the intersection of RT. 818 and RT. 346 is a four-way intersection with flashing lights. However, due to increased traffic at this intersection, confusion occurs and often creates unsafe conditions. The Town of Berlin would like to work towards a solution that improves traffic flow and safety at this intersection.
- CROSSWALKS – RT. 818, RT. 374, RT. 376, RT. 377, and RT. 346
 - The Town of Berlin has completed an inventory of sidewalks along the State Highways within municipal limits where yellow ADA pads already exist. In an effort to improve pedestrian safety and walkability, the Town of Berlin would like to have crosswalks painted connecting the yellow ADA pads that are already installed.
- BERLIN BIKEWAY – MARYLAND AND DELEWARE RAILROAD (MDDE)
 - The Town of Berlin continues to work with our county, state, and federal partners to construct a shared-use pathway for bicycle and pedestrian use utilizing an existing MOU with the MDDE Railroad. The project is known as the Berlin Bikeway and will connect northern Worcester County (Berlin) to southern Worcester County (Snow Hill).

The Town of Berlin continues to work with the Maryland Department of Transportation to improve pedestrian safety along the state highways in town limits. We are prioritizing the addition of crosswalks along several state highways throughout the Town, including RT. 818, RT. 374, RT. 376, RT. 377, AND RT. 346. Many roadways already have ADA pads on the sidewalks but lack painted crosswalks. Without painted crosswalks on the road, motorists do not give pedestrians the right of way, creating unsafe conditions for those on sidewalks.

The Town of Berlin greatly appreciates the Commissioner's consideration regarding the addition of these projects to the State Transportation Priorities in Worcester County for 2025.

Respectfully,

Mayor Zack

Mayor Zack Tyndall
 10 William Street
 Berlin, MD 21811
 (410) 641-1954
MayorZack@berlinmd.gov