

**Open Work Session**  
**Draft 2022 Priority Letter – Recommended Transportation Improvements**  
**June 7, 2022**

Mr. Tony Rudy, Airport Manager, and Mr. Mark Whitelock, Deputy Director of Public Works, came before Council.

Mr. Rudy said he only has one project this year, and this is probably the most important project they have going on at the Airport, and that is for their runway extension. He said they are asking assistance for funding that, and hopefully they can have all of their funding lined up where they can construct this project in one phase to basically lessen the impact on their Airport users and get this project constructed from start to finish in probably about a year's time. He said, otherwise, they have quite a complex funding plan, so if it does not all fall into place in the timeframe they need, they will probably have to phase this project. He said they are moving forward with it right now and they are in the design phase and that is going along well. He said they hope to start construction next year, and any additional funding the State may provide would certainly be appreciated.

Mr. Whitelock said Public Works has three different phases – road and facility improvements, planning initiatives, and pedestrian improvements. He said not much has changed since last year, if anything.

Mr. Whitelock said road and facility improvements would include the relocation of the Route 13 truck scales in Delmar to a more suitable place that is conducive with the uses for the land in that area.

Mr. Whitelock said some planning initiatives include corridor intersection feasibility studies, and one is the Salisbury Bypass feasibility study, which is dealing with where the Bypass comes off Route 13 on the north side by the mall to alleviate the weaving from left to right depending on which way people are going. He said that is one feasibility study, and another feasibility study is the Route 50 eastbound and westbound access to the Bypass, which have been problematic on both sides of the road as there have been accidents created there.

Mr. Whitelock said the next item they would ask for would be State Route 12 at the Snow Hill Road and Nutters Crossing intersection safety and traffic signal warrant study. He said, with the amount of development that is moving there, he believes that is warranted.

Mr. Cannon said they put this on every year and he has always said that the Bypass was almost put in as an afterthought the way, to him, it just seemed like a rushed project how they have left them with this ingress and egress. He said he is amazed that they have not had more accidents at the mall or any one of these intersections. He said he thinks everyone who pulls up there gets a little bit nervous having to cross any traffic with what they have.

Mr. Cannon asked, in regards to the truck weigh station, is there any feel for how they are going to be dealing with that politically because he knows this has been on here two or three times. He said it gets presented, but even though they tell them how important it is, it gets involved in the political arena where they do not want it. Mr. Whitelock responded, he knows MDOT is doing a study to find another location for that. He said, in his opinion, moving that further towards the north is probably a better location. He said they cannot move it any more south because that would be going right into the City of Salisbury, so they are pretty much limited to going north. He said there are a few parcels in there that

still could house that without encroaching on residential and commercial development, so he believes there is room there.

Mr. Hastings asked, as far as State Route 12, when they do the study, does that also include things like traffic circles as part of the calculus, to which Mr. Whitelock responded, he would think it would because it deals with a lot of site crash studies and a lot of different data goes into that, so he does not think they exclude roundabouts. Mr. Hastings said he does not know the process, but he is on the Metropolitan Planning Organization, and they try to look at other projects. He then asked if they come out with recommendations out of this, to which Mr. Whitelock responded, these are not recommendations, this would be a study to basically say if something should be done in this intersection. Mr. Hastings asked if it is to the level of what type of activity, whether it be a traffic study or a traffic circle, to which Mr. Whitelock responded, yes, or signalization, or whatever they feel is appropriate for that.

Mr. Whitelock said the other item is pedestrian improvements and those are all based to the north side of Salisbury around Walmart and Naylor Mill, and all of those corridors up there where the traffic has gotten really heavy. He said some of that is putting in sidewalks and some is putting in pedestrian crossings with signalization for the pedestrian crossings to make that a little safer in those areas.

Mr. Whitelock said then he has the Route 50 access management study for Wor-Wic Community College, which is to alleviate some of the loading that happens on Walston Switch Road south side coming onto Route 50, and allow egress only out onto Route 50 for some of those folks. He said he personally would like to look at some of the signalization issues they have along that corridor as well. He clarified, it is not currently in here, but that would be a recommendation for the future.

Mr. Holloway said that intersection is getting busier all the time, and he understands there is going to be a 7-Eleven built at that intersection and they will also have truck canopies, so there is more activity along there, and he thinks that is something the Council in the near future may want to collaborate with Dr. Hoy at Wor-Wic about some letters to some of their Legislators to try to get some action on that.

Mr. Whitelock responded, he lives in that district so he goes home that way every day, and when he comes through and stops at Hobbs Road and is progressing onto the intersection at Walston Switch, what happens is, when he comes up and goes to Walston Switch, the light is actually green, but all the traffic is stopped, and a lot of people get fooled as they are coming up to that as they are not watching the traffic as much as they are watching the light, and that is how a lot of rear-end accidents are happening. He said what he would particularly like to see that would affect the traffic flow and control some of the speed in that area is, when leaving Hobbs Road, if going the speed limit, they will make it through Walston Switch and they would make it through Pittsville at Sixty Foot Road. He said, if they vary from the speed limit, they will get caught by the light. He said this is something the City of Salisbury has looked at as far as moving through town, and he does not necessarily disagree with the idea.

Mr. Holloway said the egress on Route 50 from Wor-Wic would be a big help in the intersection itself. He clarified, that has nothing to do with the traffic flow, to which Mr. Whitelock responded, if they looked at the light based on tripping from the cameras as far as the light signalization cycles as they go, if they take some of that traffic away from that intersection, then there is less tripping of the light.

Mr. McCain said the problem at Walston is there are so many turn lanes, so they cannot synchronize that light to keep that traffic flowing because it changes so often because of the turn lanes. Mr.

Whitelock said he always looks when he goes home when he comes off the Bypass, and he stops at Hobbs, he stops at Walston Switch, and he has to stop at every single stoplight all the way down.

Mr. Whitelock said, moving on, they wanted to look at some drainage improvements on Nanticoke Road. He said these are long-lasting drainage issues that have been occurring on that State road that have impacted some of the County's roads as well in the past. He said, in his opinion, he is not sure it actually meets CTP level as much as it does some good old fashion surveying and going out there and cleaning out some ditches.

Ms. Acle asked if there is some type of tax credit for those who have the State ditches on their private property to clean them, to which Mr. Whitelock responded, he does not believe so. He said a lot of those ditches there were right of ways that were put in as property was divided and sold, and then easements were gotten after the fact. He said there is a whole mixture of things that went on there, but the realization is there needs to be some drainage work done on Nanticoke Road.

Mr. Whitelock said lastly is US 50 and 13 Bypass regarding some of the embankment stabilization they have seen in the past. He said the State has done work there in the past, but it has gone as far as they did some rip wrapping of some slopes, the water moved around the rip wrapping and it started to erode around the rip wrap, and basically they were set back with the same problem they had before.

Mr. Whitelock said they have multiple other projects. He said the Town of Pittsville is still working with the State to try to do something with the flooding on Pittsville Road. He said the Town of Willards still wants the State to accept Bent Pine Road and the City of Salisbury has a whole host of projects. He said two of the new ones for the City of Salisbury are roundabouts based at Jersey and Naylor Mill Road and another he believes behind Lowes and Naylor Mill to have another roundabout there.

Mr. Cannon said it was mentioned for the Town of Hebron a rail to trail initiative. He then asked if they tried that a few years back and the residents got into an uproar, to which Mr. McCain responded, that was Mardela. Mr. Whitelock said it was Mardela, but a little bit of Hebron too. He said people did not want people walking through their backyards.

Mr. Dodd said a lot of them have horses and other animals and they do not want strangers walking through there and stopping and looking at their animals.

Mr. Cannon said he is assuming that Hebron had their own public hearings, to which Mr. Whitelock responded, he suspects so. He said they were having the discussion earlier about sending representatives to this meeting to explain the things that they want.

Mr. Cannon asked, what is the process from here, to which Mrs. Hurley responded, this will come back to Council as a Resolution for approval.

Mr. Dodd asked if they meet with the Secretary at some point, to which Mr. Whitelock responded, they do, as he believes they have the annual dinner. Mr. Cannon asked when that dinner is, to which Mrs. Hurley responded, in the fall.

Mr. Cannon asked if they are under any particular time restraints right now, to which Mr. Whitelock responded, this is rushed a little bit as this is running late. He clarified, this letter is running a little late, but nothing else. Mr. Cannon said he cannot see where they have much else to amend or change.

There was no further discussion.



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John T. Cannon, President, At-Large



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Ernest F. Davis, Vice President, District 1



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William R. McCain, At-Large



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Nicole Acle, District 2



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Larry W. Dodd, District 3



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Josh Hastings, District 4



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Joe Holloway, District 5



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Laura Hurley, Council Administrator