

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

2020 Legislative Session

Legislative Day No. 22

RESOLUTION NO. 106-2020

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

A RESOLUTION APPROVING A PRIORITY LETTER FOR THE MARYLAND DEPARTMENT OF TRANSPORTATION'S FY 2021- FY 2026 CONSOLIDATED TRANSPORTATION PROGRAM (CTP).

WHEREAS, the Maryland Department of Transportation (MDOT) is preparing the FY 2021 – FY 2026 Consolidated Transportation Program (CTP); and

WHEREAS, MDOT allows local governments to submit a “Priority Letter” containing the recommended improvements on State roadways for inclusion into the CTP; and

WHEREAS, the County has worked with local incorporated municipalities and the Salisbury-Wicomico Metropolitan Planning Organization to identify potential priority projects for the FY 2021 – FY 2026 CTP; and

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

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

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

DONE at Salisbury, Maryland this 6th day of October, 2020.

ATTEST:

Laura Hurley
Laura Hurley, Council Administrator

COUNTY COUNCIL OF WICOMICO
COUNTY, MARYLAND
Larry W. Dodd (SEAL)
Larry W. Dodd, Council President

CERTIFICATION
THIS RESOLUTION was Adopted , Adopted with Amendments _____, Failed _____,
Withdrawn _____ by the County Council on October 6, 2020.

Certified by Laura Hurley
Laura Hurley, Council Administrator



WICOMICO COUNTY, MARYLAND

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

John D. Psota
Acting County Executive

John D. Psota
Director of Administration

Mark Whitelock
Deputy Director

October 6, 2020

Gregory Slater
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 Slater:

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 2021 – FY 2026 Consolidated Transportation Program ("CTP"):

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

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

- ◆ Aircraft Rescue and Fire Fighting Equipment ("ARFF") – Replacement of our critically dilapidated ARFF Equipment is our #1 priority. In December 2018, our 2005 ARFF truck broke down and we

were unable to repair it in the regulatory required period. BWI gave us a partially functioning E-One ARFF truck that they were to surplus to try to provide a “gap filler” for our aging truck. Airports typically replace these critical safety vehicles every ten years. The current maintenance expenses and questionable future reliability of this 15-year-old truck cannot be understated and is a major safety concern;

- ◆ Runway 14-32 Extension – Extend the existing 6,400’ Runway 14-32 to 7,800’. The 1,400’ extension will provide a 7,800’ runway, which is required to accommodate the performance characteristic of the Embraer ERJ-145 Regional Jets, used by American Airlines, and other larger aircraft that utilize SBY Airport. Project will include all environmental assessment, design, construction, navigational aids, and land acquisition;
- ◆ Runway 14 Protection Zone (“RPZ”) – Acquire 3 parcels of land located within the RPZ for Runway 14;
- ◆ Aircraft Rescue and Fire Fighting Facility – The airport has never had a designated facility to house ARFF equipment and provide associated space for fire fighters. Over the years, the Piedmont hangar and more recently, an old box hangar served this purpose. This much needed facility was fully designed using County funds and is ready for bidding;
- ◆ Snow Removal Equipment (“SRE”) Building – Design and construct a new SRE building to replace the existing 1950’s pole building, which is rapidly deteriorating and presents a safety hazard;
- ◆ Snow Removal Equipment – A variety of aging equipment is needed to be replaced. A multi-tasking plow/sweeper/air blast machine is top priority with the small operating crew that is available. A sweeper unit and front-end loader with ramp plow are also needed;
- ◆ FEMA / Cargo Joint Use Center – Because of the need for a Disaster Relief Airport on the Delmarva Peninsula, FEMA conducted a Support Mission Assessment at SBY Regional Airport and determined that SBY was suitable for aircraft services and facilities to support the four mission sets of Air Evacuation/Reception Operations, Logistics Staging Area Operations, Aeromedical Staging Operations, and Air Search and Rescue Operations. The proposed Cargo Ramp will not only serve in that capacity, but will provide revenue, in the meantime, by facilitating freight management via a contract with UPS, and / or FedEx;
- ◆ Aircraft Carrier Terminal Rehabilitation – Complete designs (70% remaining) and rehabilitate the interior and exterior of the Air Carrier Terminal building;
- ◆ Taxiway F Extension and Apron – Reconstruct Taxiways F and B (between Taxiway A and E) and providing a new parking apron. This project will also include bringing the taxiway safety areas into compliance with FAA minimum design standards;
- ◆ UAS Surveillance (ADS-B or Radar) Equipment – Installation of FAA approved surveillance equipment as well as new hardware required in ATCT consoles;
- ◆ Access Control System – Replace existing Access Control System (“ACS”), which was installed in 2002. Access Control of unauthorized persons and vehicles beyond the Airport’s perimeter fence is a FAA and TSA requirement for facilities with scheduled airline service; and
- ◆ Air Traffic Control Tower Equipment – Replace and upgrade 15-year old communications (radios) and weather monitoring equipment (altimeter, temperature, and dew point) and refurbish tower building.

ROAD and FACILITY IMPROVEMENTS

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

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

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

PLANNING INITIATIVES (Corridor, Intersection, and Feasibility Studies)

1. Salisbury Bypass – Feasibility Planning Study:

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

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

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

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

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

As a result of increased enrollments, growth and development in surrounding area, as well as

construction of new facilities on the Campus, students attending this institution are encountering significant congestion / queuing problems while attempting to exit the Campus heading north on Walston Switch Road. Moreover, because of the moderate queuing problems at the U.S. Route 50 eastbound and Walston Switch Road intersection, motorists are experiencing delays in turning movements to the approach of the 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 SHA to improve the current conditions at this intersection by implementing the geometric improvements; however, consideration should be given to conducting an access management study to determine if it is feasible to provide Wor-Wic Community College direct egress onto eastbound U.S. Route 50. See **Planning Initiatives Map #3**.

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

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

5. US 50 / US 13 Bypass – Embankment Stabilization

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

PEDESTRIAN IMPROVEMENTS

1. Sidewalk Improvements:

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

Due to increased pedestrian activity along the U.S. Route 13 commercial corridor, north of the Bypass, the installation of additional street lighting, audible and countdown pedestrian signals, crosswalks, and other pedestrian amenities are requested for the intersections at Naylor Mill Road,

North Point Drive, Dagsboro Road, and Connelly Mill Road. Additionally, installing a raised median and fence to prevent mid-block pedestrian crossings along U.S. Route 13 Business between E. Main and Church Streets should be considered. See **Pedestrian Improvement Maps #1A & 1B**.

MUNICIPAL REQUESTS

CITY OF SALISBURY

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

TOWN OF DELMAR, MD

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

TOWN OF HEBRON

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

TOWN OF PITTSVILLE

1. The Town of Pittsville is requesting the Maryland Department of Transportation ("MDOT") consider repairing/replacing/reconstructing various culverts and subsequent piping along MD 353 (Pittsville/Gumboro Road) in the vicinity of the apartments located south of the Pittsville VFD and near the Town's sewer pumping station at the intersection of Maple Street and MD 353. Tracey Gordy from Maryland Department of Planning had made a similar request to MDOT on behalf of the town early in 2018.
2. The Town is also requesting sidewalks be constructed along the west side of MD Route # 353 from Pearl Street to the Dollar General store located on the west side of MD Route #353.

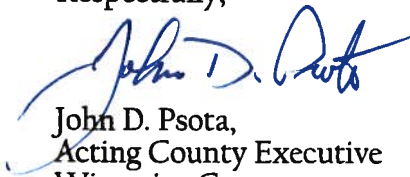
TOWN OF WILLARDS

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

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

In closing, Wicomico County would like to thank the Maryland Department of Transportation and the State Highway Administration, especially District 1, for completing construction on the traffic signal at US 50 and Sixty Foot Road. This project has been a long time priority for the County and should greatly enhance the safety of residents and visitors to the area.

Respectfully,

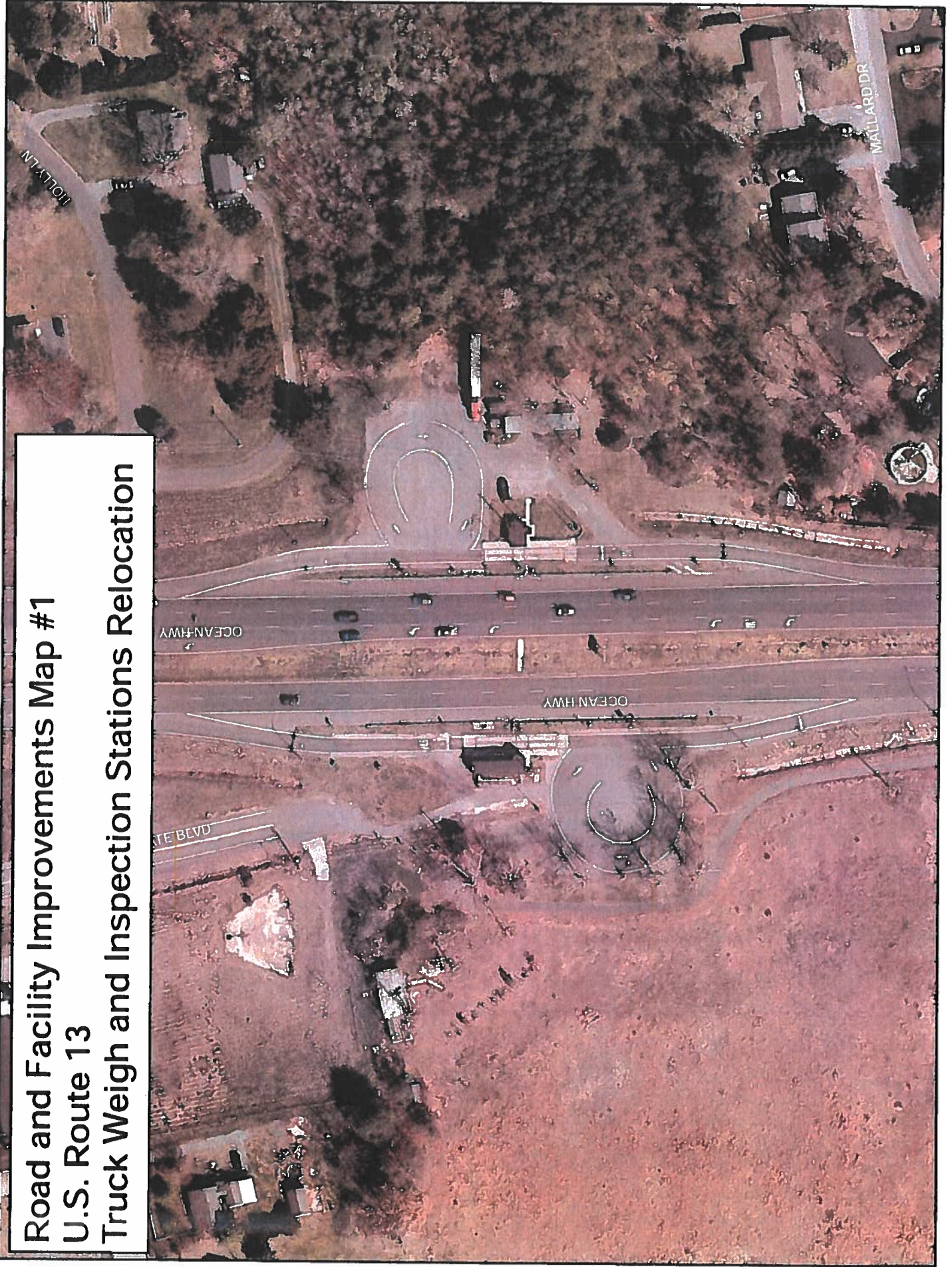


John D. Psota,
Acting County Executive
Wicomico County

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



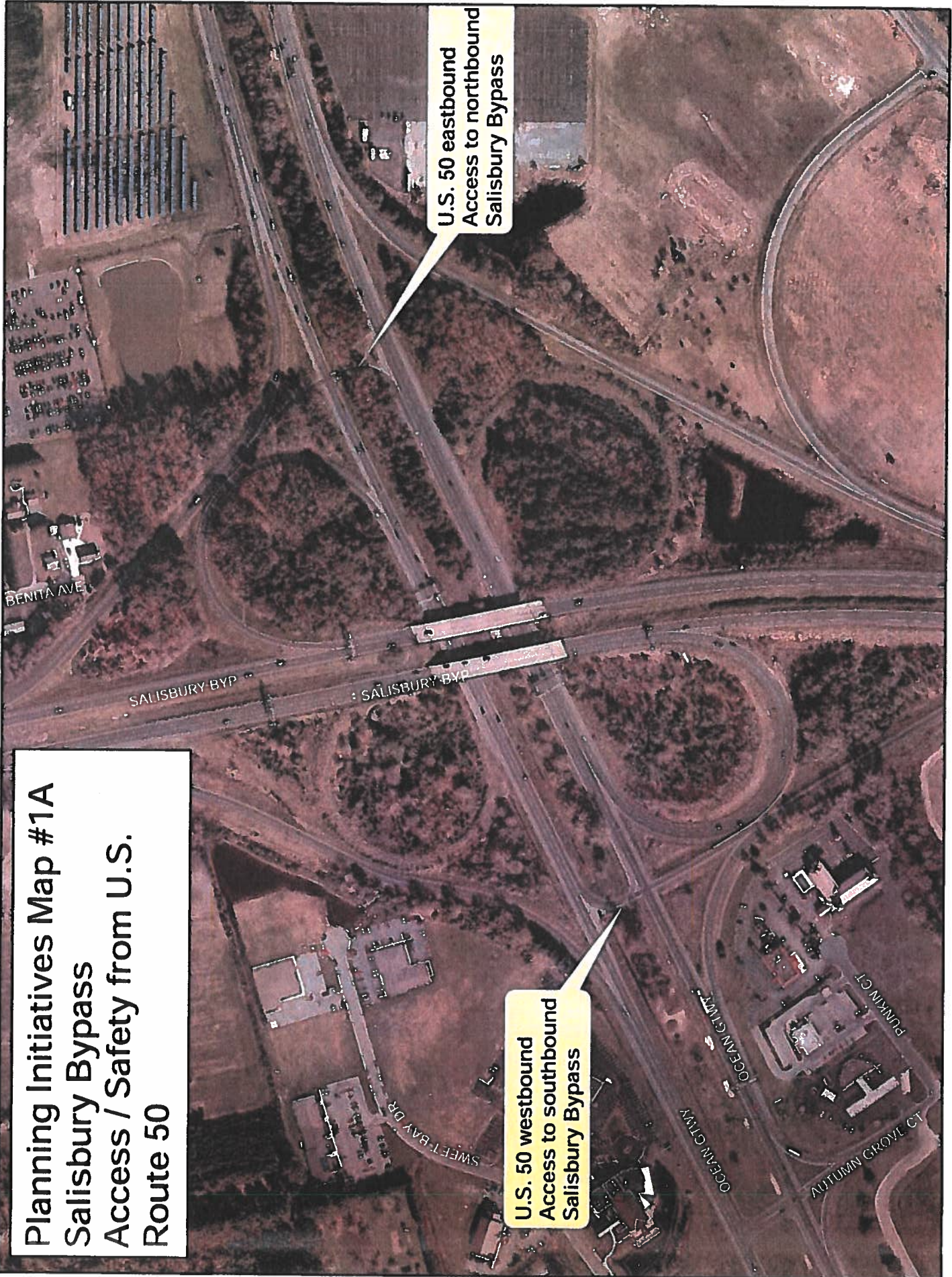
**Road and Facility Improvements Map #1
U.S. Route 13
Truck Weigh and Inspection Stations Relocation**



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

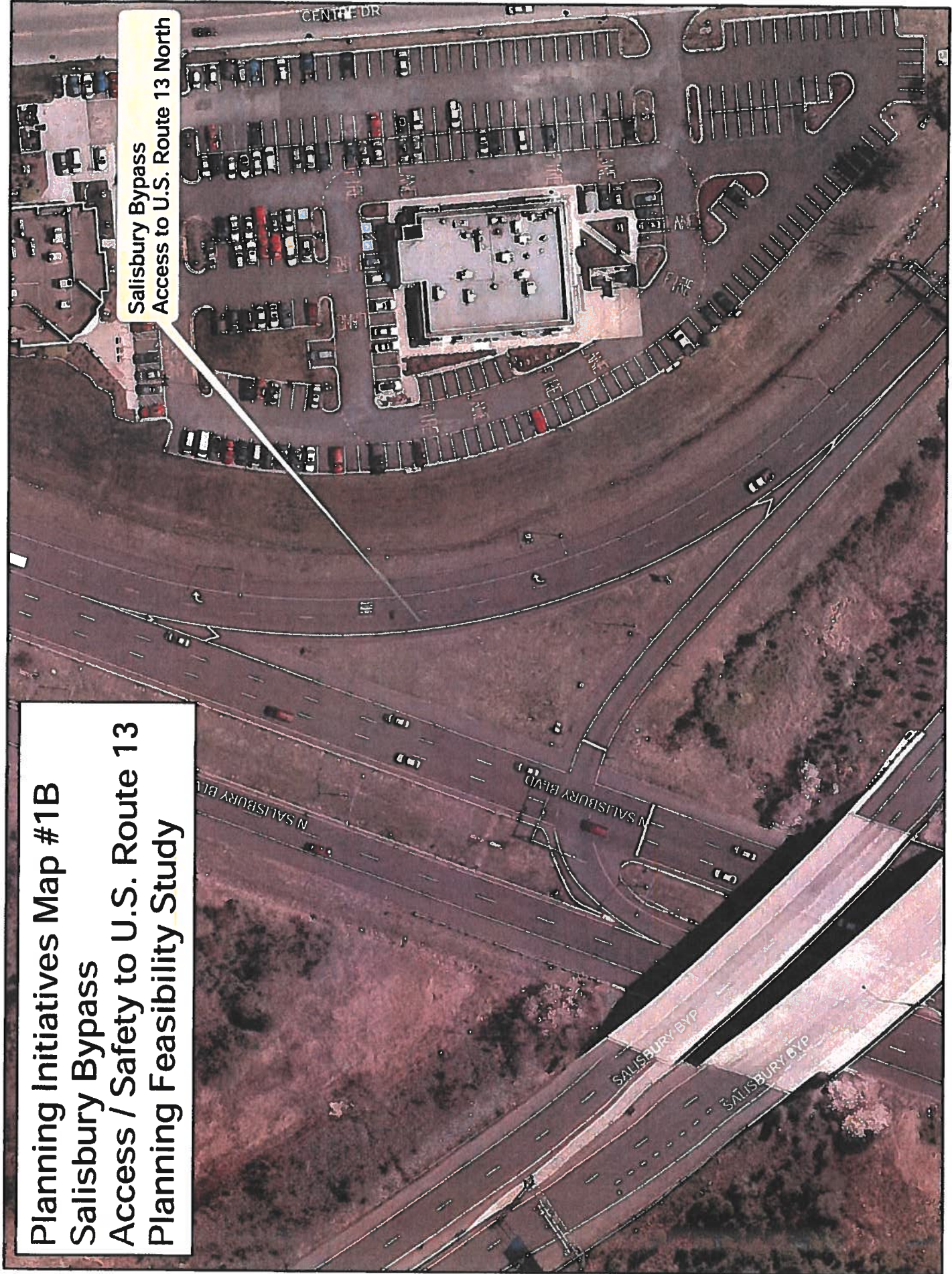
U.S. 50 eastbound
Access to northbound
Salisbury Bypass

U.S. 50 westbound
Access to southbound
Salisbury Bypass



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

Salisbury Bypass
Access to U.S. Route 13 North

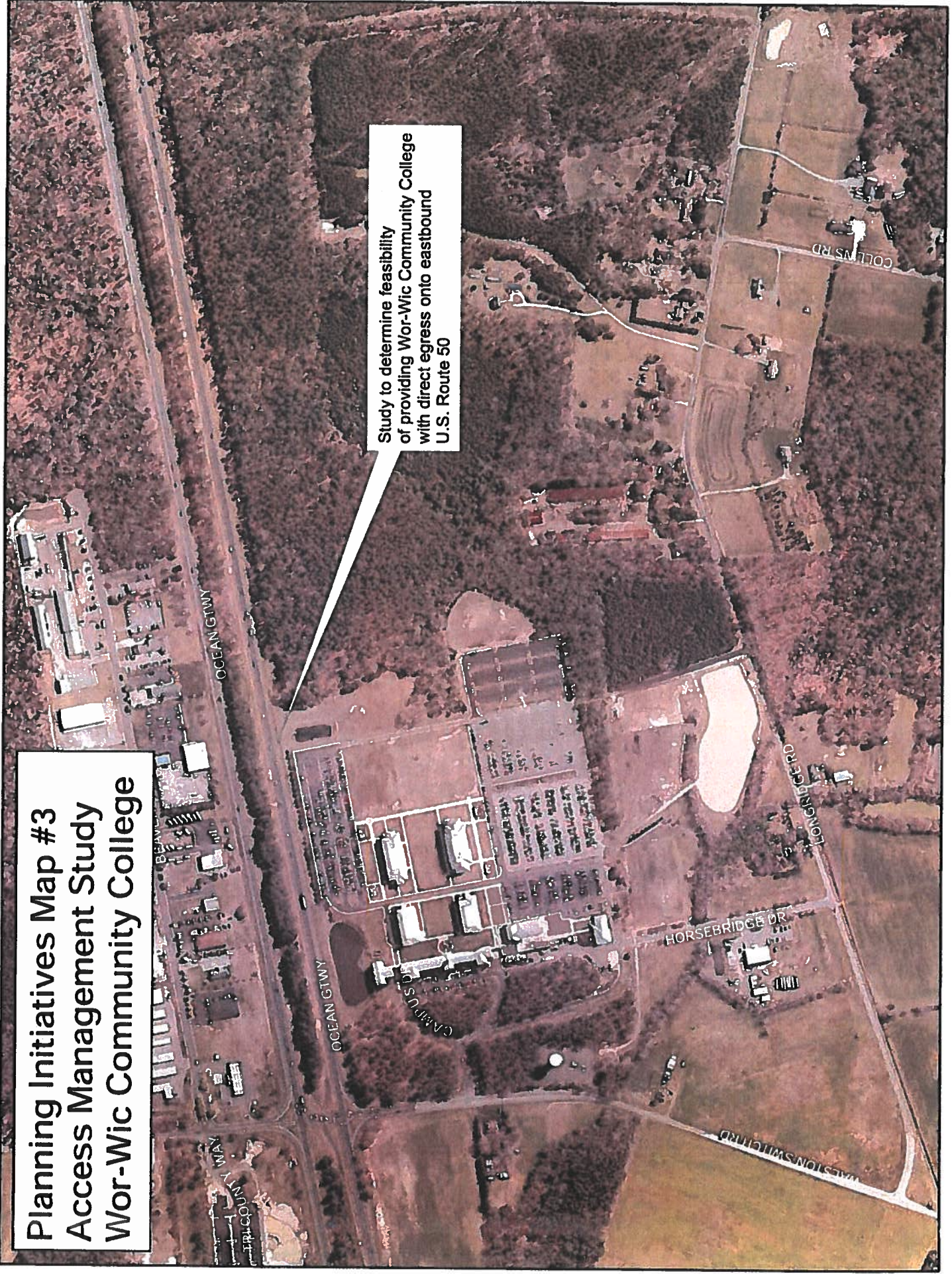


**Planning Initiatives Map #2
MD 12 & Nutters Cross Road
Intersection Safety and
Traffic Signal Warrant Analysis**

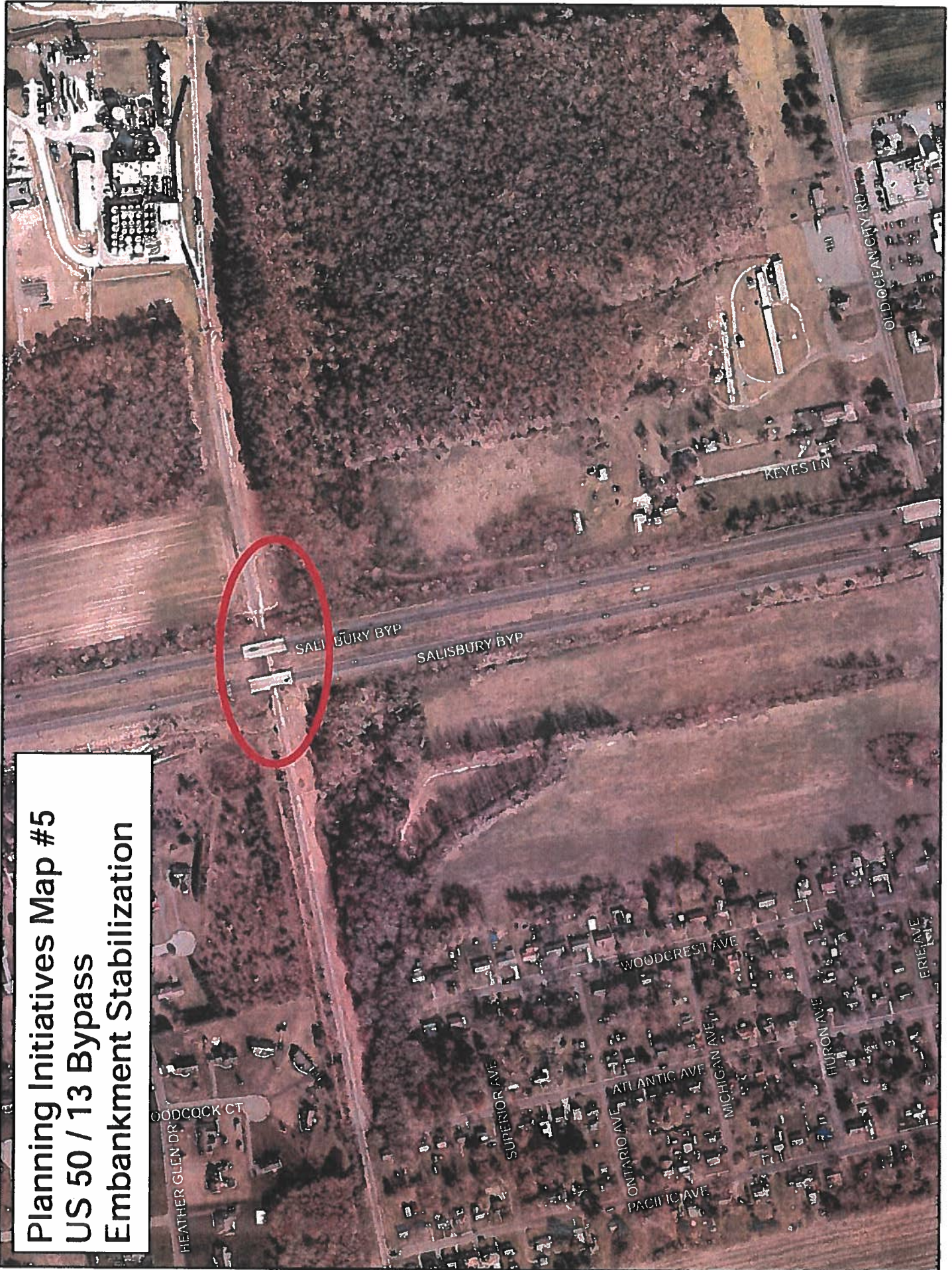


**Planning Initiatives Map #3
Access Management Study
Wor-Wic Community College**

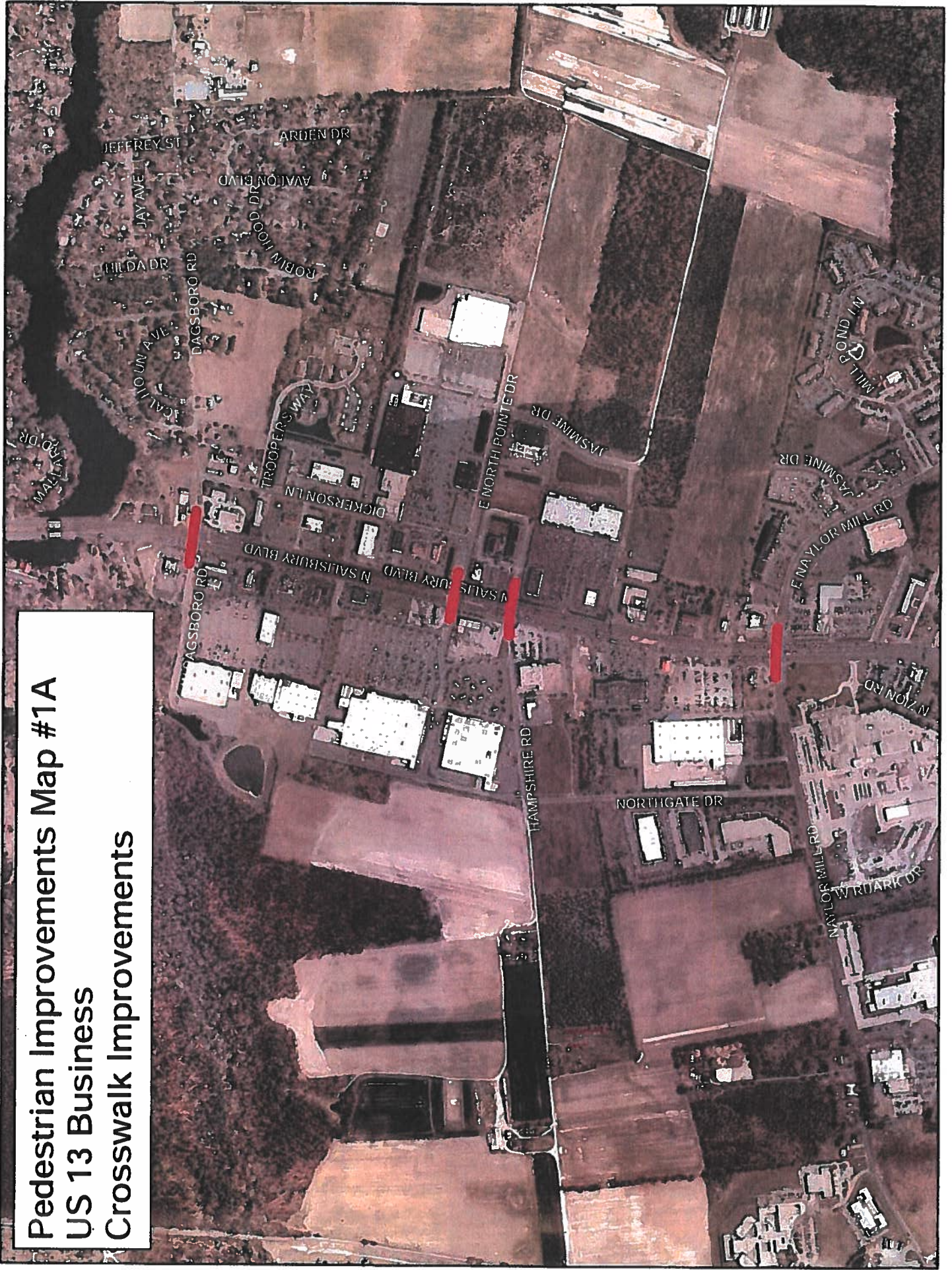
Study to determine feasibility
of providing Wor-Wic Community College
with direct egress onto eastbound
U.S. Route 50



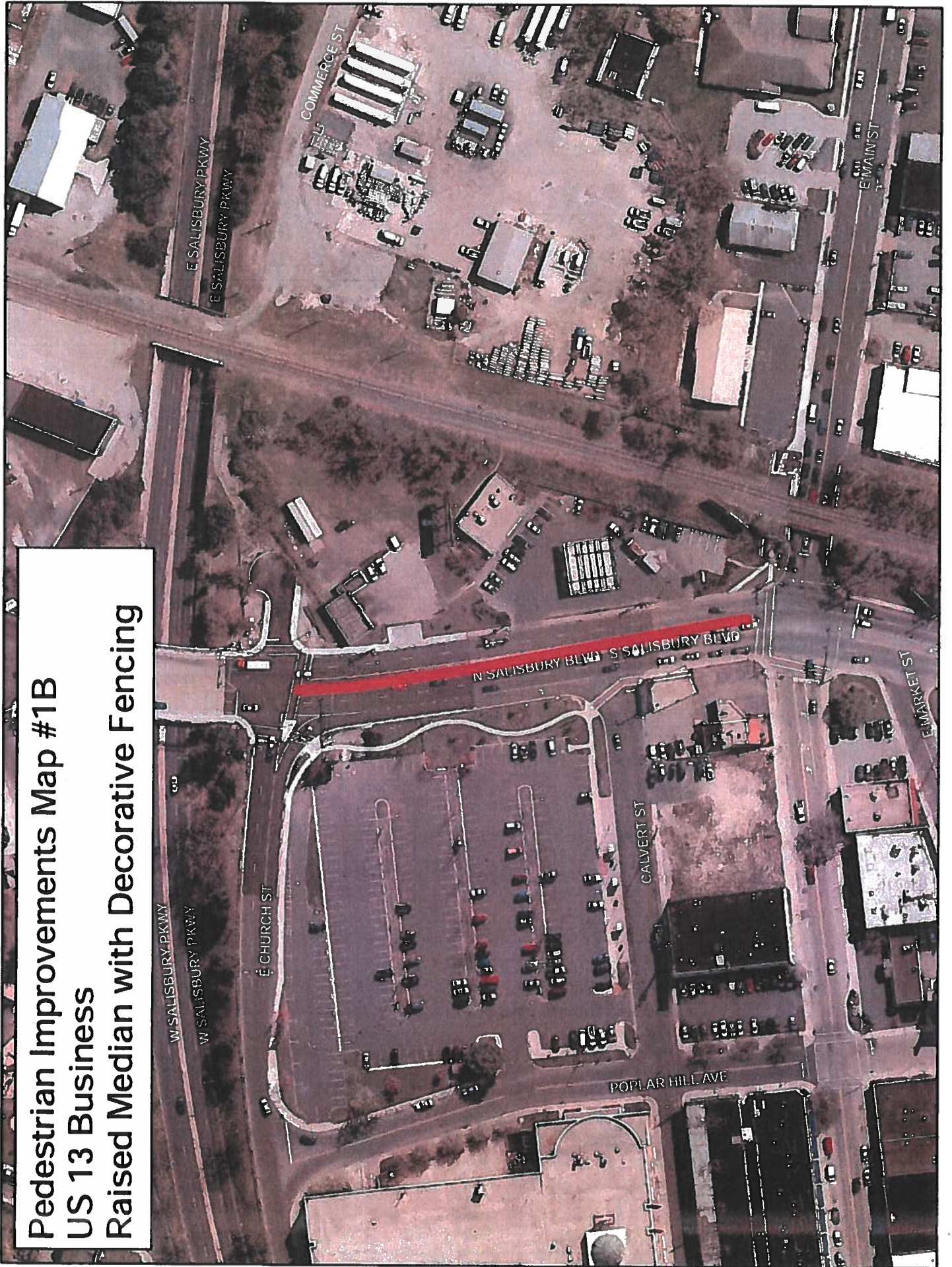
**Planning Initiatives Map #5
US 50 / 13 Bypass
Embankment Stabilization**



Pedestrian Improvements Map #1A
US 13 Business
Crosswalk Improvements



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





City of
Salisbury
Jacob R. Day, Mayor

March 5, 2020

Mr. Keith Hall
Wicomico County Planning/Zoning
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. PRMC 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;
2. **Landscaped medians along US 13 Business:** 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;
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 decrease any potential 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 that scheduled to be constructed this spring/summer 2019;
4. **U.S. Route 13 from E. Church Street to Vine Street:** Improved pedestrian and cyclist crossing facilities on Route 13 where it intersects with E. Church Street, Calvert Street, E. Main Street & Market Street, Carroll Ave and Vine Street. Of the highest priority are the intersections Route 13 and E. Main Street & Market Street and Carroll Avenue. Main Street and Carroll Avenue serve as major east-west connections for pedestrians and cyclists moving between Downtown Salisbury on the west side of Route 13 and the City Park and Zoo on the east side of Route 13. This will increase in importance once the Carroll Avenue Cycle Track is constructed (fall 2020) and the Main Street Bike Facilities (in early planning phase now) are constructed;



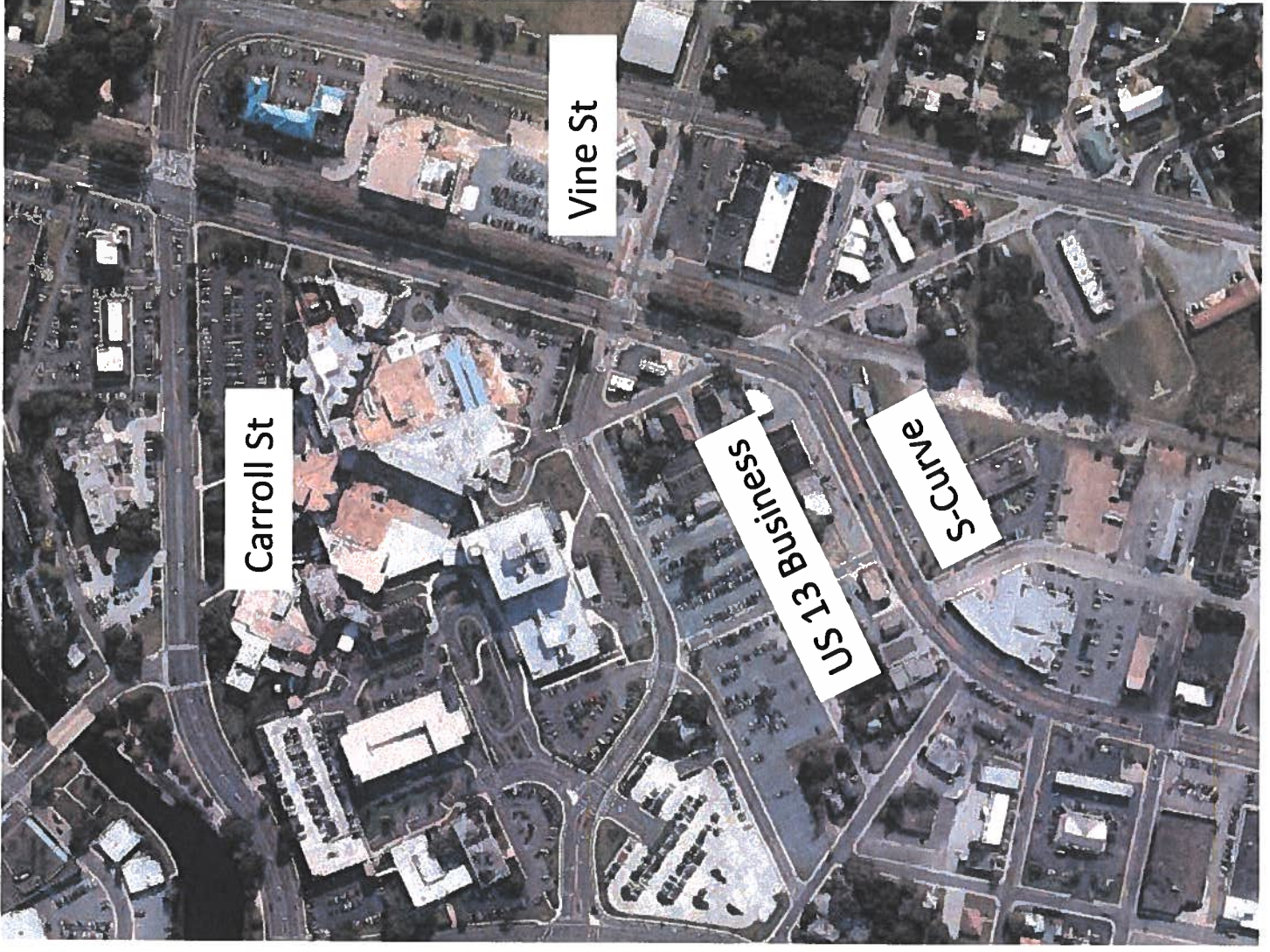
City of
Salisbury
Jacob R. Day, Mayor

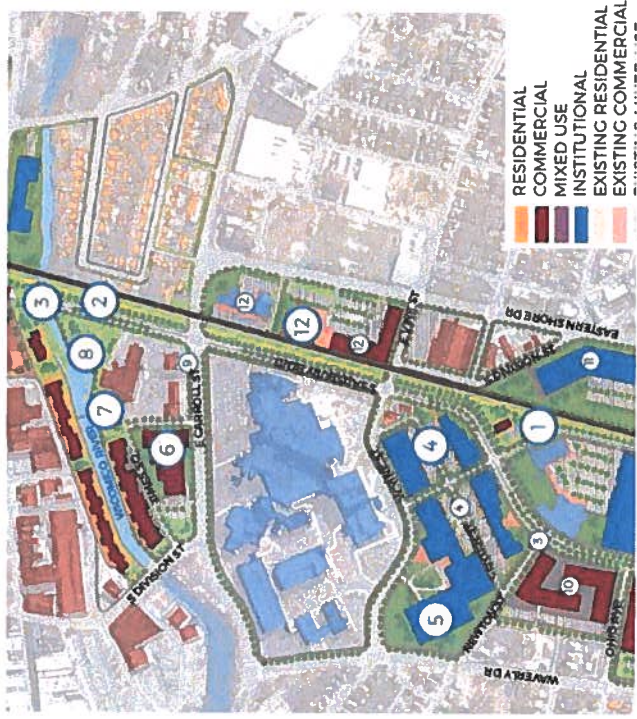
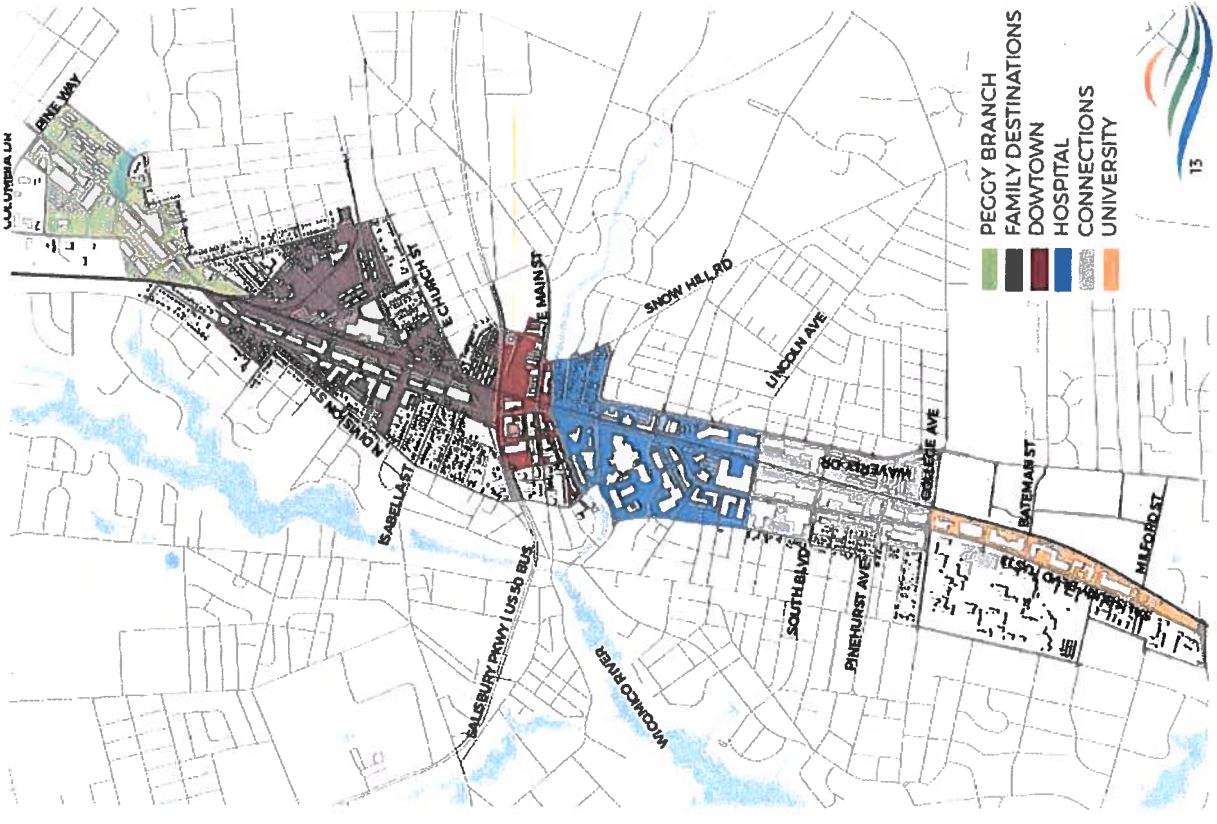
5. **Rail Trails: Creation of a north-south multi-modal trail along the railroad right-of-way paralleling U.S. Route 13;**
6. **Beaglin Park Drive Hike and Bike Path Crossing: Design and installation of improved crossing facilities at the intersection of City maintained Beaglin Park Drive and State-maintained roads U.S. Route 5 and Mt. Hermon road in order to connect the existing multi-modal path that dead ends on each side of the State Roads;**
7. **Miscellaneous Pedestrian and Cyclist Improvements: Implementation of the City's Bicycle Master Plan and Urban Greenway Plan to create a regional bike network. Specific short-term projects include cycle tracks on Carroll Avenue, W. Main Street-Fitzwater Drive-Parson Road, the West-Side Bike Network and bike lanes on various City streets;**
8. **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;**
9. **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;**
10. **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.**

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

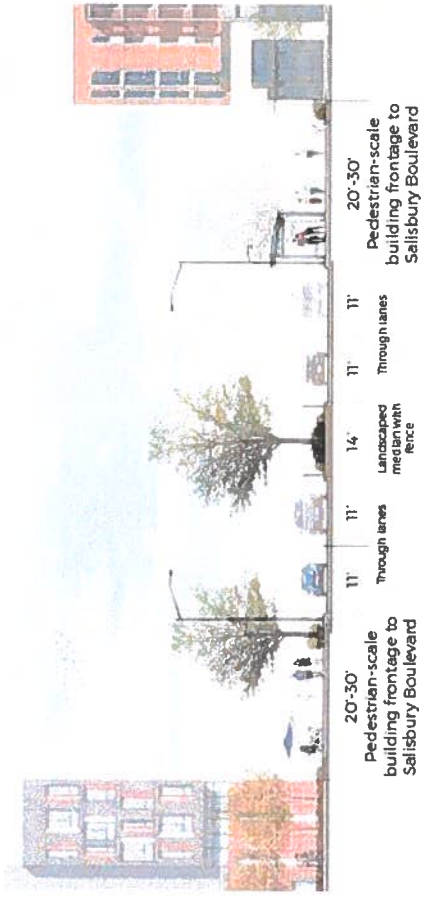
Thank you,

Julia Glanz
City Administrator

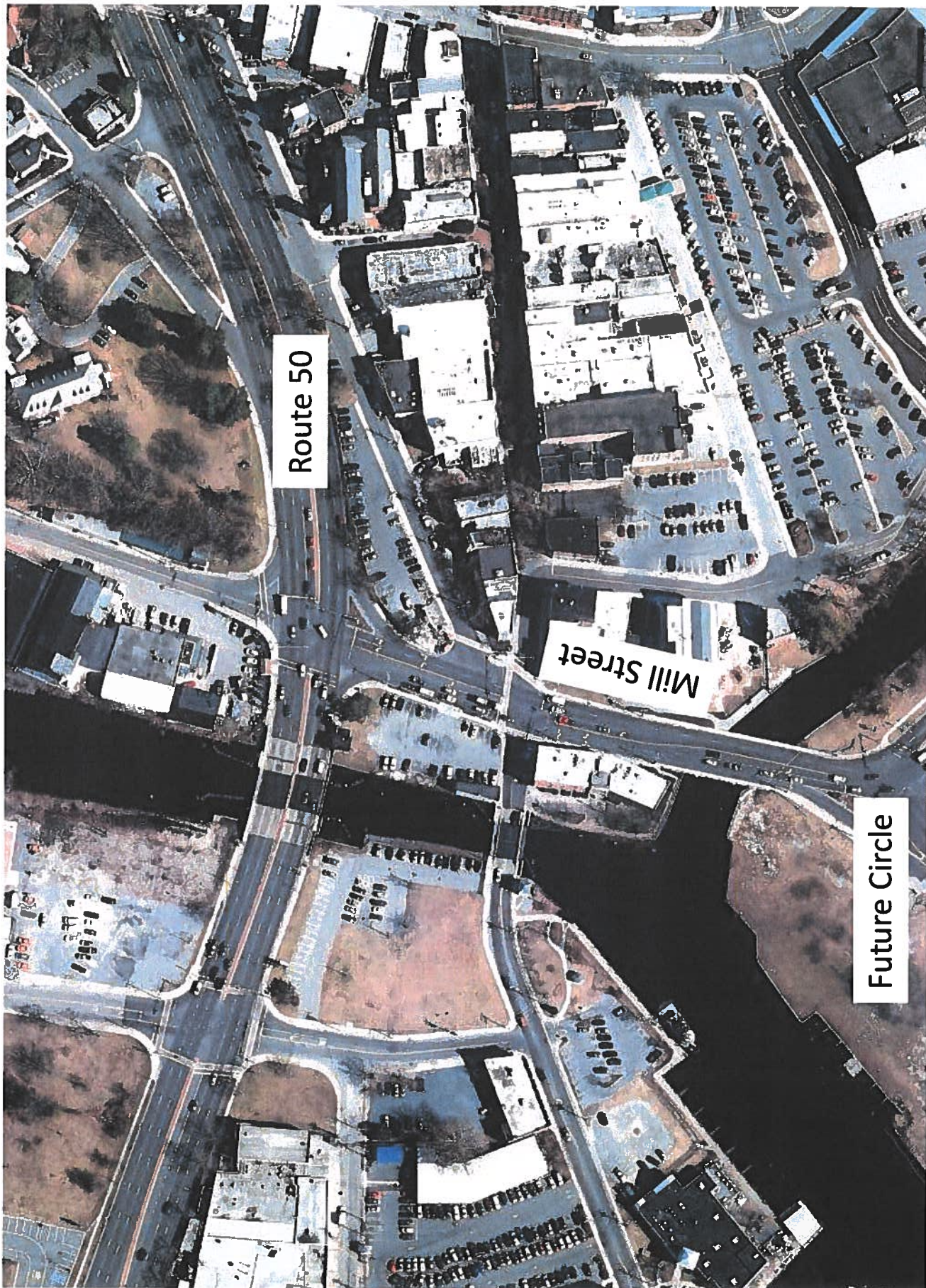


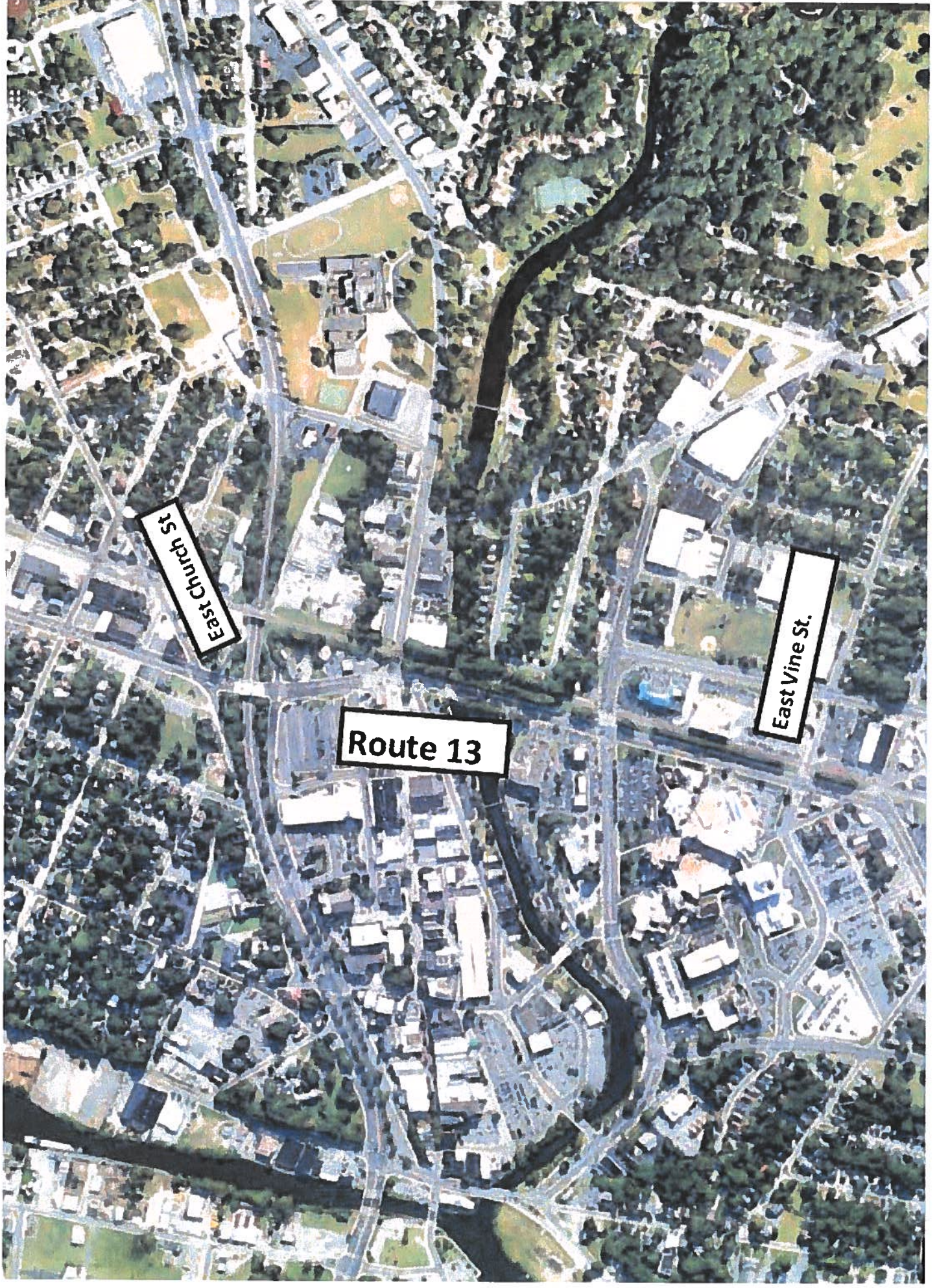


SALISBURY BOULEVARD
COLLEGE AVENUE TO PINE WAY



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





Bicycle Network Plan

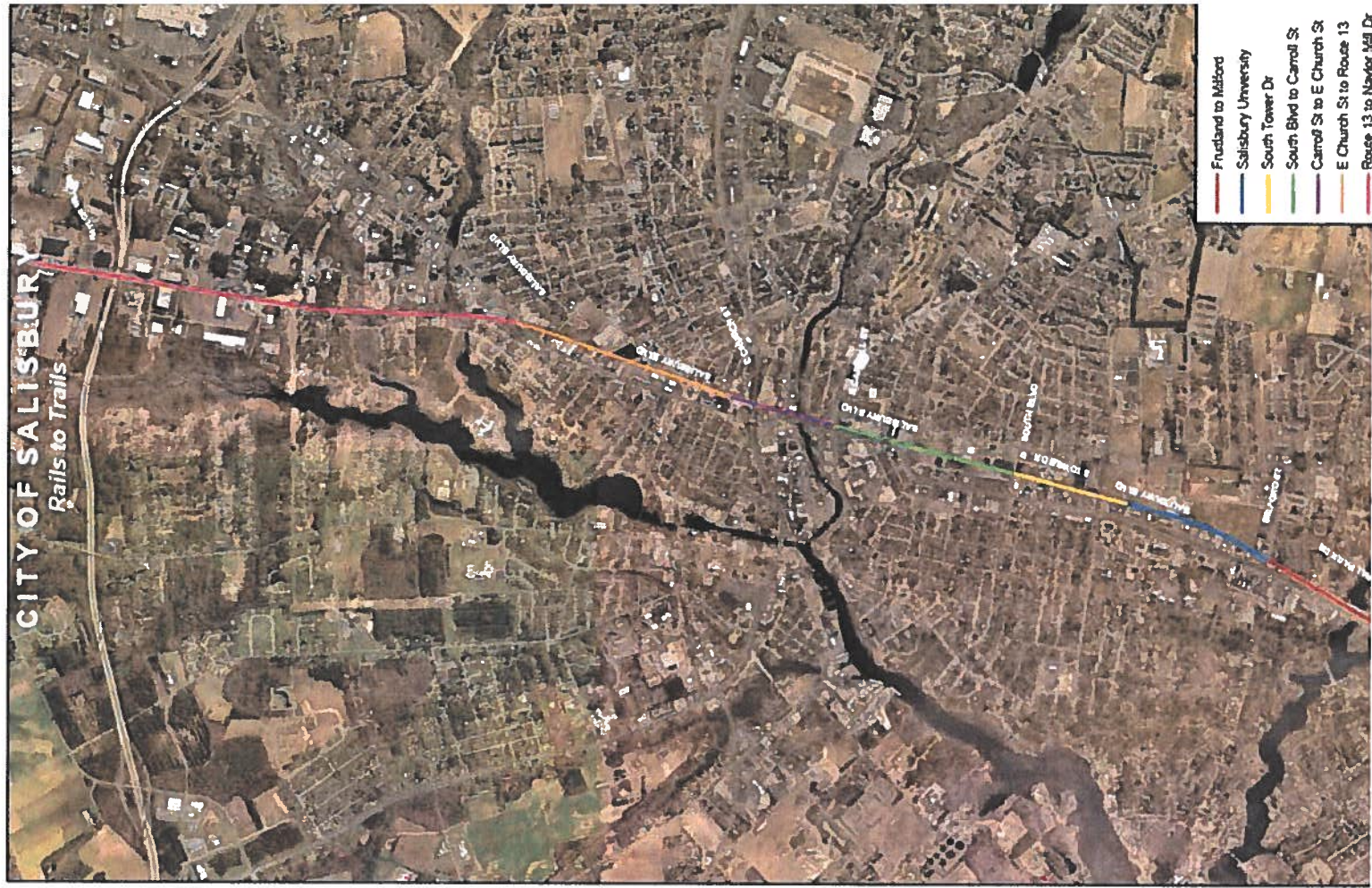
Section 2. Network Development

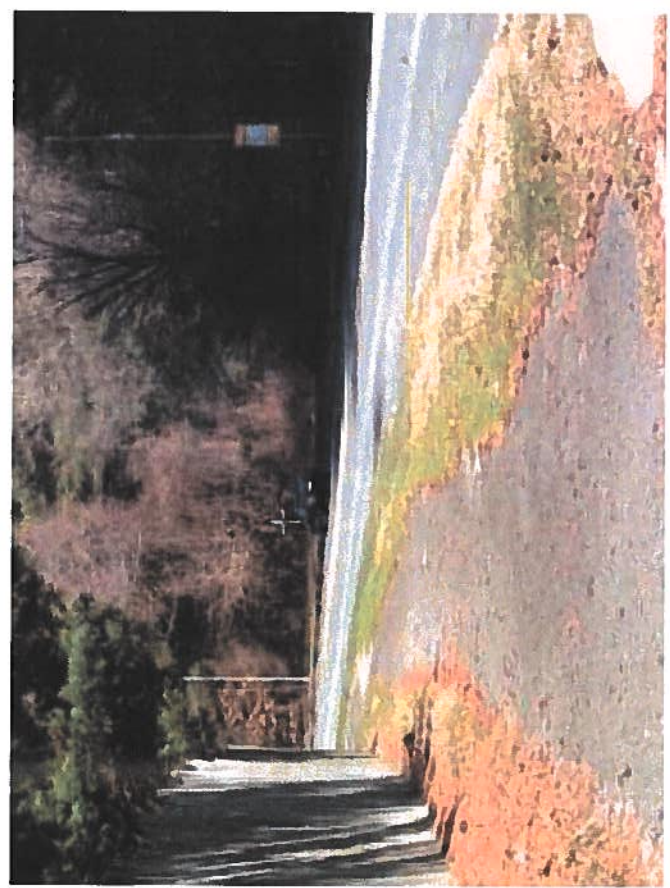
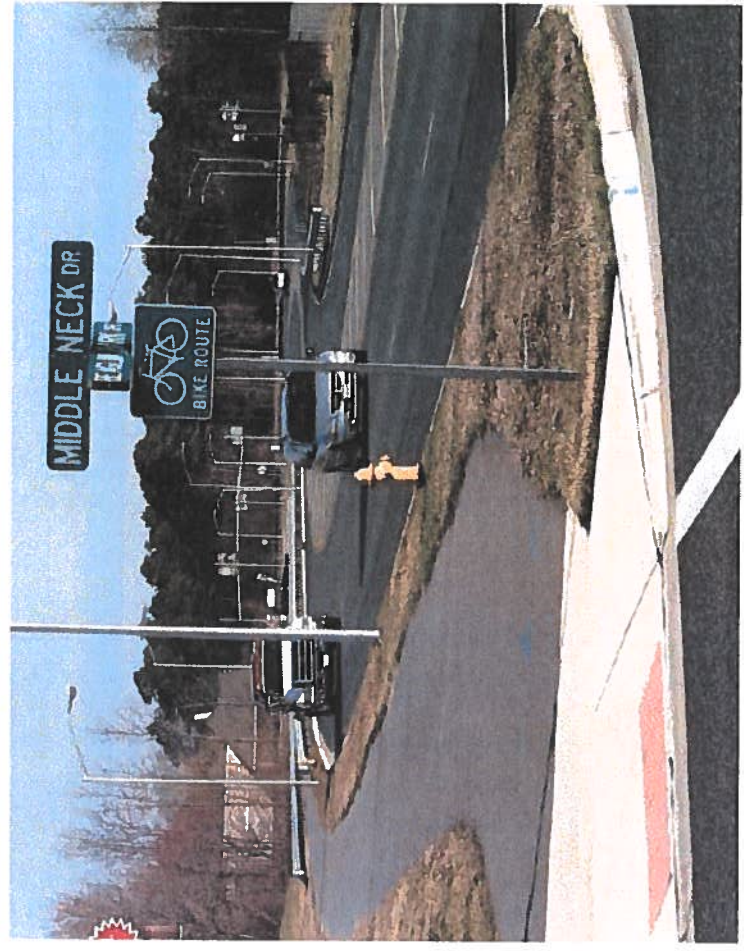
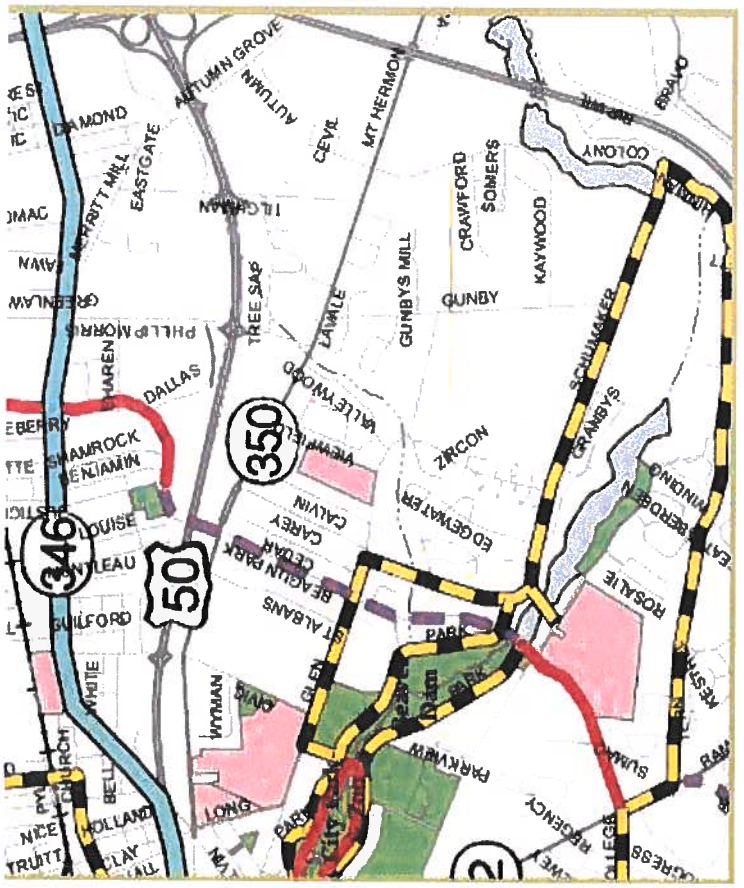
SHARED-USE PATH

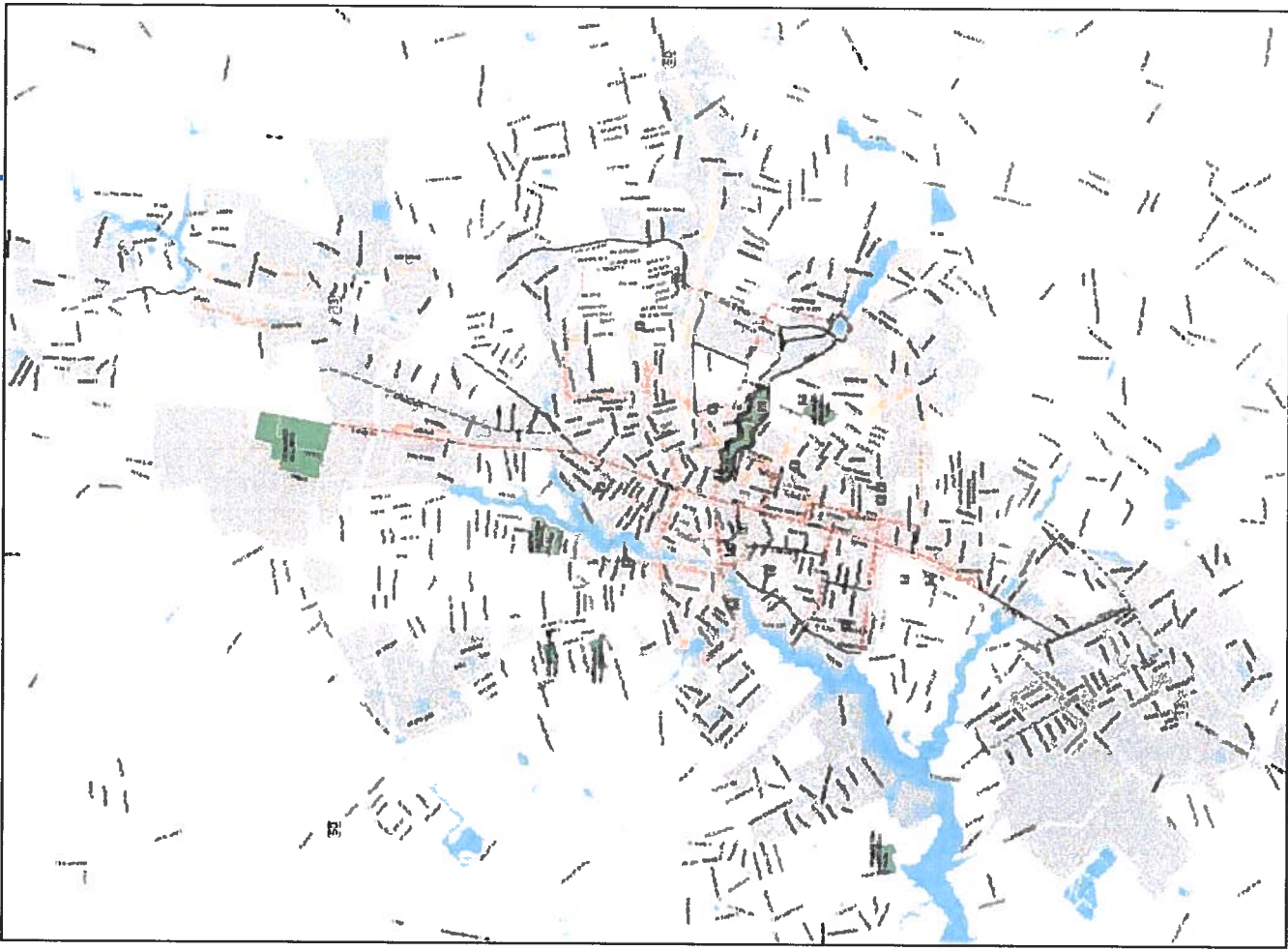
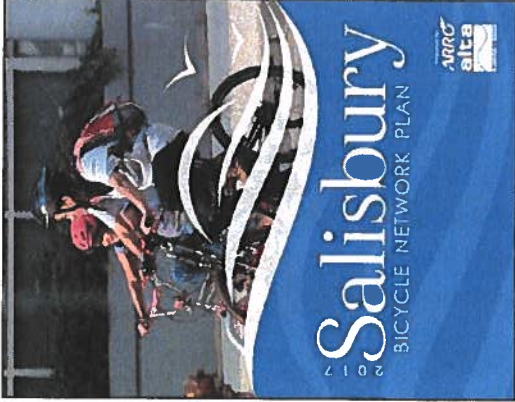
A shared-use path is physically separated from motorized traffic and accommodates pedestrians and two-way bicycle traffic. A shared-use path is often used for recreation and users of all skill levels preferring separation from vehicle traffic. Those within the roadway corridor right-of-way, or adjacent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



OFF-ROAD TRAIL







MAP 3-1. OVERALL BIKE ROUTE PRIORITIZATION 2017 Salisbury Bicycle Network

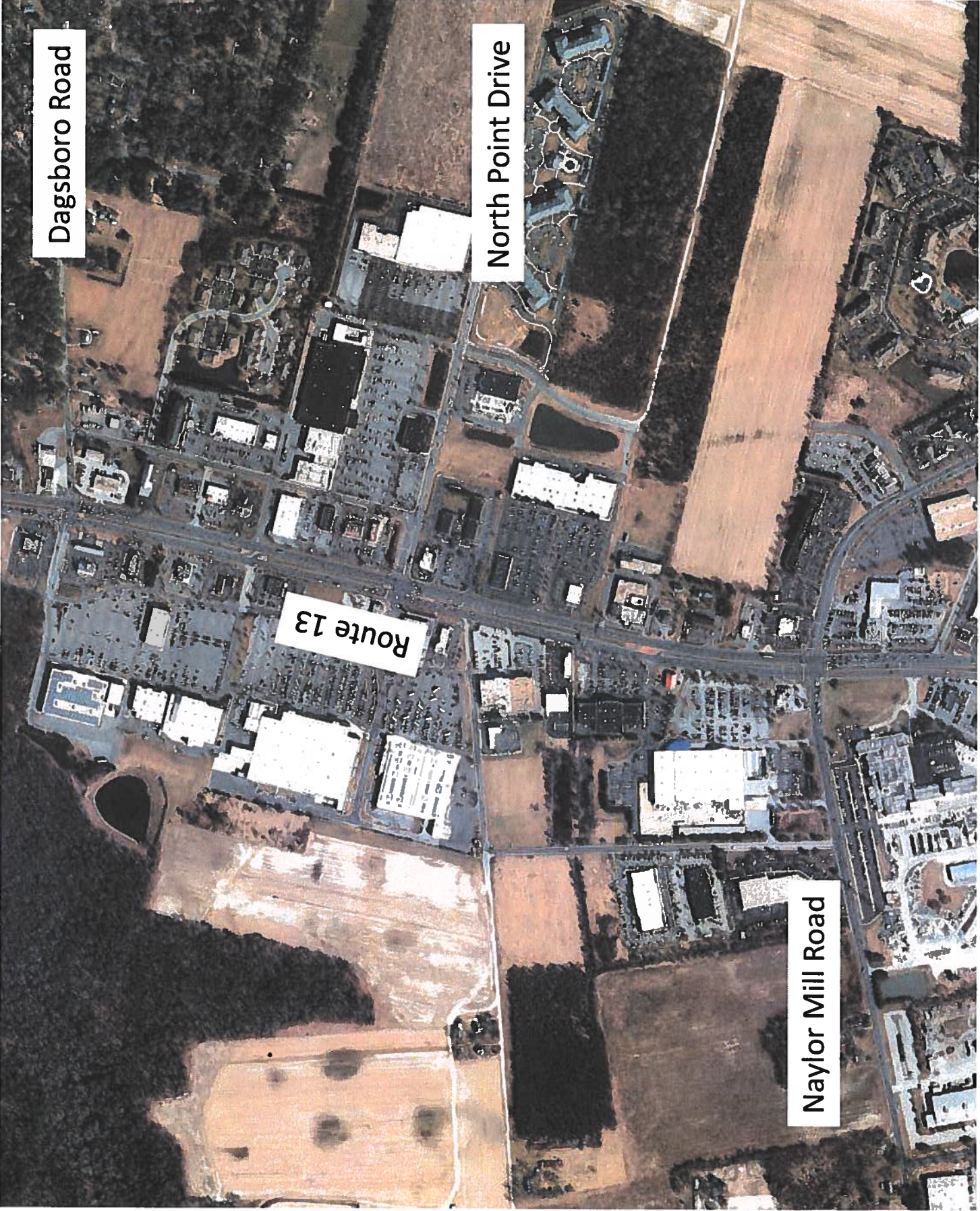
PROPOSED NETWORK

- Major
- Local
- Minor
- Other

BACKGROUND

- Existing Bicycle Facility
- Local Roads
- Major Roads
- Minor Roads
- Parks



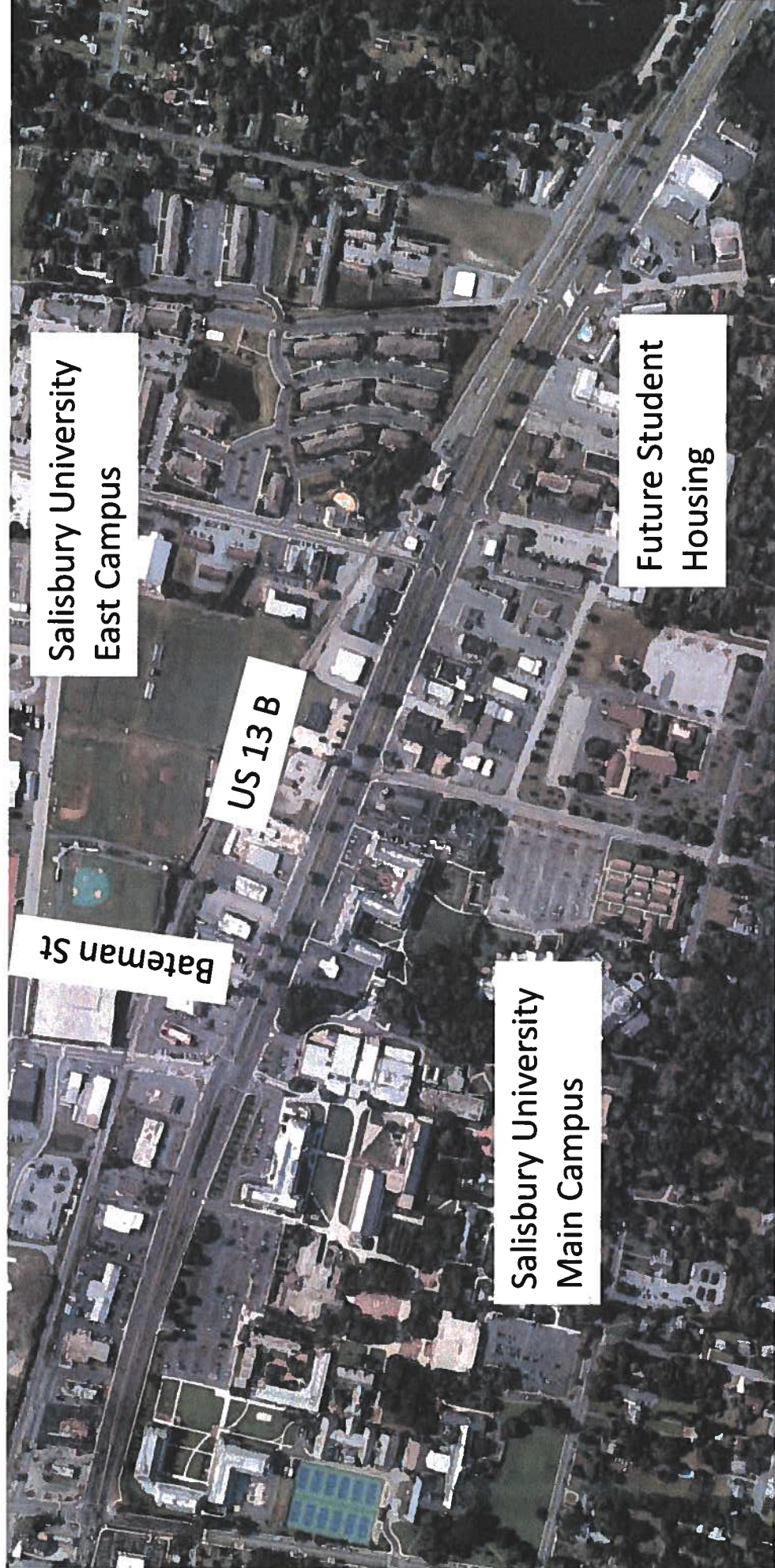


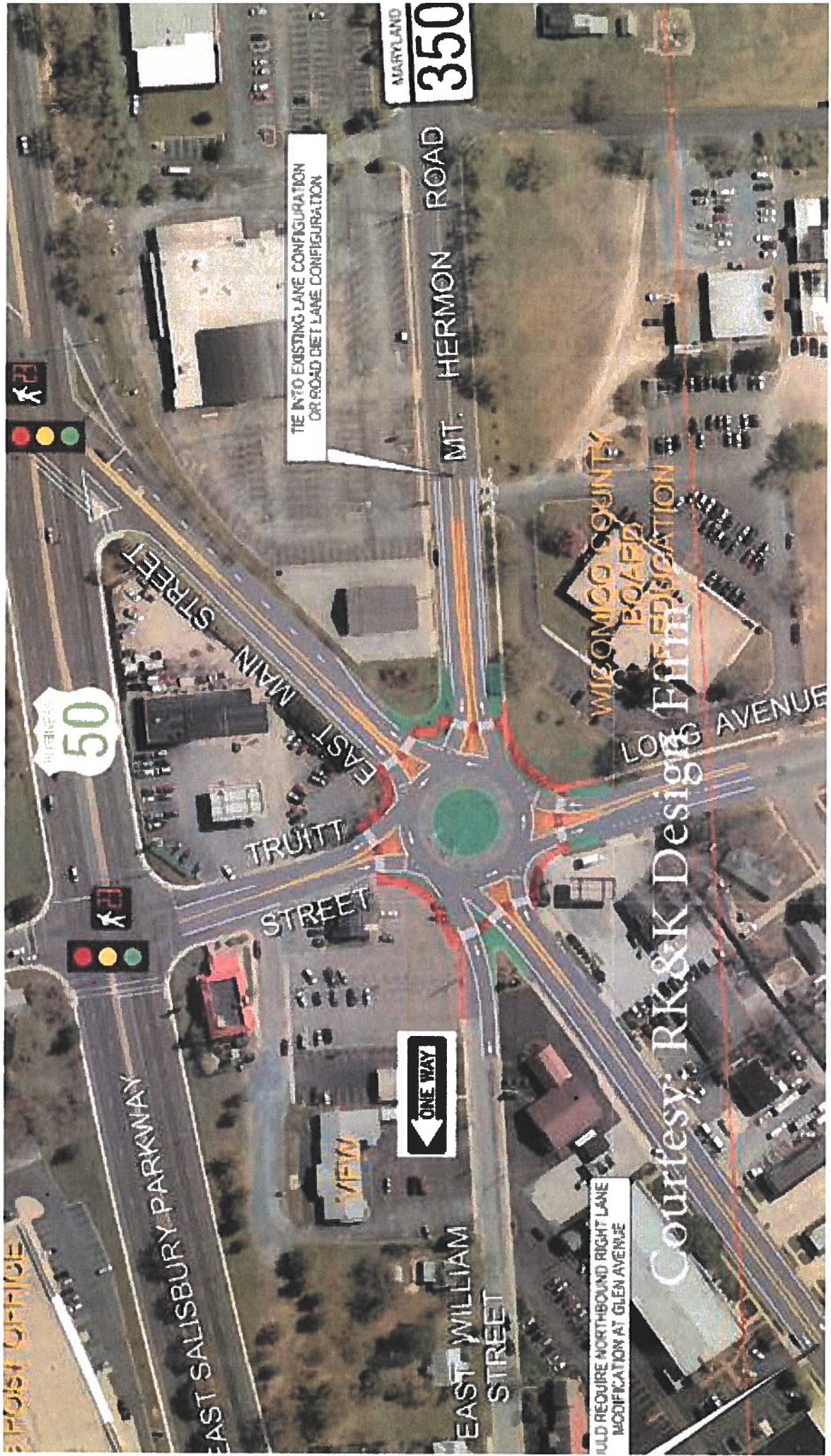
Dagsboro Road

North Point Drive

Route 13

Naylor Mill Road





WOULD REQUIRE NORTHBOUND RIGHT LANE MODIFICATION AT GLEN AVENUE

TIE INTO EXISTING LANE CONFIGURATION OR ROAD DET LANE CONFIGURATION

ONE WAY

Courtesy: RK&K Design

WISCONSIN COUNTY BOARD OF EDUCATION

50

MARYLAND 350

MT. HERMON ROAD

EAST MAIN STREET

TRUTT STREET

EAST SALISBURY PARKWAY

EAST WILLIAM STREET

LONG AVENUE

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




February 25, 2020

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

Dear Mr. Hall,

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

Sincerely,
Willards Town Council



Margaret E. White
Council President

MEW/rl