

Wicomico County Priority Letter

2024





WICOMICO COUNTY, MARYLAND

DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1897
SALISBURY, MARYLAND 21802
PHONE: 410-548-4872 | FAX: 410-548-4877

Julie M. Giordano
County Executive

Matt Leitzel
Assistant Director of Administration

Bunky Luffman
Director of Administration

Michael Svaby
Deputy Director

September 3, 2024

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

Re: Wicomico County Priority Letter – Recommended Transportation Improvements

Dear Secretary Wiedefeld:

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. A copy of the signed Resolution has been included as part of this submittal.

We have always had an excellent working relationship with the State, and we look forward to future cooperation as we strive to meet the needs of our citizens. As such, the following amended listing of projects and studies are proposed for your consideration to be included as part of the State's FY 2025 – FY 2030 Consolidated Transportation Program ("CTP"):

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

As the only commercial service airport on the Eastern Shore of Maryland, SBY provides a vital service to our region. Continued funding for this essential facility, includes resources from the Maryland Aviation Administration's Office of Regional Aviation Assistance and its Airport Improvement Grant Program. Wicomico County continues to heavily invest millions of dollars to replace critical infrastructure that has dilapidated beyond repair, and to add new infrastructure for current and future growth. In 2020, the Federal Aviation Administration ("FAA") accepted the *Airport Master Plan*, which includes future development initiatives, including a runway extension necessary to meet existing commercial airline operational needs and retain their service at SBY. See **Airport Map #1**:

1. Runway 14-32 Extension – Construction

Extend the existing 6,400' Runway 14-32 to 7,600'. The 1,200' extension will provide a 7,600' runway, which is required to accommodate the performance characteristic of the Embraer ERJ-145 Regional Jets and other larger aircraft that utilize SBY Airport. Operational restrictions with the existing runway length severely limit passenger numbers and/or payloads on current flights. The project will include all environmental assessment, wetland mitigation, design, construction, navigational aids, and land acquisition.

2. Runway 14 – 32 Rehabilitation (1200') – Construction

The existing eastern 1200' of Runway 14-32 was constructed in 2010 and was observed to have a Pavement Condition Index (PCI) of 65 in 2022. A combination of low severity longitudinal and transverse cracking and weathering as well as low severity alligator cracking contribute to the relatively low PCI compared to the rest of the runway surface. Pavement milling and overlay of this section of runway is recommended after the runway extension project is complete, in order to limit further deterioration and extend overall runway pavement life.

3. Aviation Fuel Farm – Construction

Due to age and environmental concerns, the existing 34-year old underground fuel tanks must be removed. A new above ground facility will need to be in place and operational in 2025, prior to the old fuel farm removal, for continuity of operations. Without aviation fuel available, airline service would cease and other aircraft operations would be extremely limited at SBY.

4. Air Traffic Control Tower Upgrade

Current Air Traffic Control Equipment is in excess of two decades old, thus reducing operational effectiveness and reliability. Upgrades will include replacement of voice communications, primary radios, backup weather system, digital voice recording, console replacement, and electrical, telephone, data, and ground systems. The Airport is also exploring the addition of Standard Terminal Automation Replacement System ("STARS") for enhanced aircraft separation capabilities and air traffic controller situational awareness. Continued, reliable operation and enhanced capabilities of the Control Tower is vital for air traffic safety.

5. Technology Park Fire Suppression – Design/Construction

A water storage tank and fire pumps are necessary for the planned large hangars and industrial buildings. The airport technology park has had several County funded infrastructure improvements made in the technology park in the past few years. City water has replaced the need for wells, and the existing sewer is currently being expanded to the remainder of the park. Fiber optic cable installation was completed enabling high speed internet access for the first time. A natural gas line extension project is also expected to be completed soon. This crucial piece of infrastructure will be a future revenue source and economic catalyst for future investments.

6. Aircraft Rescue and Fire Fighting Access/Response Road

With the completion of the new Snow Removal Equipment & Aircraft Rescue and Fire Fighting facility, a new response road would eliminate tight corners, decrease response times, and enhance safety for crews responding to aircraft and other airfield emergencies.

7. Taxiway F – Design/Construction

Due to significant shortage of hangars and apron for aircraft, taxiway F and expansion of the apron areas is needed for future business and general aviation growth that is forecasted in the coming years. This project is in accordance with the *Airport Master Plan*. Construction of this surface infrastructure will allow for hangar construction.

8. Taxiway B Rehabilitation – Design/Construction

Taxiway B, north of Runway 14-32, was identified in the last pavement management study to be deteriorating and in need of replacement in the coming years. This is one (1) of the oldest airfield pavements.

9. Airline and FBO Hangar – Design/Construction

New airline maintenance and Fixed Based Operator facilities will be required in the coming years. SBY has partnered with UMES and Piedmont Airlines to facilitate the use of existing airline maintenance hangar space to enable an Aircraft Maintenance Technician school to start operations. After hiring students from the program, Piedmont will be able to expand their maintenance program and bring jobs back to the region. A new maintenance hangar will allow longer-term aircraft maintenance that is currently done at other facilities along the east coast. Utilizing the new hangar will free up existing hangar space for expanded FBO services that are greatly needed.

ROAD and FACILITY IMPROVEMENTS

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

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

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

2. Three Bridges over Burnt Mill Branch:

Annual bridge inspection reports emphasized the need for solutions to mitigate unfavorable structural conditions over Burnt Mill Branch. A study and preliminary planning / engineering activities are necessary to achieve the desired result. The County is requesting funding and technical assistance to procure services to prepare concepts and designs to meet local, State, and Federal regulations. In addition, construction funding is requested to complete previously started remediation phases, including, but not limited to an existing roadway alignment and structural upgrades. See **Road and Facility Improvements Map #2**.

3. Twilleys Bridge over Nassawango Creek:

The County requests State consideration to conduct a full engineering feasibility study along with construction costs associated with a full replacement of the bridge. During yearly bridge inspections, it is noted that this bridge requires in depth construction changes to satisfactorily meet all requirements set forth by the State. See **Road and Facility Improvements Map #2**.

4. Wastegate Road over Nassawango Creek:

To ensure compliance and safety, the County is requesting State consideration to provide funding to retain professional services for preparation of a design to meet local, State, and Federal regulations for Wastegate Road over Nassawango Creek. The study will include, but is not limited to, the replacement of five (5) culverts, embankment remediation, roadway encroachment, and post adjustments. See **Road and Facility Improvements Map #2**.

PLANNING INITIATIVES (Corridor, Intersection, and Feasibility Studies)

1. Salisbury Bypass – Feasibility Planning Study:

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

- ◆ U.S. Route 50 eastbound and westbound – access Salisbury Bypass. See **Planning Initiatives Map and Image #1A**.
- ◆ Salisbury Bypass westbound – access to northbound U.S. Route 13. See **Planning Initiatives Map #1B**.

2. Salisbury Bypass – Feasibility Study

The County requests State consideration to conduct a feasibility study to complete the Salisbury Bypass. The Study will evaluate potential routes, environmental assessments, and provide planning-level cost estimates to create a new segment connecting to the existing infrastructure on the U.S. Route 50 Bypass connections (U.S. Route 50 East and U.S. Route 13 South).

3. State Route 12 (Snow Hill Road) and Nutters Cross Road Intersection – Intersection Safety and Traffic Signal Warrant Study:

The County requests State consideration to conduct an intersection safety and traffic signal warrant analysis study at the intersection of MD 12 and Nutters Cross Road. Major components of the study, include, but are not limited to the following: documenting existing conditions of the roadway, intersection characteristics, and sight distance; analyze traffic data, crash data, level of service (existing and future conditions), and impact of proposed local development; and conduct a traffic signal warrant analysis. The final report will contain recommendations and planning-level cost estimates to assist SHA with future capital programming considerations. See **Planning Initiatives Map #3**.

4. Port of Salisbury - Study

The Port of Salisbury, Maryland's second largest, is a significant economic asset to the region as approximately \$200 million of products including grain, soybeans, building aggregates, petroleum and gasoline are shipped along the Wicomico River each year. To maintain the federal channel to 14', the Army Corps of Engineers dredges one-third of the channel each year. The Corps seeks 1,000,000 tons annually to be considered a 'significant' economic impact to the region. Less tonnage could result in dredging with less regularity and thereby jeopardize the use of the river as a viable and efficient means of transportation. Tonnage has been in a structural decline since the early 2000's as gas-powered vehicles are more efficient, electric vehicles are more prevalent and natural gas is more available than in years past. In addition, grain, soybeans and building aggregates are highly volatile. A planning study to include a S.W.O.T. analysis, infrastructure needs and potential new commodities that could be shipped by barge will help maintain port tonnage and enhance the economic impact to the region. See **Planning Initiatives Map #4**.

5. Westside Collector Phase 3 – Stormwater Analysis

The County requests State consideration to conduct stormwater analysis and feasibility study for Phase III of the Westside Collector Road (a.k.a. Naylor Mill Road Extended) from Crooked Oak Lane to Levin Dashiell Road. The Westside Collector is part of the County's inter-loop comprised of College Avenue, Beaglin Park Drive, Zion Road, and Naylor Mill Road. Due to future anticipated growth and development on the west side, the Phase III of Westside Collector Road feasibility should be completed. Stormwater Regulations have since been updated with variable conditions from when the designed plans were created. See **Planning Initiatives Map #5**.

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

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

PEDESTRIAN IMPROVEMENTS

1. Sidewalk Improvements:

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

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

MUNICIPAL REQUESTS

CITY OF SALISBURY

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

TOWN OF DELMAR, MD

1. MD 675B– The Town of Delmar, MD, is requesting SHA to conduct a corridor study to evaluate the operational and safety characteristics of signalized and unsignalized intersections located between Connelly Mill Road and State Street (MD 54). The purpose of the study is to recommend several alternative intersection improvements designed to improve safety and reduce congestion, as well as develop preliminary cost estimates for each proposed improvement.
2. The Town is requesting the installation of pedestrian improvements and amenities including lighting, audible and countdown signals, and crosswalks at the U.S. Route 13 and MD 54 intersection.
3. The Town is requesting MDOT assistance with the installation of sidewalks and curbing for the section of MD 54 between U.S. Route 13 and the VFW facility just west of Memorial Drive. The Town has discussed this project with both MDOT and DeIDOT as recently as July 2022 and both agencies agreed that MDOT held jurisdiction over this roadway section.
4. The Town is requesting MDOT assistance with maintenance improvements (i.e. painting) of the pedestrian crosswalks on both MD 675 and MD 54.

TOWN OF HEBRON

1. Rail to Trail Initiative: The Town is requesting MDOT assistance with planning, designing, and constructing a rail to trail for the segment of the abandoned rail line located within the corporate limits of Hebron.
2. Traffic Signal Warrant Analysis / Intersection Study: The Town is requesting a revised traffic signal warrant analysis / Intersection study for the MD 670 & MD 347 and U.S. Route 50 intersections.

TOWN OF PITTSVILLE

1. The Town of Pittsville is requesting the Maryland Department of Transportation (“MDOT”) to consider repairing/replacing/reconstructing various culverts and subsequent piping along MD 353

(Pittsville/Gumboro Road) in the vicinity of the apartments located south of the Pittsville VFD and near the Town's sewer pumping station at the intersection of Maple Street and MD 353.

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

TOWN OF WILLARDS

1. The Town of Willards is requesting the Maryland Department of Transportation – State Highway Administration to take ownership and maintenance of Bent Pine Road between U.S. Route 50 and MD 346 (Old Ocean City Road).

PUBLIC SCHOOL, COLLEGE and UNIVERSITY REQUESTS

SALISBURY UNIVERSITY

1. Salisbury University (“SU”) is requesting visibility enhancements for existing bike and right turn lanes along U.S. Route 13 extending from College Avenue to Kay Avenue. Recommended enhancements contained in the S/WMPO’s recently completed *U.S. Route 13 Pedestrian and Cyclist Safety & Connectivity Study* include, but are not limited to, updated striping and installation of addition signage along the corridor. See **SU Map #1**.
2. U.S. Route 13 and Bateman Street intersection – as a result of increased pedestrian and cyclist at the intersection, SU is requesting implementation of safety recommendations including enhanced pavement markings on existing crosswalks, new pedestrian signals, and adding a mid-block crosswalk on Bateman Street. See attached **SU Map #2**.
3. U.S. Route 13 and Pine Bluff Road intersection – consistent with recommendations contained in the S/WMPO’s *U.S. 13 Route Pedestrian and Cyclist Safety & Connectivity Study* pedestrian improvements including new crosswalks, pedestrian signals, sidewalk extensions, and a new concrete pedestrian refuge island in the U.S. Route 13 median are requested. See **SU Map #3**.
4. U.S. Route 13 and Dogwood intersection - this intersection is heavily used by students living in apartment complexes on U.S. Route 13’s east side and crossing at Dogwood Drive to reach the main campus on the road’s west side. The S/WMPO Study identified two concepts for pedestrian safety improvements. The preferred option consists of an underground tunnel that extends under U.S. Route 13, similar to the existing tunnel farther north at Bateman Street. The second option consists of additional crosswalks, improved signage and countdown pedestrian signals. See **SU MAP #4**.
5. U.S. Route 13 and W. College Avenue intersection - this intersection, located in a commercial area, is also heavily used by Salisbury University students. The S/WMPO Study identified two (2) options to improve pedestrian safety, with a preferred option of constructing a raised pedestrian bridge 170’ long that would cross the southern leg of U.S. Route 13. The second, and less expensive option, would redesign the intersection by removing concrete islands and existing right turn lanes in order to allow a more direct pedestrian crosswalk across West College Avenue. Other improvements including re-do existing striping and adding pedestrian signals would also be incorporated. See **SU MAP #5**.

WOR-WIC COMMUNITY COLLEGE

1. U.S. Route 50 – Access Management Study for Wor-Wic Community College:
The County commends the recent efforts of SHA to improve the current conditions at this intersection by implementing the geometric improvements. Wor-Wic Community College is seeking direct egress onto eastbound U.S. Route 50. To assist with this request, the S/WMPO has initiated a Traffic Impact Study to justify a break in access controls on U.S. Route 50 between Walston Switch Road and Forest Grove Road. See attached map.

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

Respectfully,



Julie M. Giordano, County Executive
Wicomico County

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

2024 Legislative Session

Legislative Day No. 20

Resolution No. 115-2024

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

A RESOLUTION APPROVING A PRIORITY LETTER FOR THE MARYLAND DEPARTMENT OF TRANSPORTATION'S FY2025-FY2030 CONSOLIDATED TRANSPORTATION PROGRAM.

WHEREAS, the Maryland Department of Transportation (MDOT) is in the initial state of preparing the draft FY2025-FY2030 Consolidated Transportation Program; and

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

WHEREAS, the County has worked with local incorporated jurisdictions and the Salisbury-Wicomico Metropolitan Planning Organization to identify potential priority projects to be included with the draft FY2025-FY2030 Consolidated Transportation Program; and

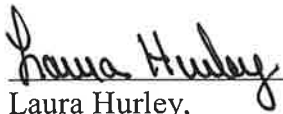
WHEREAS, the County Executive recommends the approval of the Priority Letter attached as Exhibit "A"; and

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

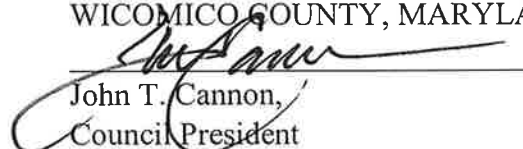
NOW, THEREFORE, BE IT RESOLVED, by the County Council of Wicomico County, Maryland, that the Priority Letter, in substantially the same form as Exhibit "A", attached hereto, is hereby approved.

Done at Salisbury, Maryland this 3rd day of September, 2024.

ATTEST:



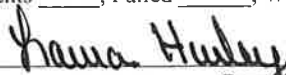
Laura Hurley,
Council Administrator

COUNTY COUNCIL OF
WICOMICO COUNTY, MARYLAND
 (SEAL)

John T. Cannon,
Council President

CERTIFICATION

This Resolution was Adopted , Adopted with Amendments _____, Failed _____, Withdraw _____ by the County Council on September 3, 2024.

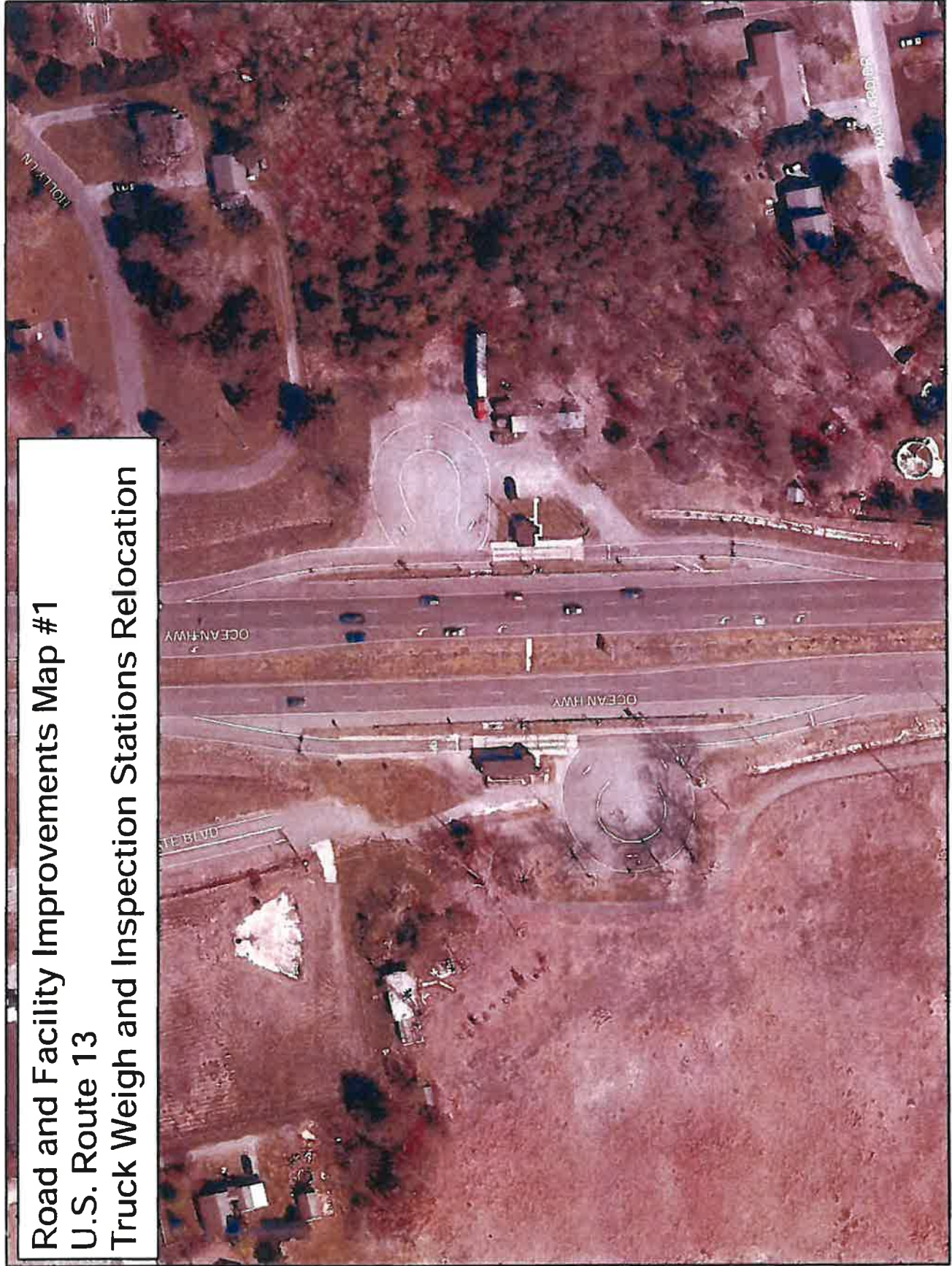
Certified by 

Laura Hurley, Council Administrator

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



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



Road and Facility Improvements Map #2



Three Bridges over Burnt Mill Branch



Twilleys Bridge over Nassawango Creek



Wastegate Road over Nassawango Creek

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



**U.S. 50 eastbound
Access to northbound
Salisbury Bypass**

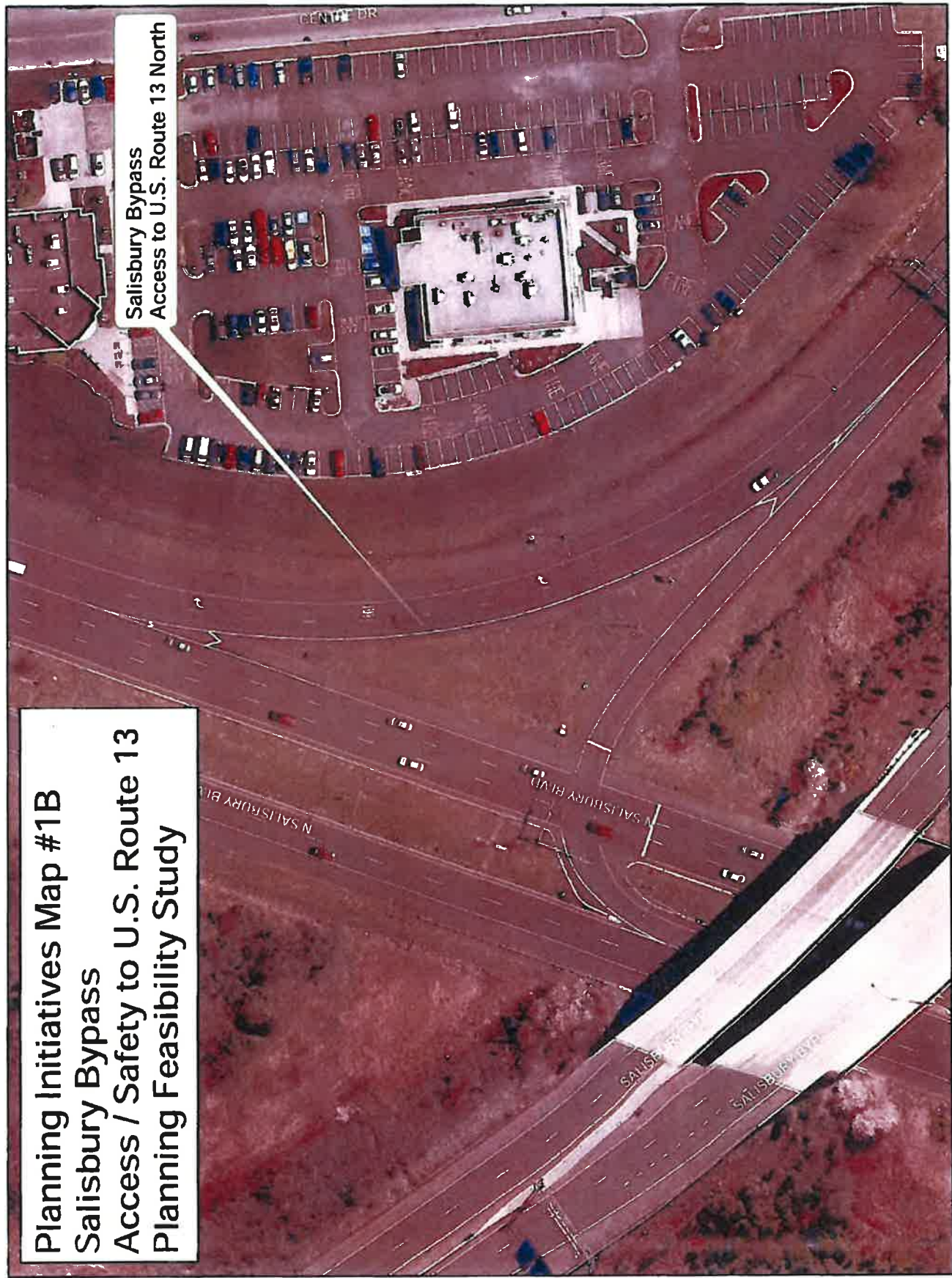
**U.S. 50 westbound
Access to southbound
Salisbury Bypass**

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



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

Salisbury Bypass
Access to U.S. Route 13 North



**Planning Initiatives Map #3
MD 12 & Nutters Cross Road
Intersection Safety and
Traffic Signal Warrant Analysis**



**Planning Initiatives Map #4
Port of Salisbury
Study**

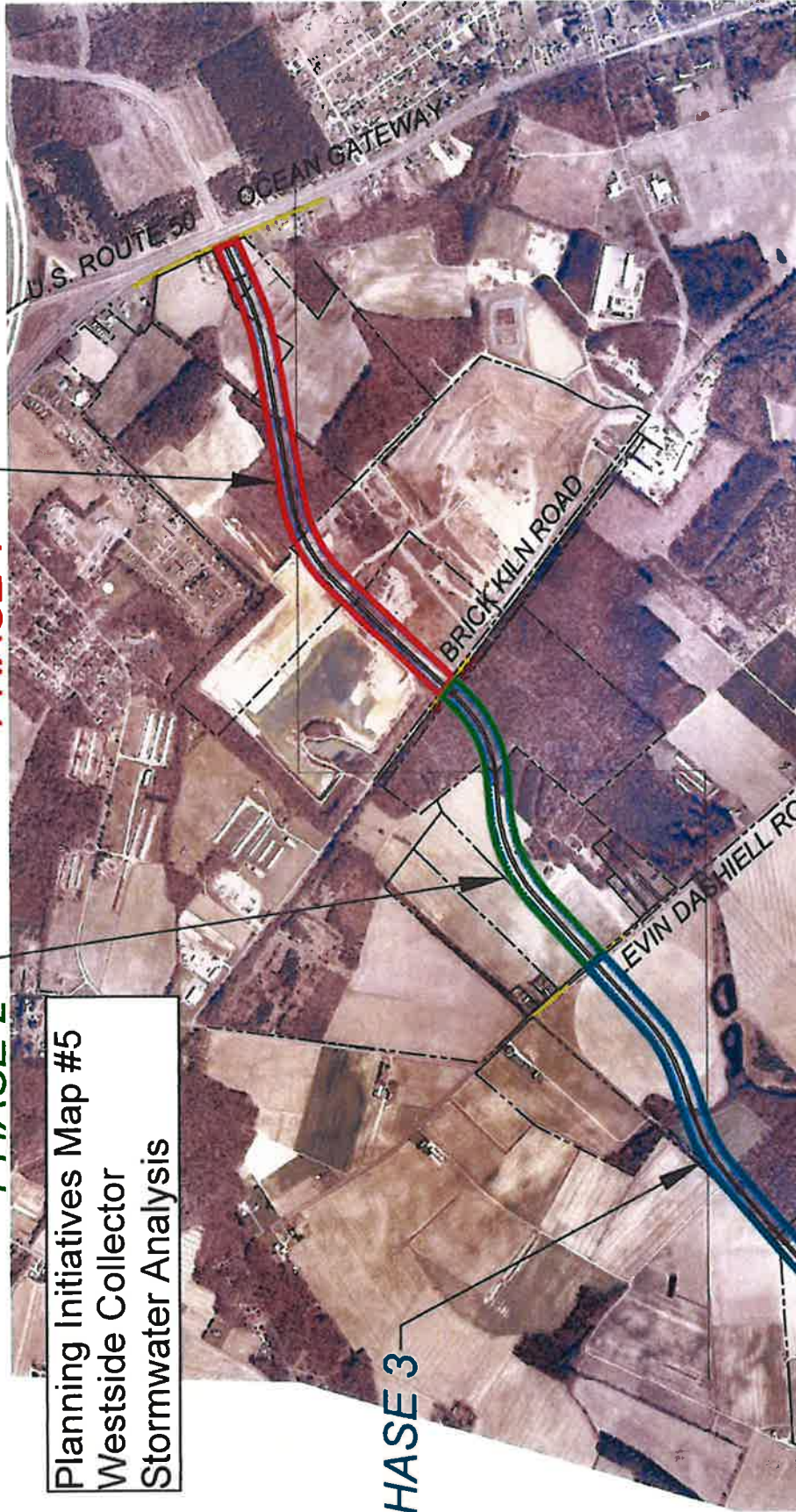


PHASE 1

PHASE 2

PHASE 3

Planning Initiatives Map #5
Westside Collector
Stormwater Analysis

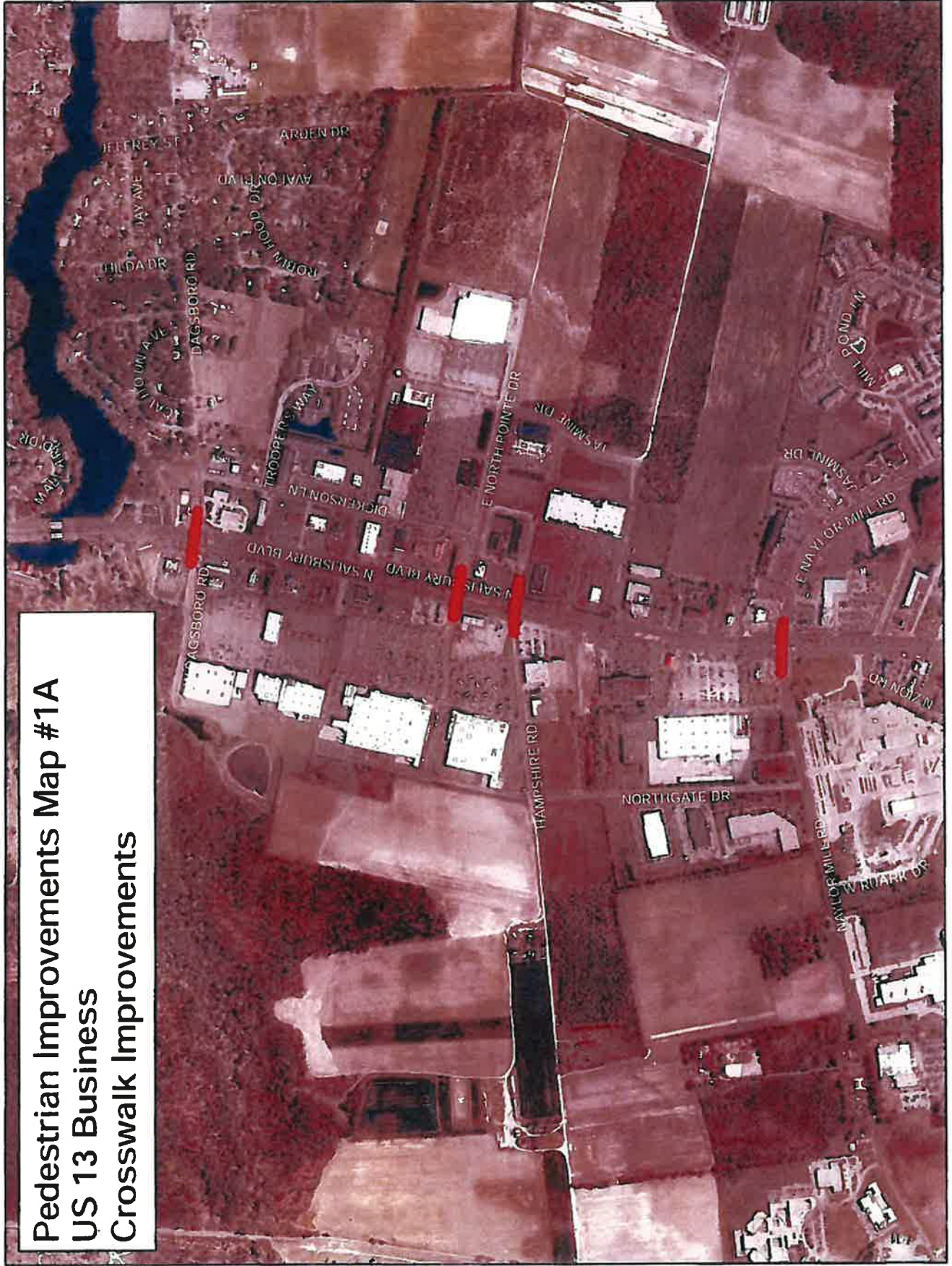


OVERALL PLAN
WESTSIDE COLLECTOR ROAD

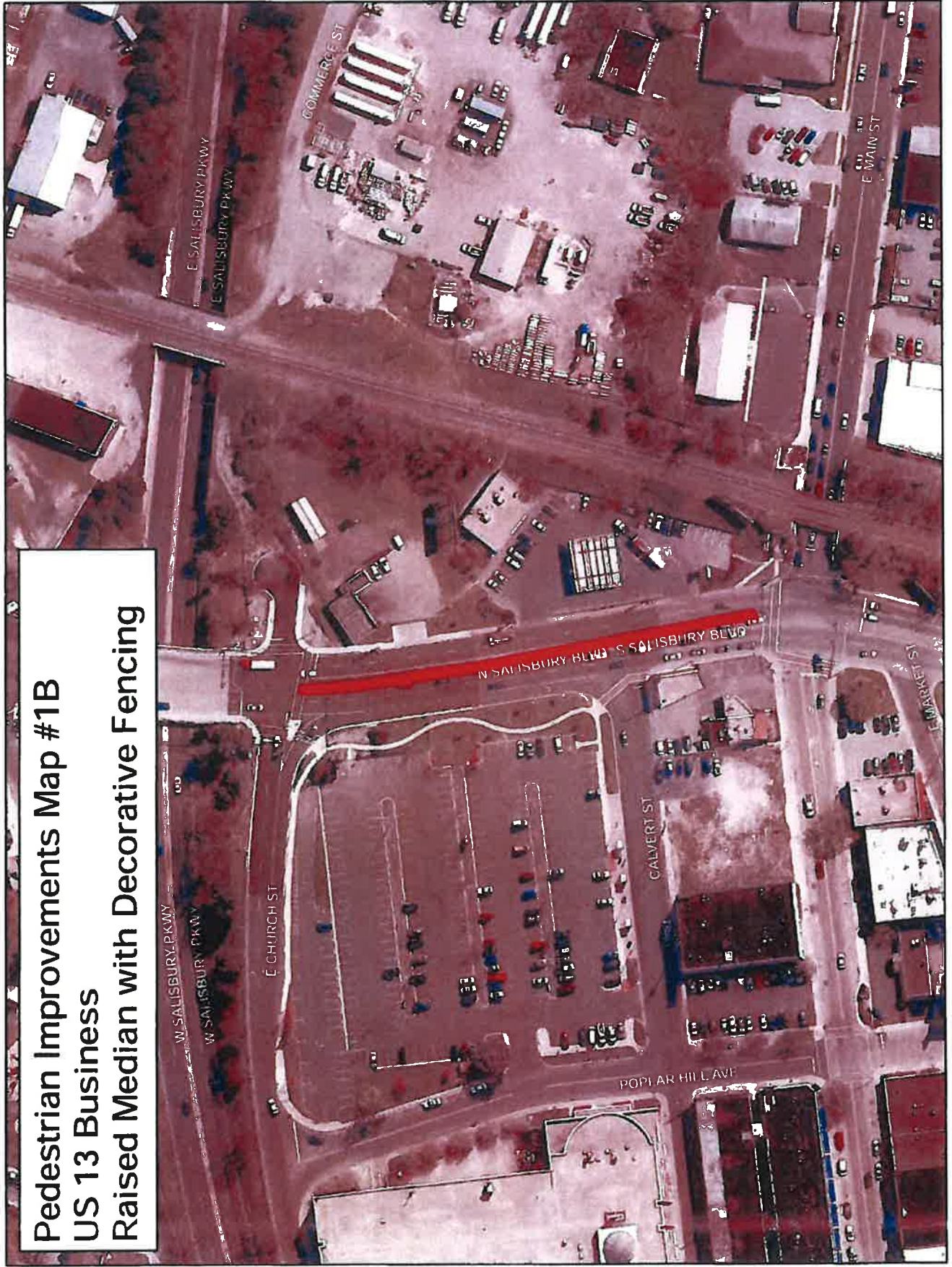
SCALE: 1" = 1500' ±
1/31/06

McCRONE
 ENGINEERING ▫ ENVIRONMENTAL SCIENCES
 LAND PLANNING & SURVEYING ▫ CONSTRUCTION SERVICES
 18 JAVIER BLVD., SUITE 6
 SALMON RIVER, INDIANA
 (317) 241-1922
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Pedestrian Improvements Map #1A
US 13 Business
Crosswalk Improvements

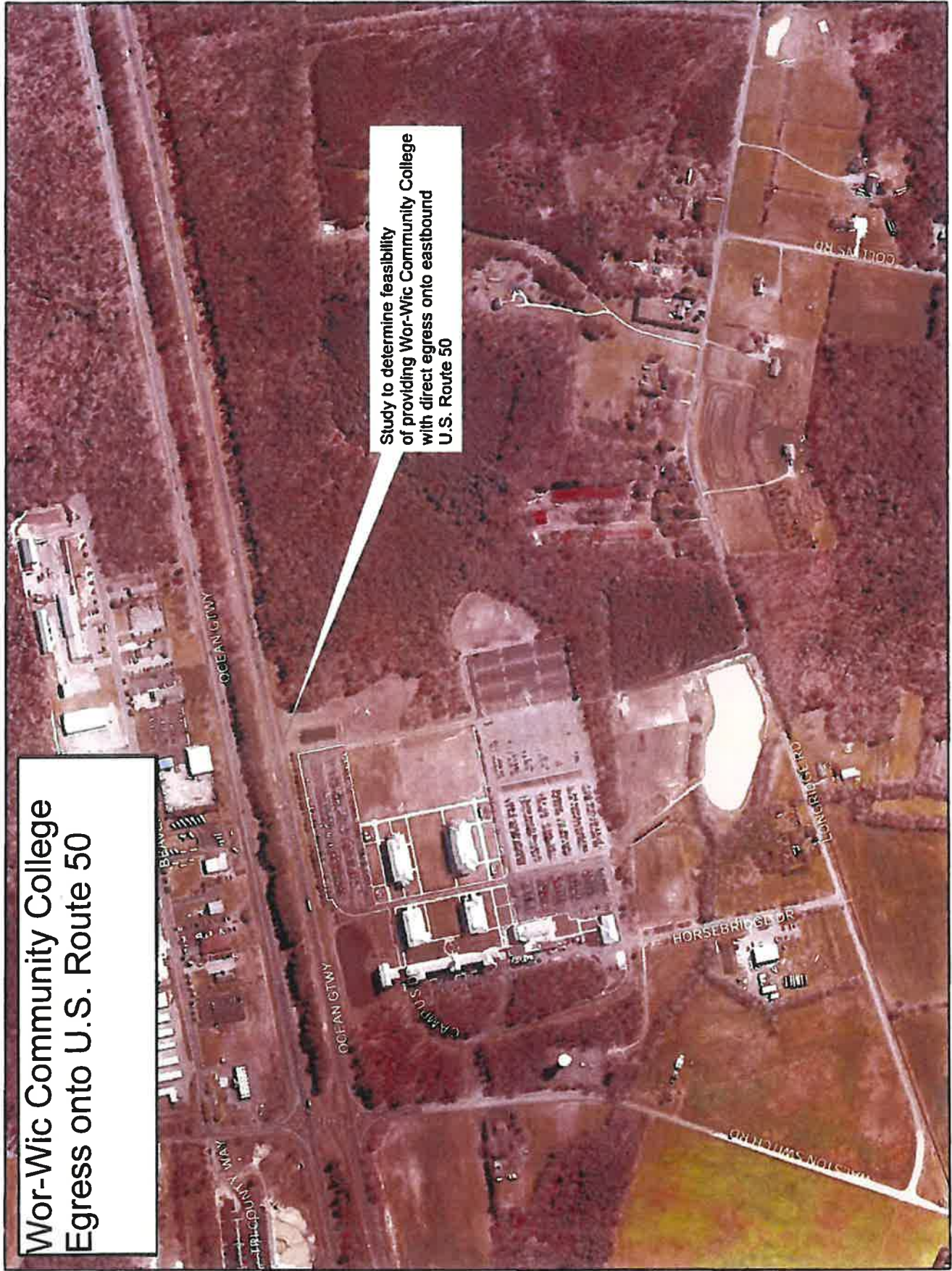


Pedestrian Improvements Map #1B
US 13 Business
Raised Median with Decorative Fencing



**Wor-Wic Community College
Egress onto U.S. Route 50**

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





February 27, 2024

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

Mr. Hall,

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

1. Realignment of the US Business 13 "S-Curve": Geometric and safety improvements on US 13 Business spanning roughly from East Vine Street to Maryland Avenue. This section of US 13 has long been a high-crash corridor and now almost all properties along the west side have been acquired by Peninsula Regional Medical Center (now Tidal Health). Tidal Health has expressed a willingness to work with the City and MDOT to acquire the last remaining property and to cede some property to MDOT for a realignment (Exhibit 1);
2. Conversion of US 13 Business to a Boulevard including landscaped medians: Conversion of the City's primary corridor to a context appropriate urban boulevard including traffic calming, pedestrian scaled lighting, improved bike/walk facilities and installation of a landscaped median system from Zion Road to West College Avenue. Median could function as stormwater treatment facilities and should be installed simultaneously with upgraded pedestrian-scale street lighting, improved sidewalk facilities, upgraded pedestrian crossing and protected bicycle facilities (Exhibit 2);
3. U.S. Route 50 and Mill Street Corridor: Geometric improvements and signal modifications at the State-Controlled Lights at Mill Street and Route 50 and Mill Street and West Main Street to alleviate diurnal congestion of the nearby roundabout. Improved pedestrian and cyclist crossing facilities at Mill St and West Main Street are also requested in order to ensure adequate safety for cyclist using the W. Main – Fitzwater-Parsons Cycle Track (Exhibit 3);
4. U.S. Route 13 from E. Church Street to Vine Street: Improved pedestrian and cyclist crossing facilities on Route 13 where it intersects with E. Church Street, Calvert Street, E. Main Street & Market Street, Carroll Ave and Vine Street. Of the highest priority are the intersections Route 13 and E. Main Street & Market Street and Carroll Avenue. Main Street and Carroll Avenue serve as major east-west connections for vulnerable road users moving between Downtown Salisbury on the west side of Route 13 and the City Park and Zoo on the east side. This will increase in importance with the anticipated construction of the Carroll Avenue Cycle Track in Fall 2024 and the Main Street Bike Facilities currently in early planning phase now are constructed (Exhibit 4);

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



5. Eastern Shore Drive Traffic Calming: Creation of a median and improvements along Eastern Shore Drive to serve as a safe route for all users between the University and Downtown. Included in this are roundabouts at each end of Eastern Shore Drive at the intersections with both Carroll St and College Avenue (Exhibit 5);
6. Rail Trails: Creation of a north-south multi-modal trail along the railroad right-of-way paralleling U.S. Route 13 (Exhibit 6);
7. Beaglin Park Drive Hike and Bike Path Crossing: Design and installation of improved crossing facilities at the intersection of City maintained Beaglin Park Drive and State-maintained roads U.S. Route 50 and Mt. Hermon road in order to connect the existing multi-modal path that dead ends on each side of the State Roads (Exhibit 7);
8. Miscellaneous safety improvements for vulnerable road users: Implementation of the City's Vision Zero Action Plan. Specific short-term projects include protected bike lanes on Carroll St, traffic calming on various City streets, roundabouts and sidewalk infill (Exhibit 8);
9. Sidewalk Improvements: Evaluation and implementation of sidewalk improvements along State owned and maintained roads in the City. In particular, installation of pedestrian amenities including street lighting, audible and countdown signals and crosswalks at the intersections at Naylor Mill Road, North Pointe Drive, and Dagsboro Road (Exhibit 9);
10. Improvements to U.S. Route 13 from Bateman Street south to Kay Avenue: Continuation of median, pedestrian and bike improvements along U.S. Route 13 south of Bateman Street to the City Limit at Tony Tank Creek. Of particular importance to the City and Salisbury University is the intersections of Milford St and Kay Avenue with US Route 13 Business due to a planned student housing development (Exhibit 10);
11. East Main Street-Mt. Hermon Road Roundabout: Design and construction of a roundabout at the skewed intersection of East Main Street, Mt. Hermon Road, Truitt Street, Long Avenue and East William Street as called for in the Salisbury-Wicomico MPO Long Range Transportation Plan (Exhibit 11);
12. Naylor Mill Rd-Jersey Road Roundabout: Design and construction of a roundabout at the intersection of West Naylor Mill Rd and Jersey Rd. Anticipated future development in the area of this four-way stop controlled intersection is anticipated to push the intersection beyond reasonable limits of delay and queuing (Exhibit 12);
13. Naylor Mill Rd-Northgate Drive Roundabout: Design and construction of a roundabout at the intersection of West Naylor Mill Rd and Northgate Drive. Currently the intersection is a T-configuration and is only stop-controlled on the Northgate Drive approach. Increasing traffic volumes and high speeds are dangerous- the intersection was the site of a fatal crash



and ongoing safety concerns. A roundabout is desired for both the traffic calming effects and the ability to handle large volumes of traffic (Exhibit 13);

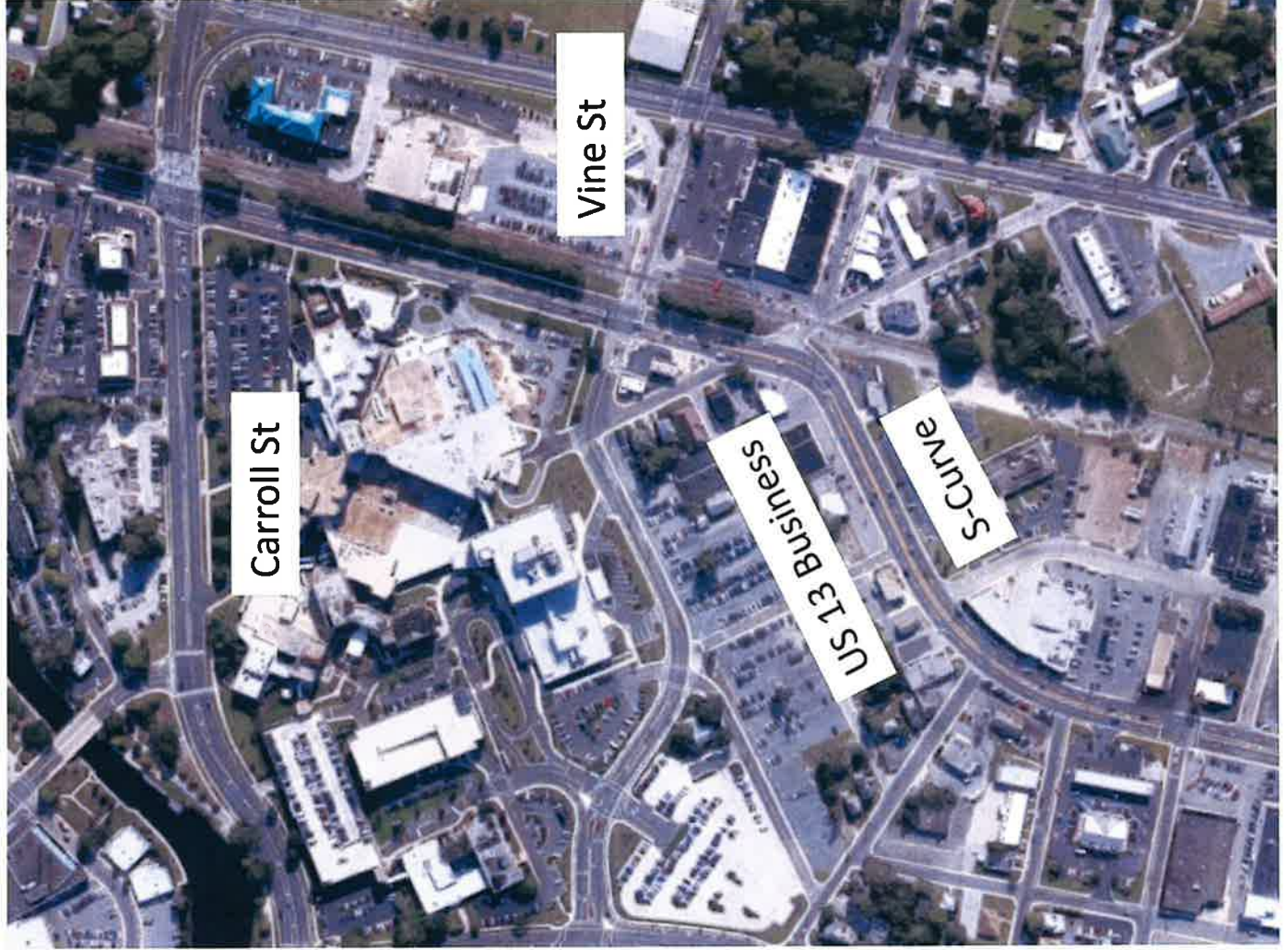
14. Safety Upgrades to US 50 Business/Booth St Intersection: Design and construction of safety upgrades to the US 50 Business/Booth intersection. The City is willing to support signalization, a "Maryland T," RCUT or other innovative intersection designs (Exhibit 14);
15. Retiming and Coordination of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

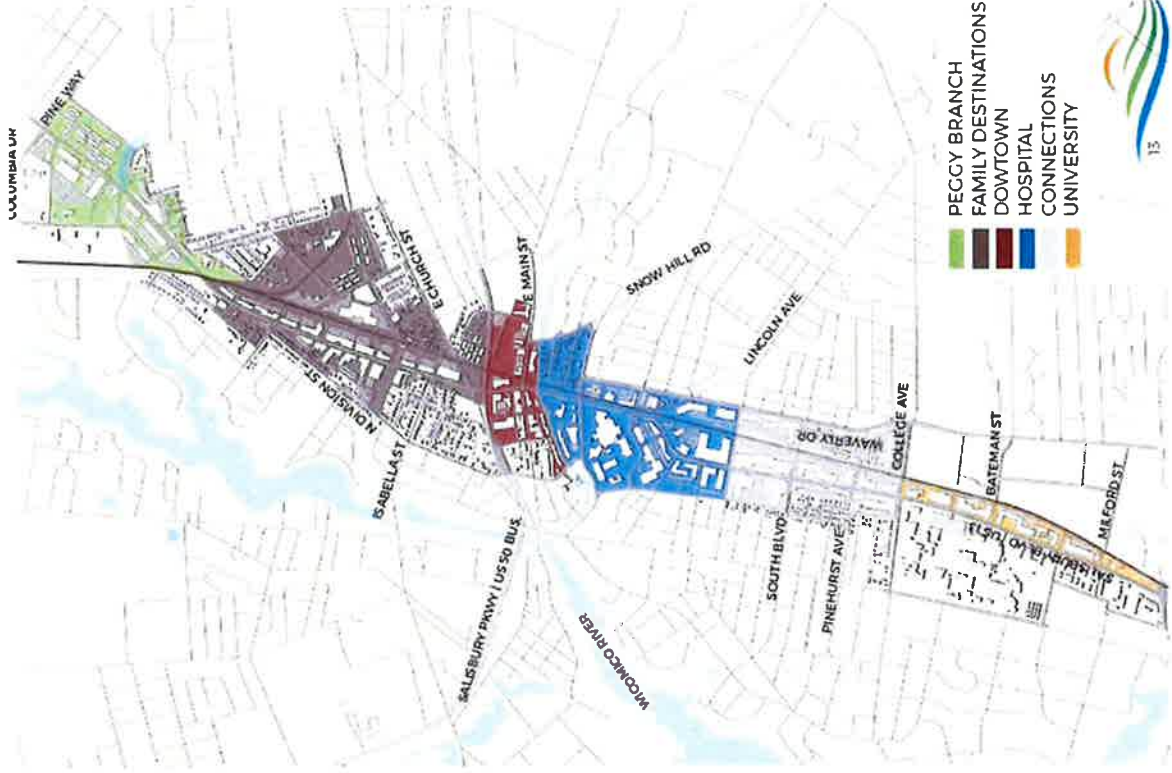
Additionally, while it is outside the City's jurisdiction, Salisbury is extremely supportive of burgeoning efforts to expand the proposed Rail Trail on the Eastern Shore of Virginia, across the state line through Worcester, Somerset and Wicomico Counties to connect to the rail trail under design and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

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

John Tull

Deputy City Administrator
City of Salisbury

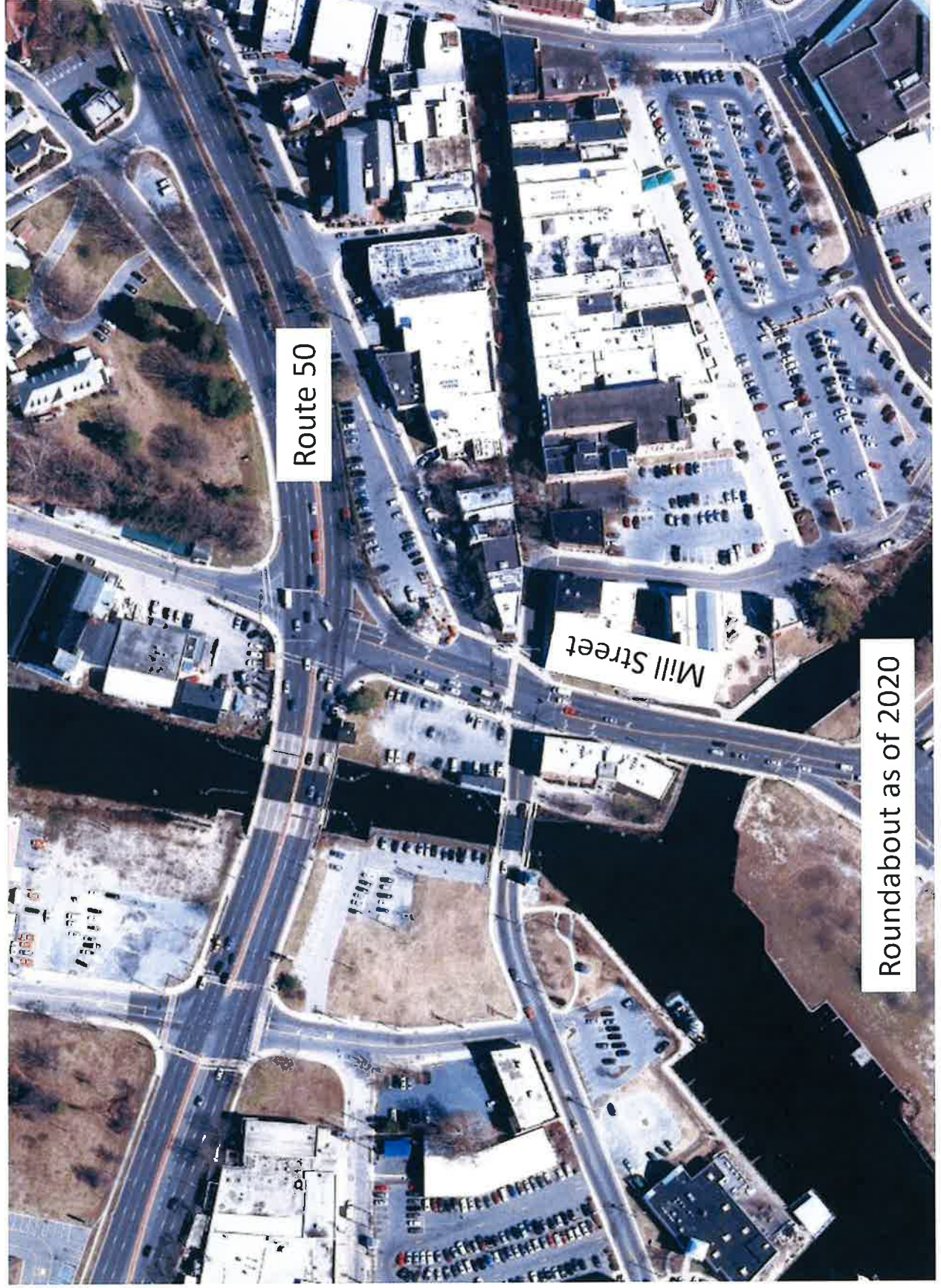


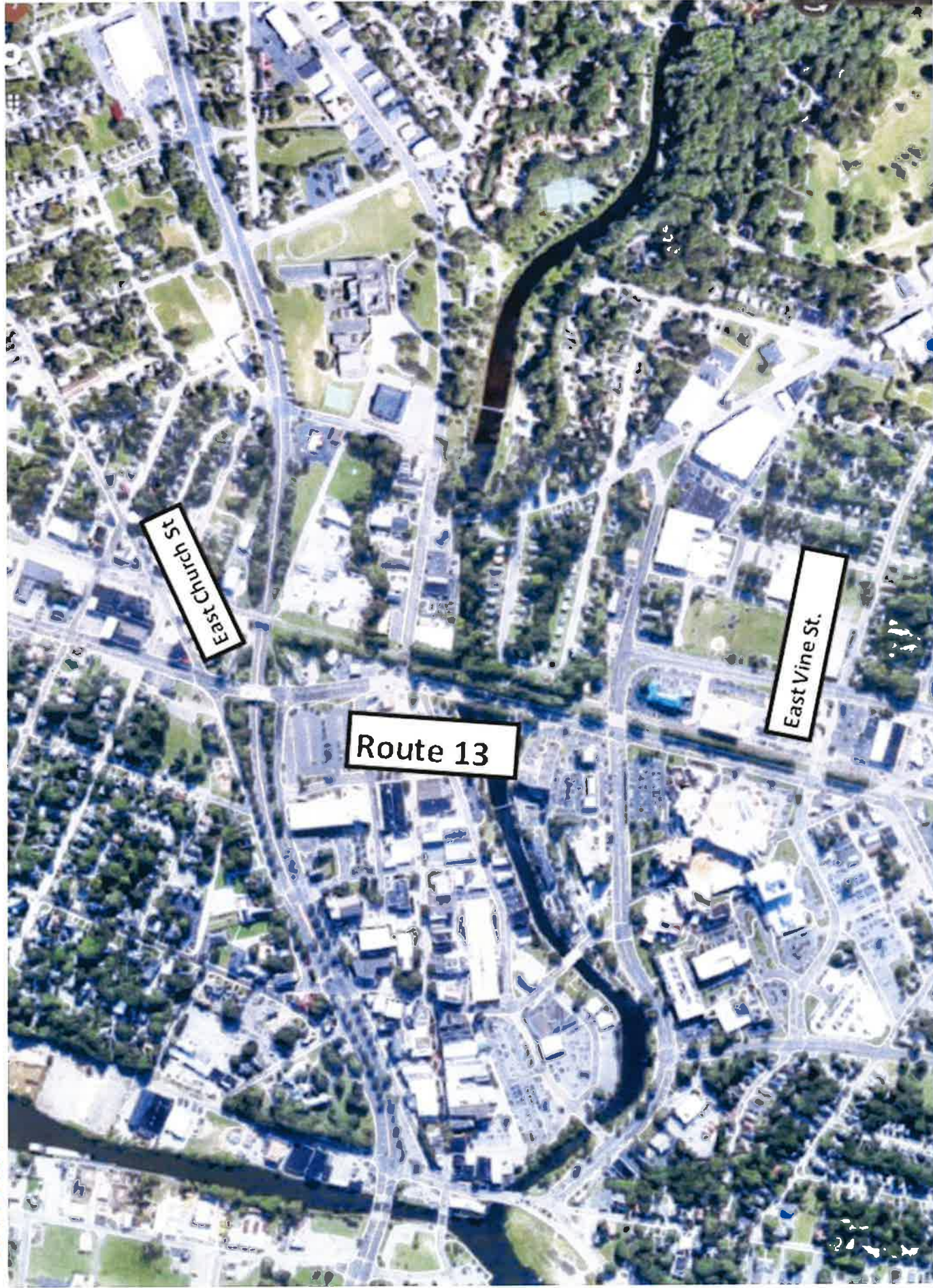


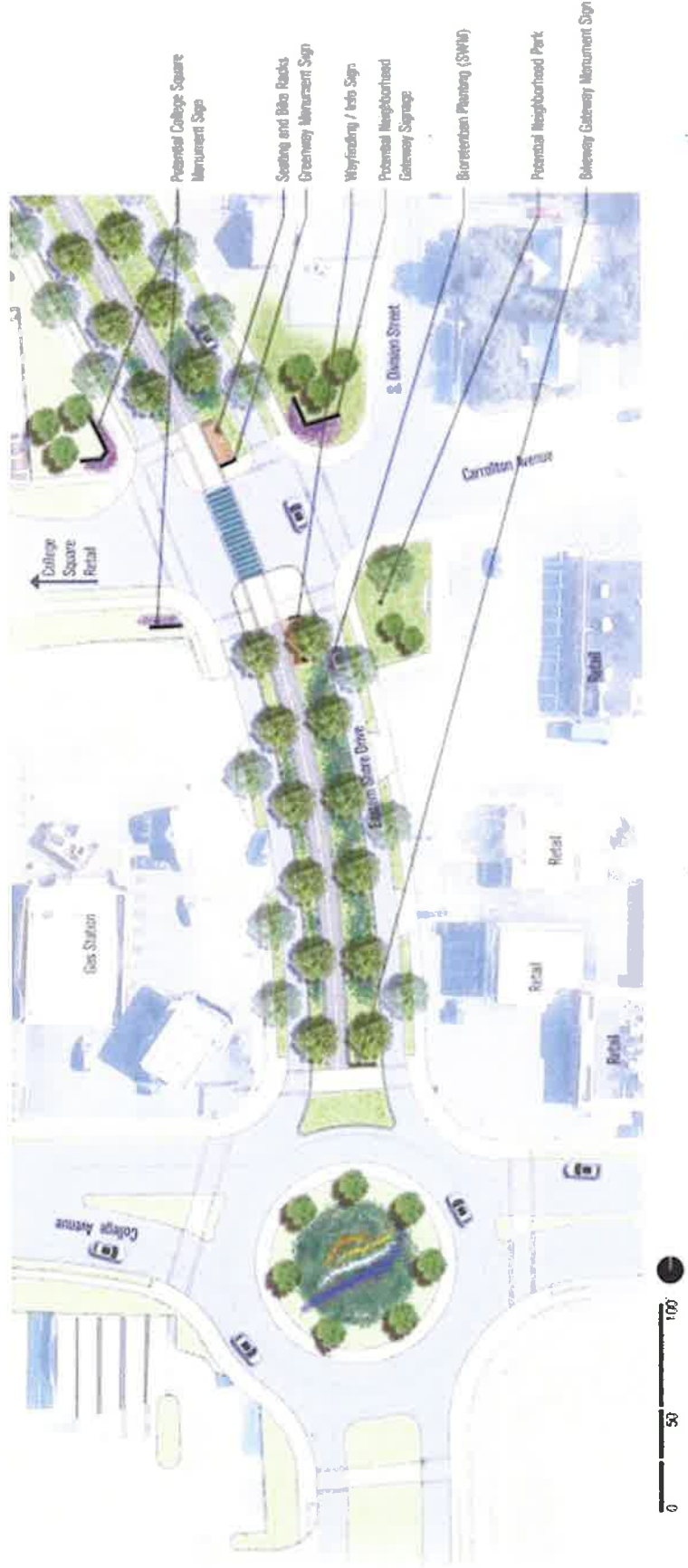
SALISBURY BOULEVARD
COLLEGE AVENUE TO PINE WAY



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







Priority Network Plan

Section 2. Network Development

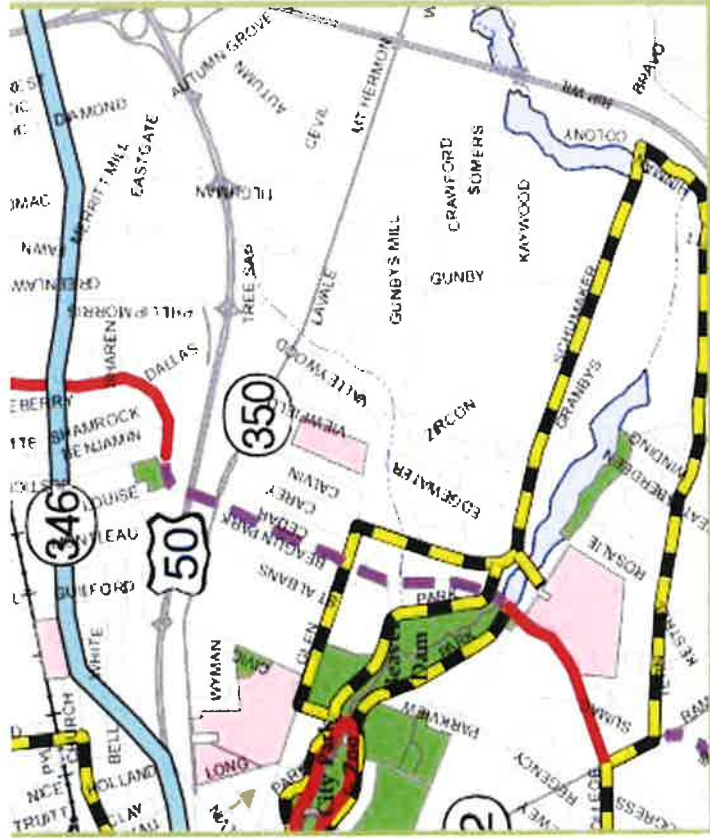
SHARED-USE PATH

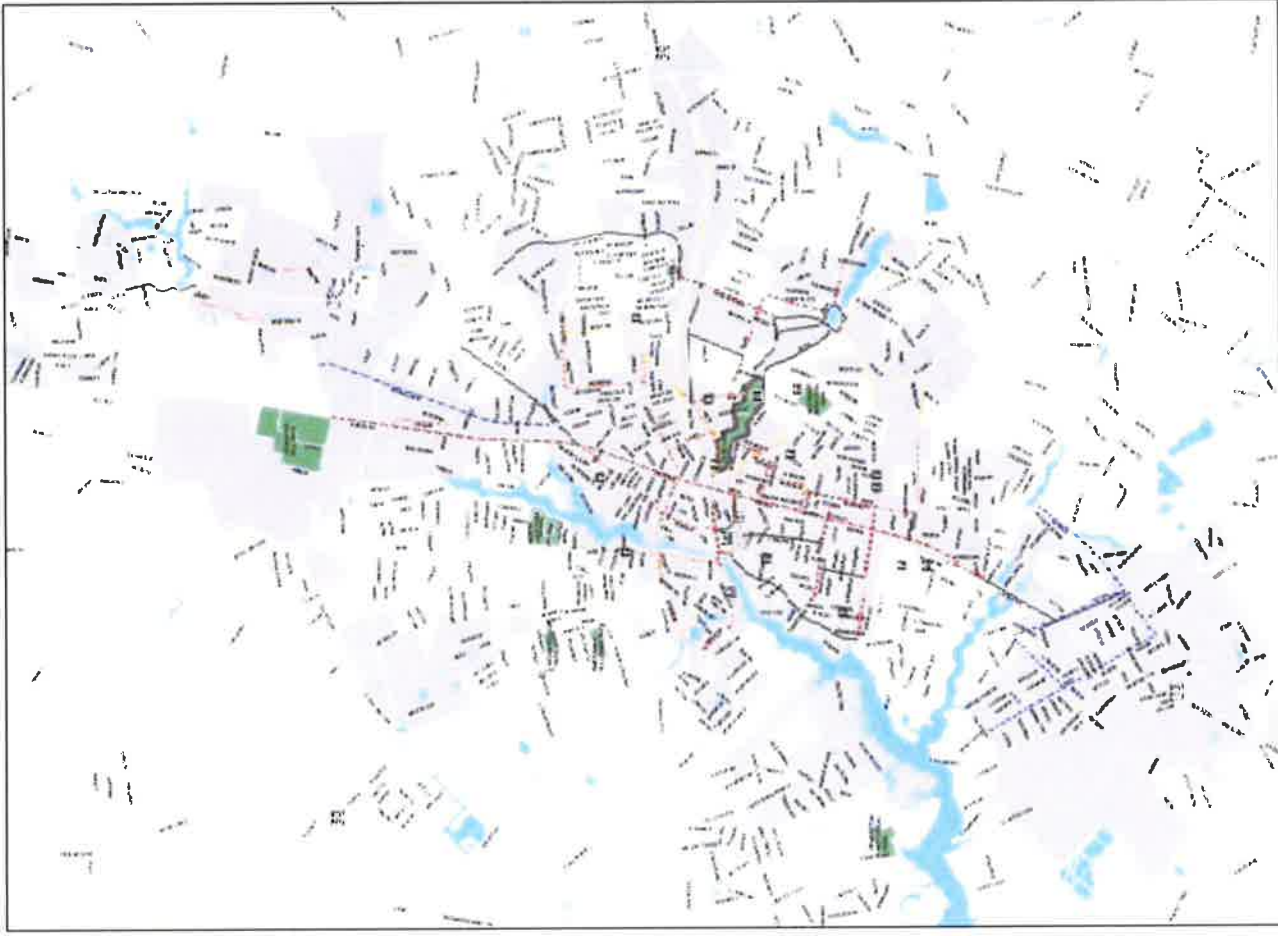
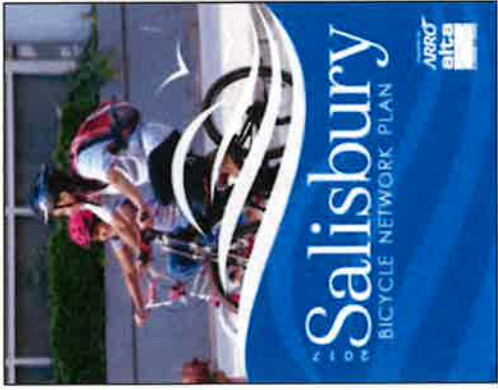
A shared-use path is physically separated from motorized traffic and accommodates pedestrians and two-way bicycle traffic. A shared-use path is often used for recreation and users of all skill levels preferring separation from vehicle traffic. Those within the roadway corridor right-of-way, or adjacent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



OFF-ROAD TRAIL





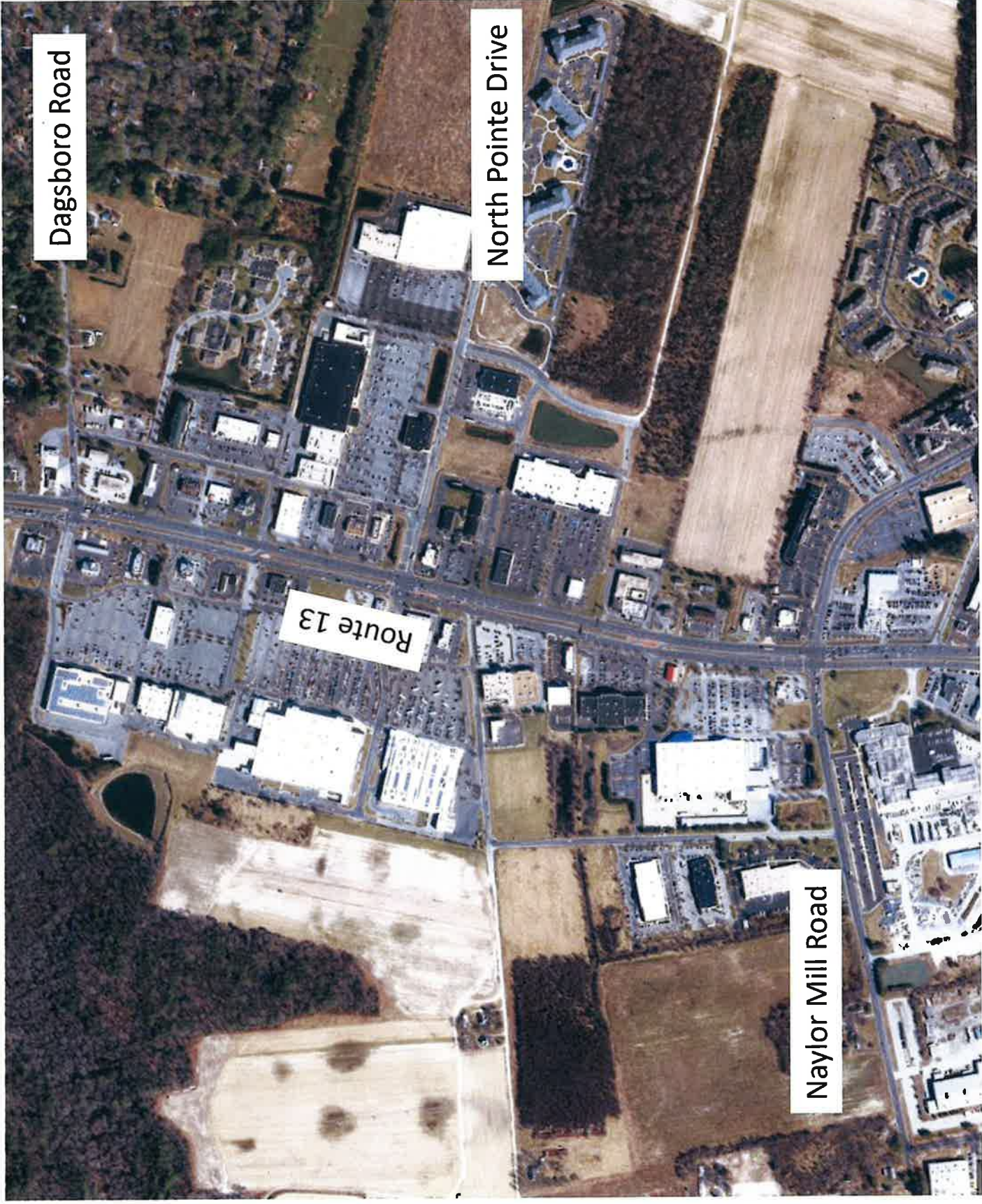


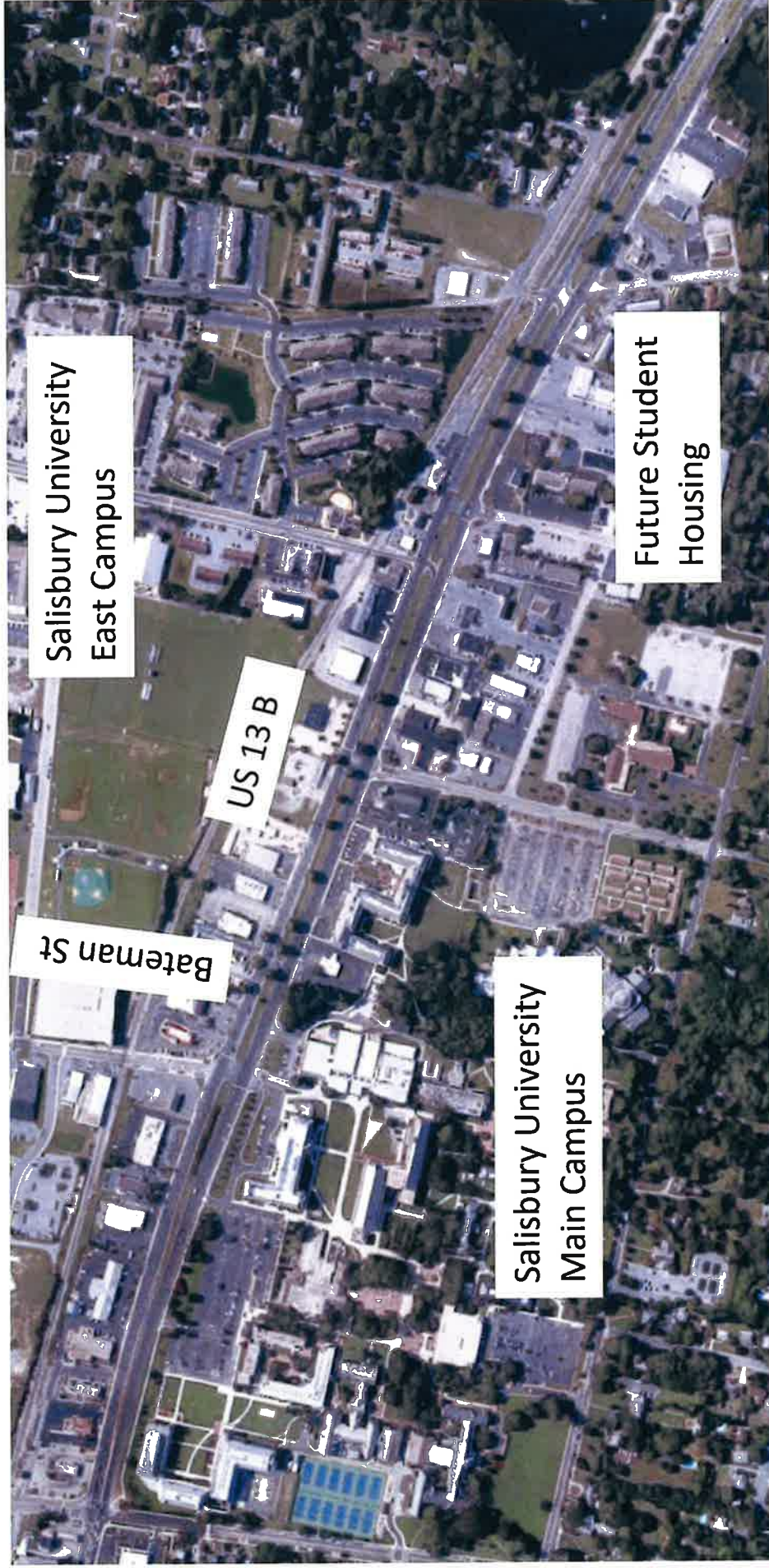
MAP 3-1. OVERALL BIKE ROUTE PRIORITIZATION 2017 Salisbury Bicycle Network
 The network for the Salisbury Bicycle Network is shown in red and blue lines.

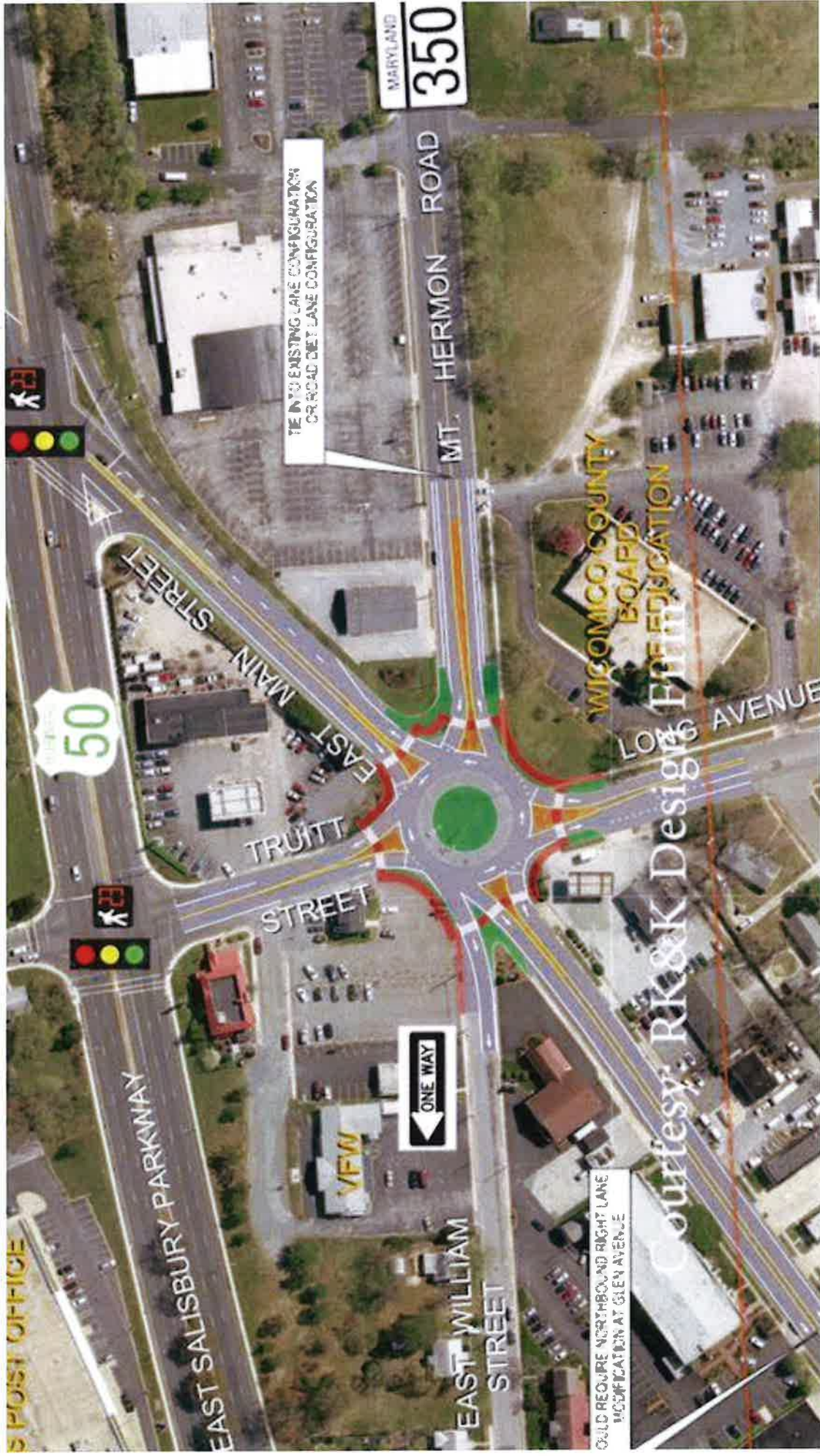
PROPOSED NETWORK
 - Blue
 - Red
 - Green
 - Yellow

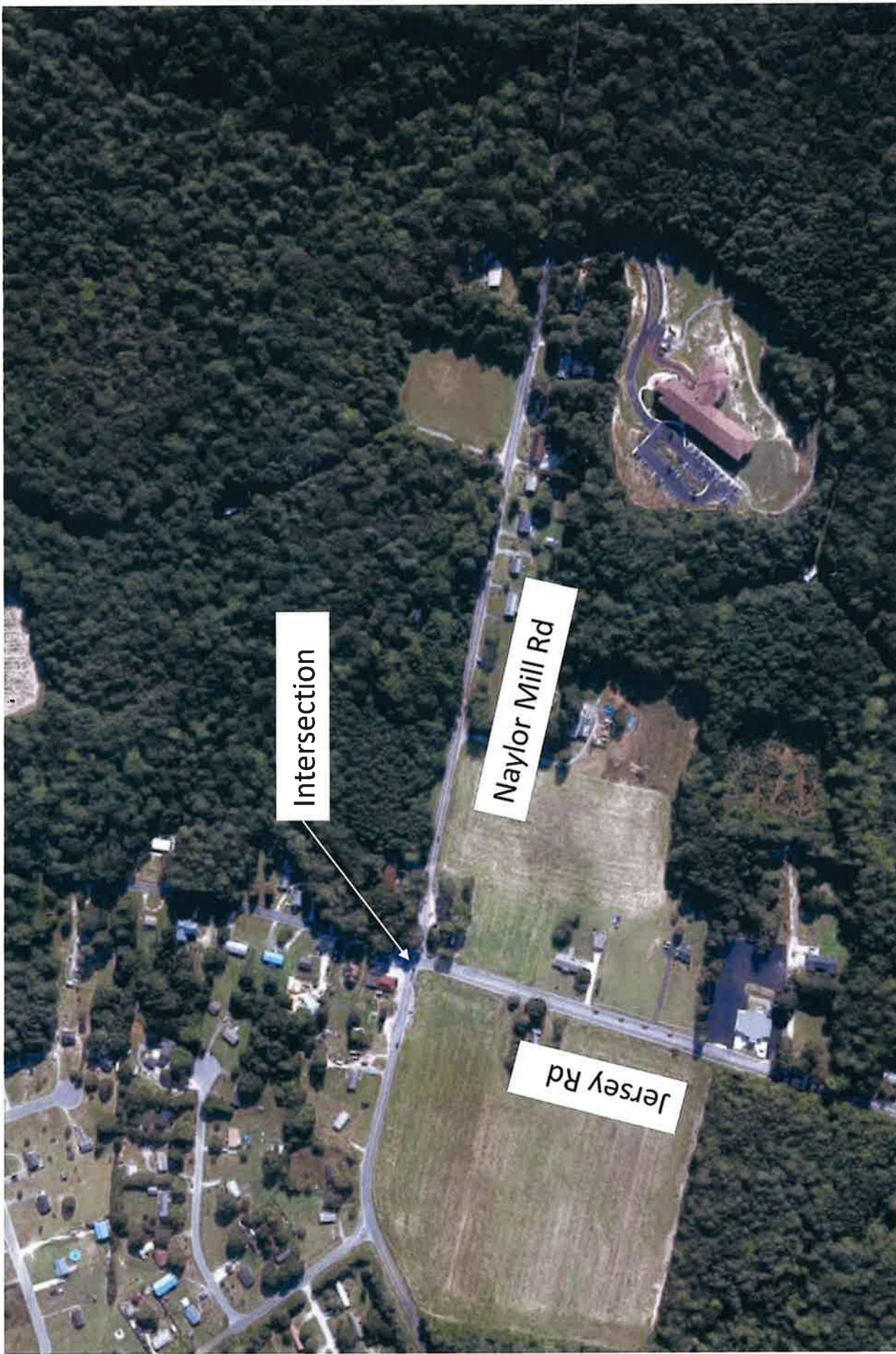
BIKE ROUTE
 - Blue
 - Red
 - Green
 - Yellow

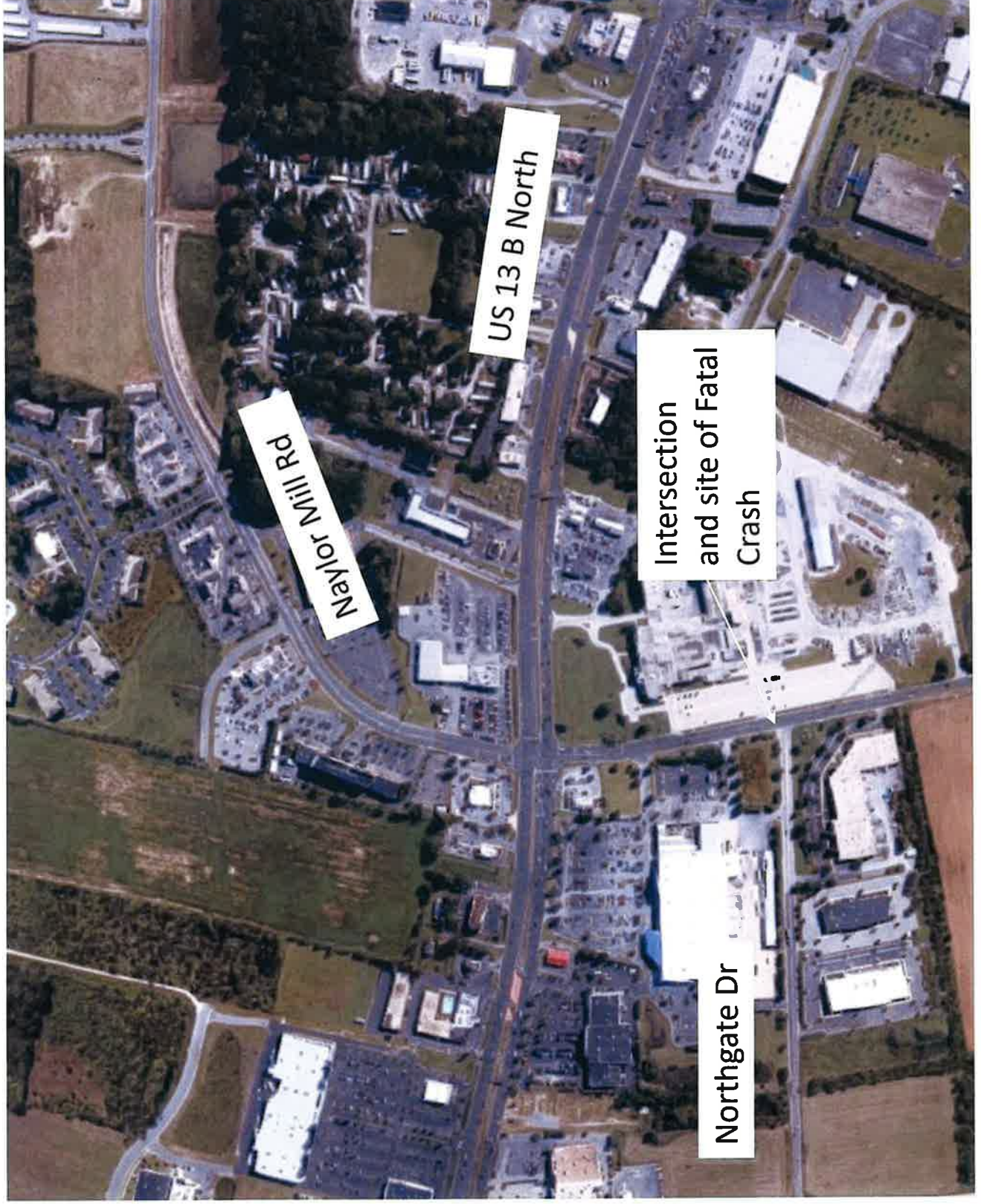
BACKGROUND
 - City Street/Path
 - Major Road
 - Water
 - Park
 - Other



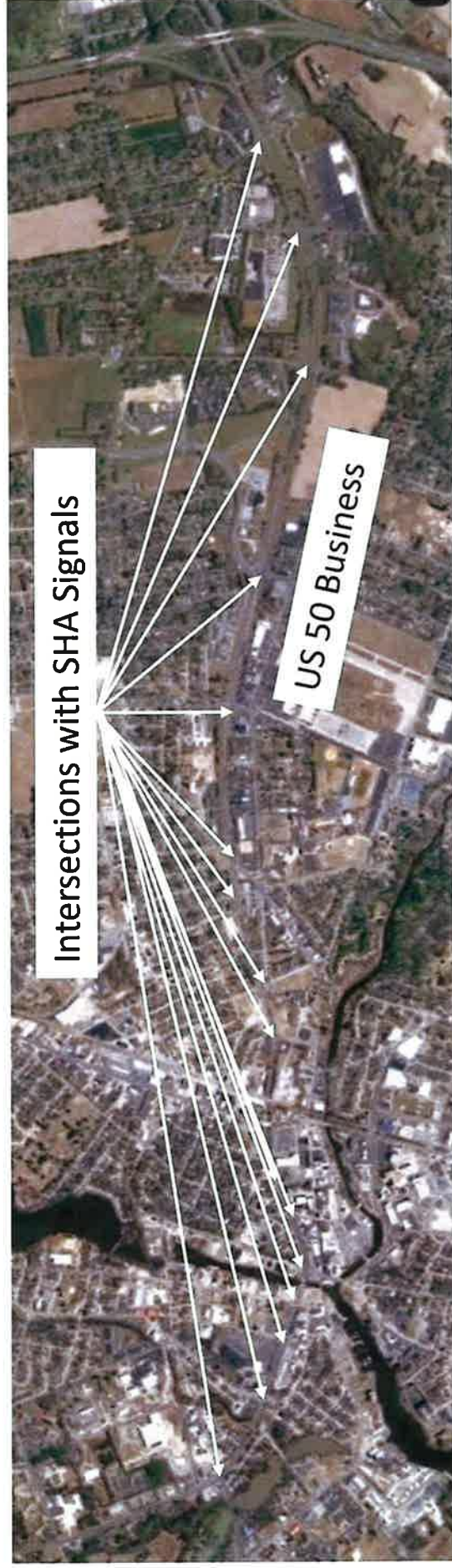




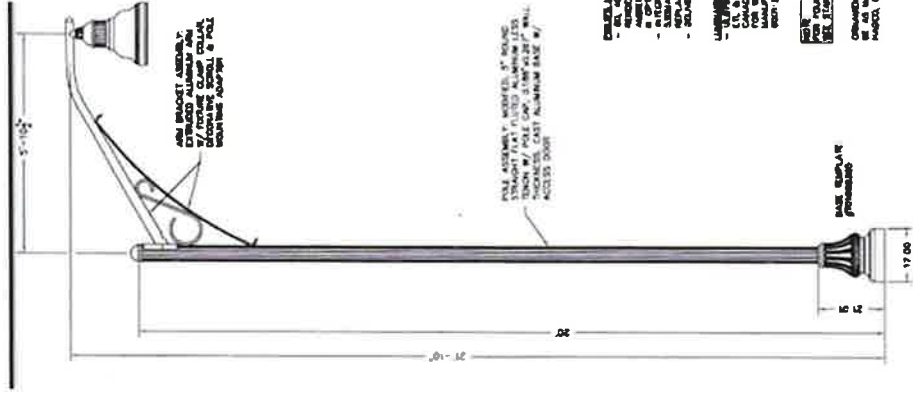
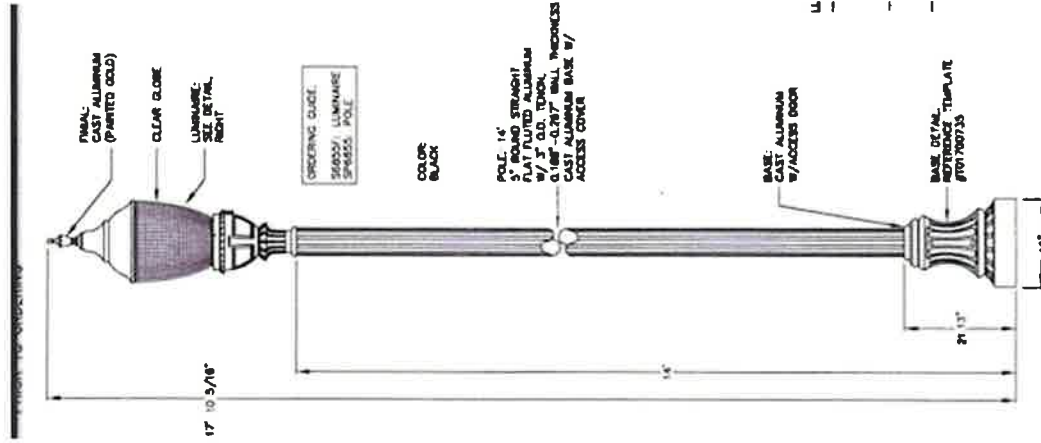








City 14' Local Street Fixture

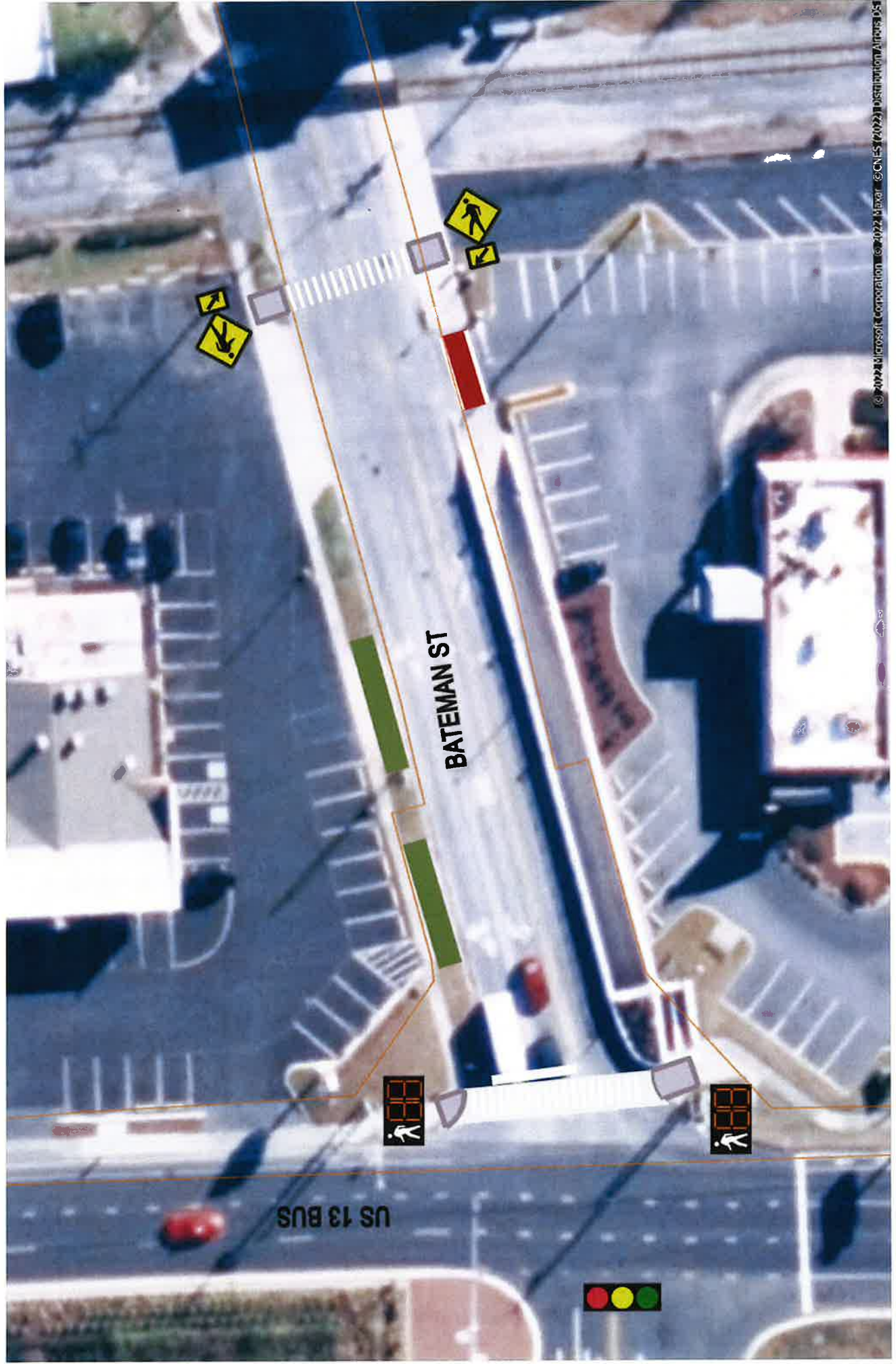


City 20' Collector Fixture

Salisbury University #1: Bicycle Lanes and Turn Lanes Along U.S. Route 13 Business, South of College Ave.



Salisbury University #2:
Bateman Street / U.S. Route 13 Intersection

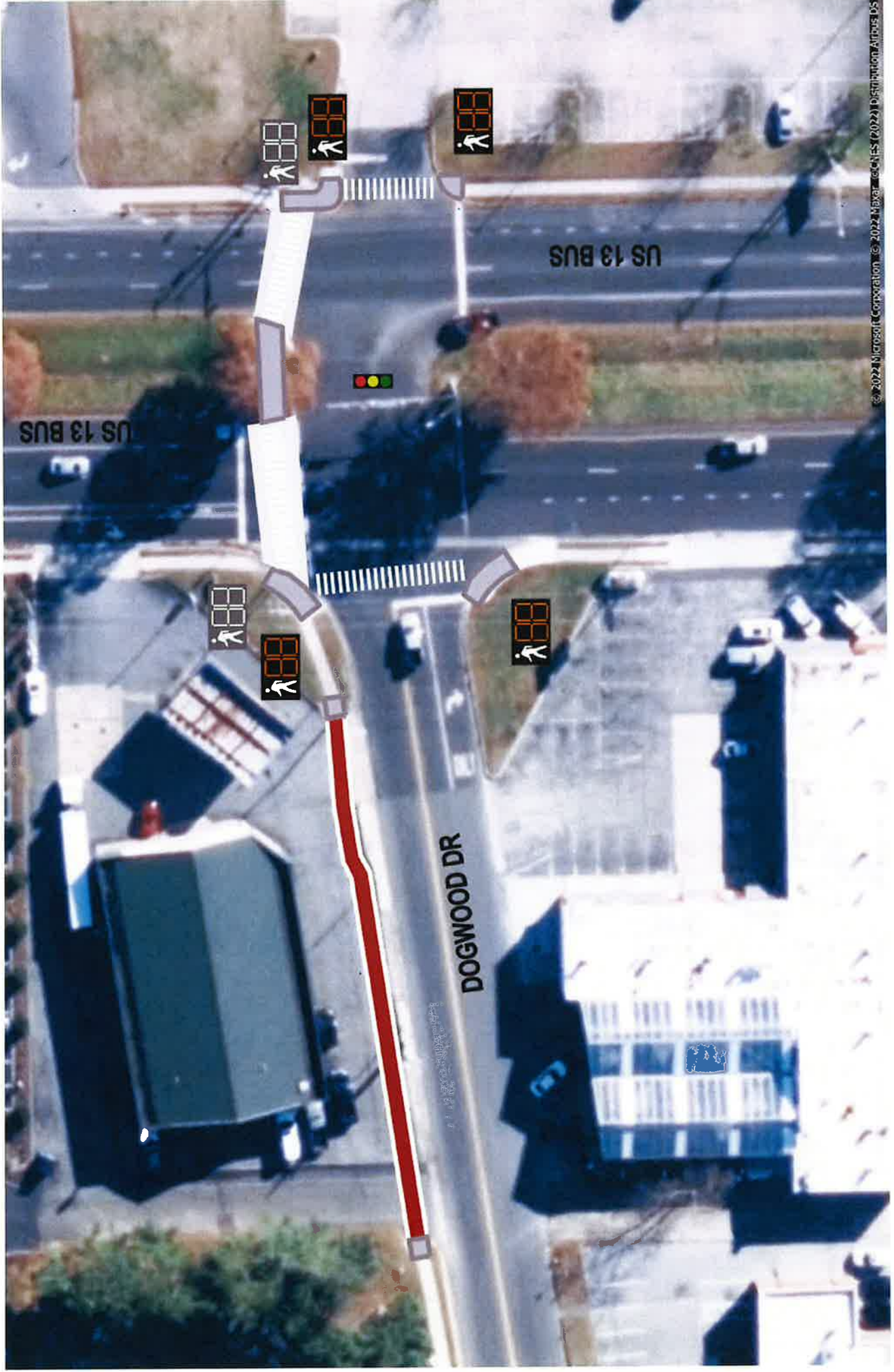


Salisbury University #3
Pine Bluff Road / U.S. Route 13 Intersection

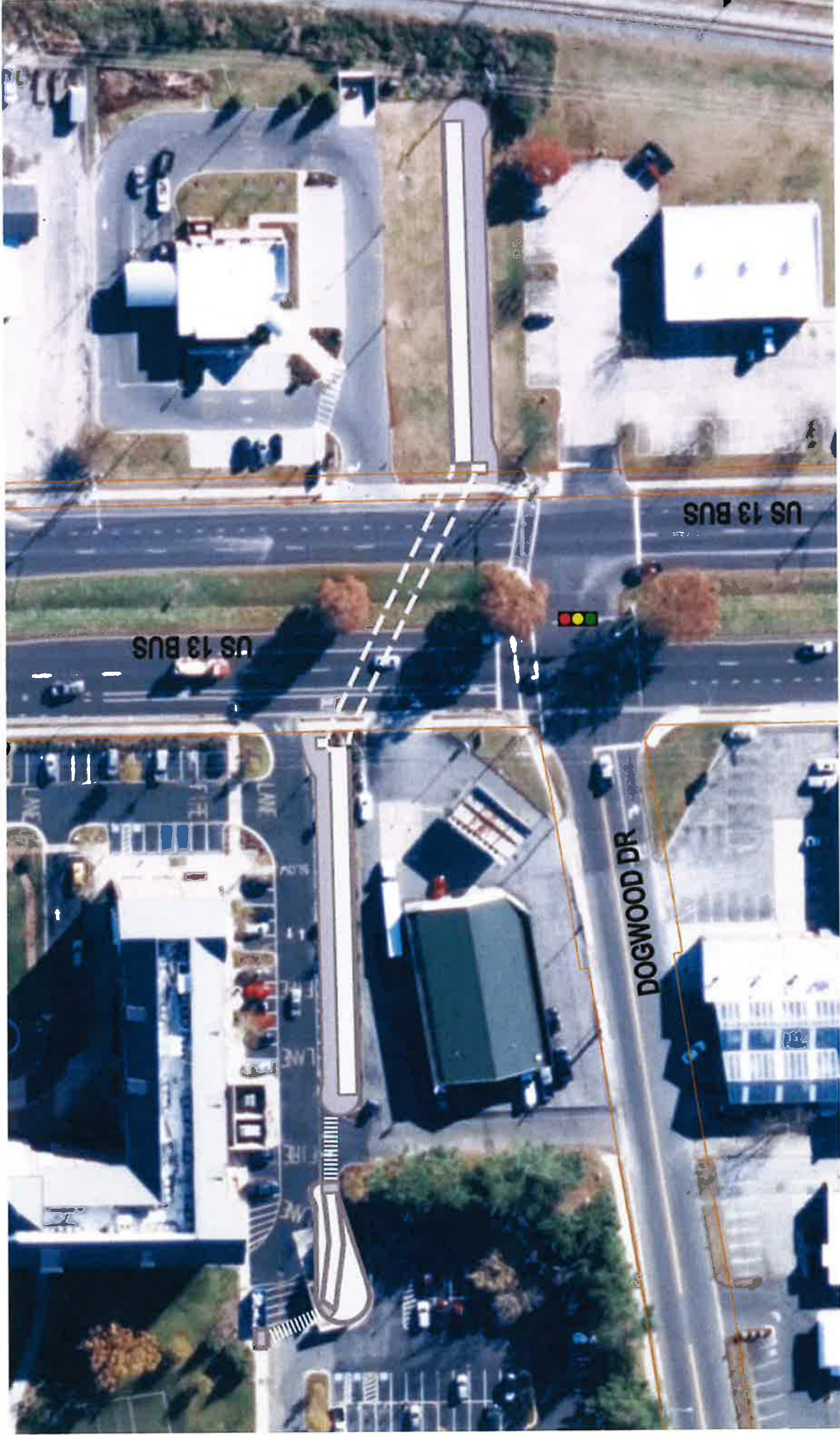


Salisbury University #4:

Dogwood Drive / U.S. Route 13 Intersection: Crosswalks, Signage, and Countdown Signals



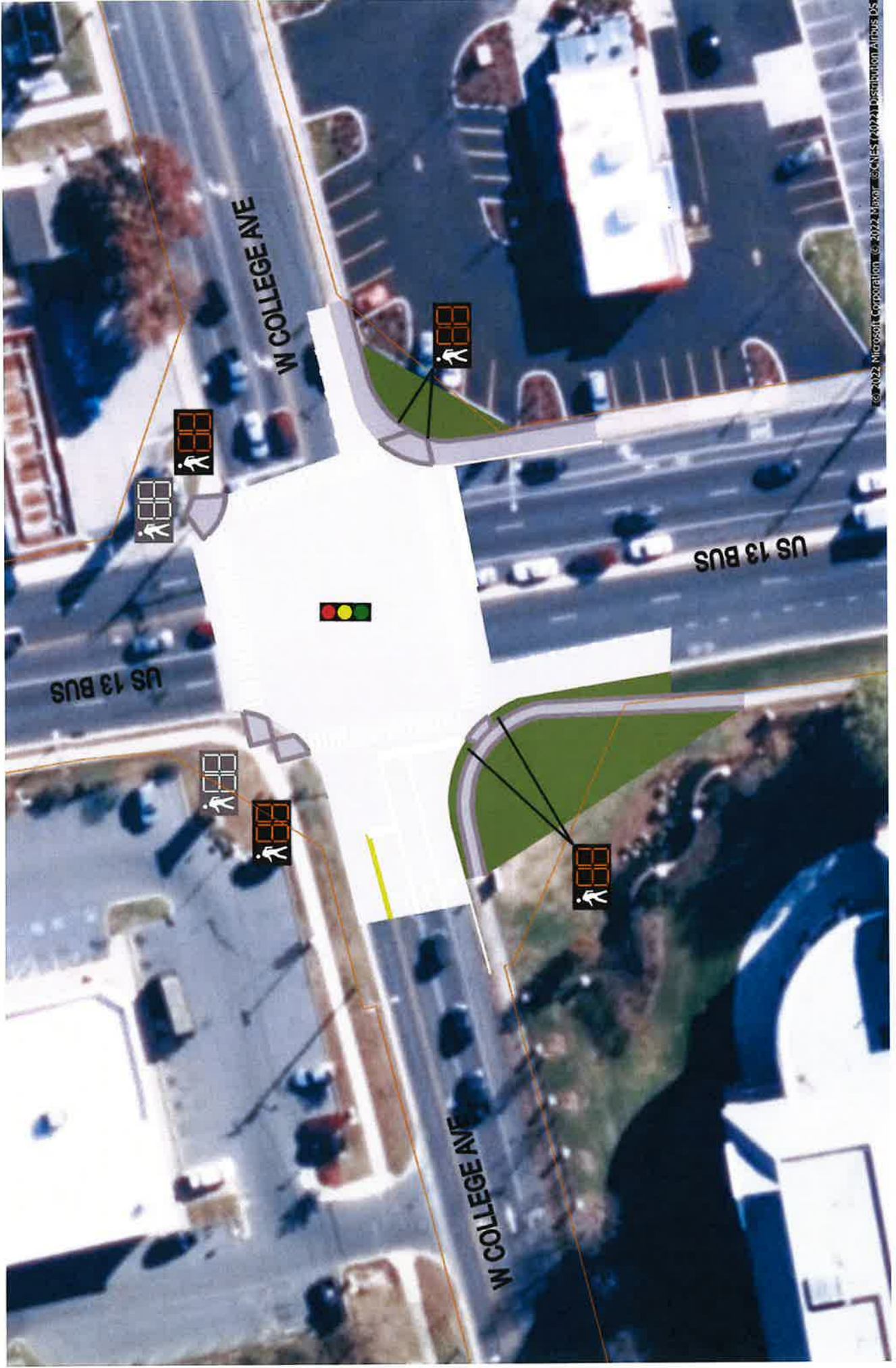
Pedestrian Improvement Map #4:
Dogwood Drive / U.S. Route 13 Intersection: Underground Tunnel



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Note: Connectivity to future rail trail along the railroad should be coordinated.

Salisbury University Map #5:
West College Ave. / U.S. Route 13 Intersection: Redesign of Intersection



Pedestrian Improvement Map #5:
West College Ave. / U.S. Route 13 Intersection: Pedestrian Bridge

