

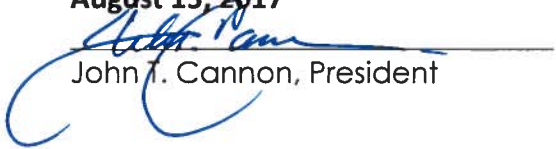
**Open Work Session**  
**Draft Wicomico County Priority Letter – FY2018 to FY2023**  
**Consolidated Transportation Program**  
**August 15, 2017**

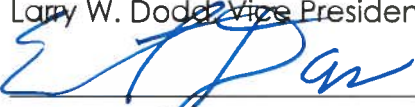
Mr. Jack Lenox, Director of Planning, Zoning and Community Development, and Mr. Dallas Baker, Director of Public Works, came before Council. Mr. Lenox said the draft priority letter in front of Council is a document that will look very familiar. Each year the State asks the County to take a look back at its previous priority letter to try to determine what the best advice is for the State. He said Mr. Dallas Baker has a really good background with State Highway and brings that particular perspective to it, but this is not just highway projects. He said in the draft letter that Mr. Keith Hall has put together, again, based on last year priorities, there are four different categories. The airport, for example, is one of the categories they look at, roadway improvements is another one, and planning studies is a category because this is not all just asphalt, it is looking ahead to look at how the County might address or plan for the future, or to address an existing problem. He said then you have that category generally having to do with pedestrian improvements and within that, you identify your priorities. Mr. Lenox said there are a lot of good projects out there. The State is looking for the County to express to them the areas that they should be most be focused on within their general categories. Mr. Lenox said, at this point, Council has seen the projects as they reflect in the Capital Improvement Program. He said that is the discussion that Council has with the Executive and Department Heads when Council adopts that five-year plan, and that should be consistent. He said there are projects out at the airport, for example, that they know are important, and they would like to proceed with, but need further discussion. He said they are not recommending that they be included in this year's letter because, frankly, they have not yet been vetted. Mr. Lenox said that allows them to focus for the sake of that category with the capacity improvements out there that they know they want to do, as there is agreement on, they are in the Capital Improvement Program, and they want to make sure they keep front and center with the State. He said that is what is included under that listing. He said as far as the others, 60 Foot Road, the last time they advocated for funding, so at this point they could take that project off the list, but it remains, as he understands, a County priority, and this is to encourage them to act quickly, to keep that project, again, front and center and to move ahead with those improvements, so the 60 Foot Road project is still on the list. Mr. Joe Holloway said it is his understanding that has been funded. He then asked if you put it on the list, does the order of numeration make any difference here as far as what is number one and number two. He said he would like to see that project moved to number. He said he understands the airport is important for the County, but does the numeration make a difference. Mr. Baker said to clarify he has spoken with the State and 60 Foot Road is on the schedule to begin construction this fall. Mr. Joe Holloway said he is aware of that, but it is still not done, so we do not want to take it off the list completely, but should it step up to number one. Mr. Cannon asked if the projects are in order of priority, to which Mr. Baker responded, yes, they are listed in priority. Mr. Baker said he has seen other counties that just basically put out the list, and say these are the projects they want addressed. He said a good example is Ocean City when they wanted to add more lanes to Route 90, and they wanted another bridge for Route 50. They put both projects out there, but whether or not

which one of those is the priority is not enumerated very well. He said their number one priority typically is the dualization of 113, and then there would be a lot of subsequent items that Worcester County wanted the State to address. He said if we say, hey, this is the number one thing we want you to do, and then follow that up maybe within each category. He suggests, within each heading, organize it based on priority. He said this letter goes to MDOT, Maryland Department of Transportation, which includes Maryland Aviation Administration, which would be the group to respond to the airport portion. The State Highway portion would be the roads facilities and then so on. He said the Maryland Aviation Administration, the County's request to them would be as a number one priority would be what is listed under the airport category. Then say State Highway, the number one request is enumerated there being point number two within the letter itself, but the number one priority for SHA would be 60 Foot Road. Mr. Cannon clarified that the project would be listed as number one in the roads category, to which Mr. Lenox responded, yes. Mr. Joe Holloway said it has been funded and it is constructed, but things do change, as somebody may need money somewhere else for whatever. Mr. John Hall said when they prepared the priority list, 60 Foot Road was already in the works, and it is being actually physically done, whereas, they wanted to draw the attention of the airport to the Secretary of Transportation, and this is the first time that the airport has sat at the top of the list for MDOT. He said it is a pretty dramatic statement to the State where the Counties priorities have not changed necessarily, but where they are focusing more on the airport. Mr. Joe Holloway said he understands what Mr. Hall is saying, but it is not physically in the works. He said the only thing that has been done is there has been some paint put on the ground, which he thinks there is more than just painting marks on the ground, but it is not being constructed yet. Mr. Dodd asked Mr. Baker what the State is going to do with that intersection because that is a concern for a lot of people in the Pittsville area. Mr. Baker said it is going to look a lot like Walston Switch looks like now. There will be a signal on both sides of the road, one for east and westbound, and you will have those inside left turns. He said you will not be coming to, for example the intersection of Tilghman Road on 50, where it is a direct 90 to make that left turn, and then you are crossing through two signals. It is the inside left turns that you see at Walston Switch and Hobbs Road. Mr. Dodd clarified where you are actually facing cars coming at you, to which Mr. Baker responded, yes, sir. Mr. Baker said he mentioned Tilghman Road earlier, but he meant Phillip Morris. Mr. Dodd said the reason he is asking is because a lot of people keep saying they want a stoplight there, but he remembers about 15 years ago, Donnie Drewer said that statistically stoplights cause more accidents. Mr. Baker said there is a little qualifier to that in the sense that stoplights will generally create more accidents in the terms of rear-end collisions. Mr. Joe Holloway clarified they are more severe is what they said. Mr. Baker said, yes, one of the options proposed that was not favorable was a J turn. The J turns would have eliminated the crossing movement. Mr. Dodd asked if that is like they have in Hebron, to which Mr. Lenox responded, yes, like in Hebron, like on 113 and 12 down in Worcester. He said there are J turns all over the place and what that does, though, it changes the pattern, so you would see an increase in your sideswipe crashes under a J turn, but you do not see the large number of fatalities in a sideswipe crash that you do in a T-bone, which that movement would prevent. He said, again, it is a stoplight, people can run it, but it is something that clearly the community supported and wanted, and was made very clear to himself and Donnie, at the public meeting, that they wanted the signal. Mr. Dodd said a lot of people bring


that up every time there is an accident out there. Mr. Cannon asked where does the planning level feasibility study come in, to which Mr. Baker responded it has been his experience that it is done simultaneously with the construction. He said State Highway has a planning department, it is called RIPD, Regional and Intermodal Planning Department. They can work these planning documents to figure out what the long-term scope of these things are at the same time the construction guys are building 60 Foot Road. They are not mutually exclusive. He said they have enough hands out there to get the work done. Mr. Cannon asked where does this go from here, to which Mr. Lenox responded, it comes back to Council at a formal meeting for adoption by resolution and endorsed by the Executive, and then forwarded on to the State Delegation looking for their support, and then processed through the State folks. He said the CTP tour will be held in the beginning of October, and they will get a chance to lobby for some of these projects again then. There was no further discussion.

**Open Work Session**  
**Draft Priority Letter FY18-FY23**  
**Consolidated Transportation Program**  
**August 15, 2017**

  
John T. Cannon, President

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Larry W. Dodd, Vice President, District 3  
  
Ernest F. Davis, District 1

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Absent  
Marc Kilmer, District 2

  
John B. Hall, District 4

  
Joe Holloway, District 5

  
Matt Holloway, At-Large

  
Laura Hurley, Council Administrator