

Salisbury/Wicomico Metropolitan Planning Organization 2011 Long-Range Transportation Plan (LRTP)

presented to

S/W MPO Council

Date

May 23, 2011

Presentation Agenda – Overview of the Plan

- **Plan Purpose and Objectives**
- **Plan Elements**
- **Plan Highlights**
 - » **Existing and Future Conditions - Demographic Trends**
 - » **Transportation System**
 - » **Goods Movement**
 - » **Environmental Mitigation/ Stewardship, Safety, and Security**
 - » **Financially Constrained Projects**
- **Questions and Comments**

Plan Purpose and Objectives

- **To meet Federal requirement for development and adoption of a Long-Range Transportation Plan (LRTP) for a minimum 20-year planning horizon**
 - To address twelve planning emphasis areas as required by the Federal “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU)
- **To summarize data from existing sources in order to:**
 - Update current and future conditions
 - Identify future opportunities for the transportation system

Plan Purpose and Objectives (continued...)

SAFETEA-LU: Eight Areas of Planning Emphasis

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Plan Elements

1. Introduction

- » Purpose of the Plan
- » S/W MPO Organization Structure
- » Study Area
- » Development and use of the Long-Range Transportation Plan
- » Public Involvement Process

2. Goals and Objectives (Federal, State, and MPO)

- » Metropolitan Planning factors (SAFETEA-LU)
- » Maryland's "Twelve Visions for Future Development"
- » S/W MPO transportation goal and objectives related to system management and maintenance, safety, access and mobility, multimodal, and environmental

Plan Elements (continued...)

3. Existing and Future Conditions

- » Location and area description
- » Population and Employment Projections
- » Commuting characteristics (mode split and mean travel time)
- » Major Activity Centers

4. Transportation Modes

- » Roadways
- » Air Transportation
- » Railroad
- » Navigable Waterways
- » Transit
- » Pedestrian / Cycling

Plan Elements (continued...)

5. Goods Movement

- » Major Transportation Routes
- » Commodity Flow Freight Movement
- » Conclusion

6. Environment, Safety, and Security

- » Environmental Justice (consideration for minority and low income populations in long-range transportation planning)
- » Environmental Mitigation
- » Safety (criteria in project prioritization)
- » Security (providing forum for communicating concerns, reviewing existing emergency plans and identifying gaps, developing plans/conducting studies to strengthen security)

7. Financially Constrained LRTP

- » Project Identification
- » Estimated Available Funding
- » Constrained Projects
- » Unfunded Needs

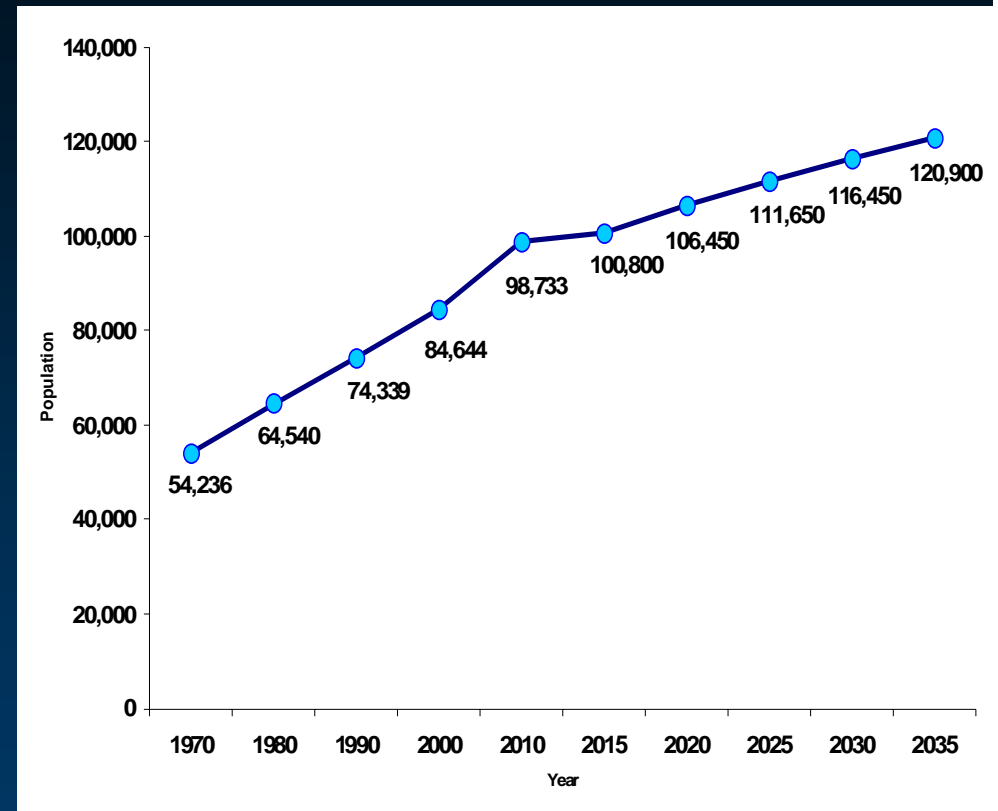
Plan Highlights – Demographic Trends

Wicomico County – 2010-2030

- Population projected to increase 22.5 percent
- Labor force projected to increase 22.9 percent

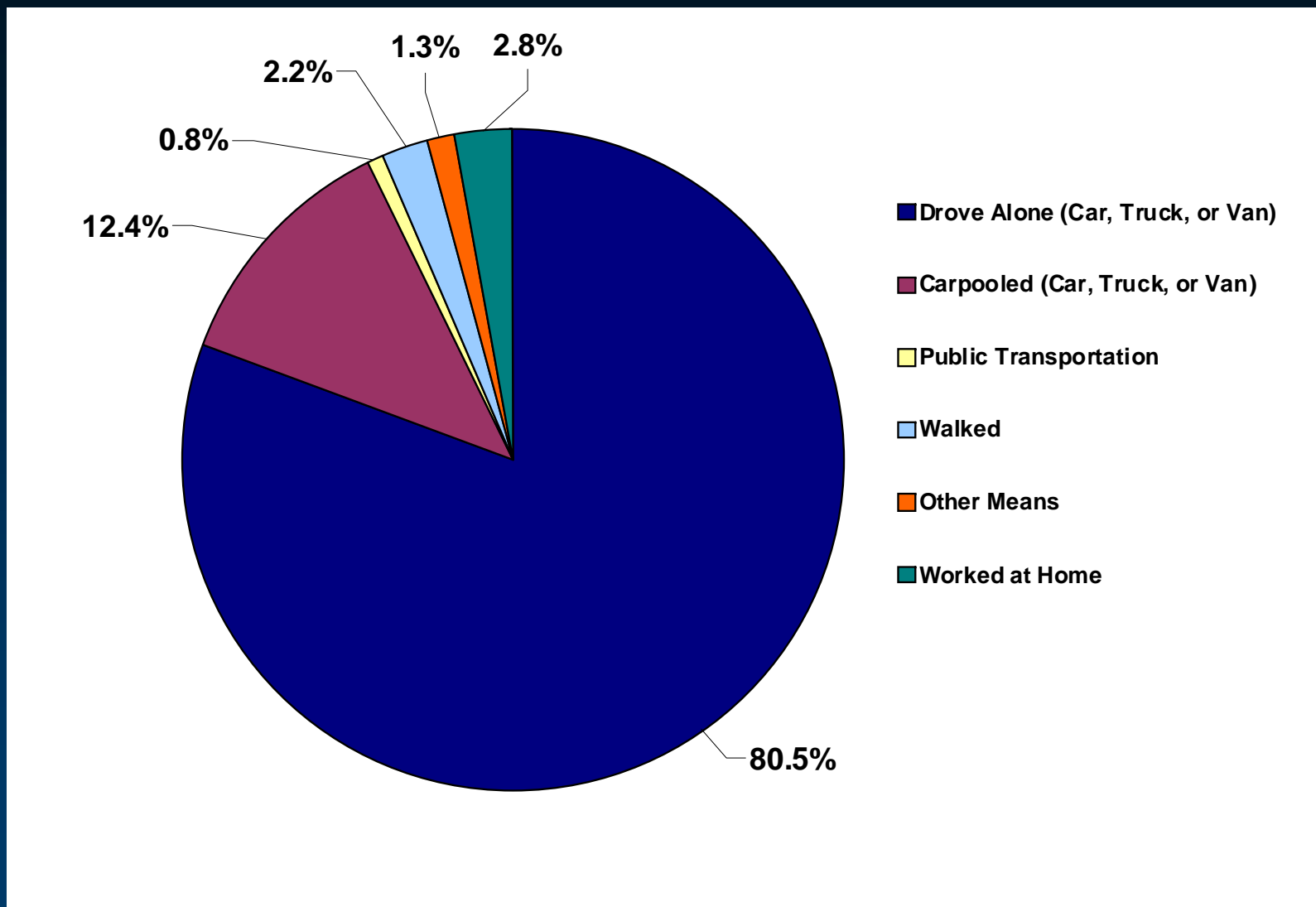
What does this mean for S/W MPO?

- Total population and labor force increases = increase in demand for residential and commercial development
- “Metro Core” will continue to be the economic hub of the Lower Eastern Shore through 2035

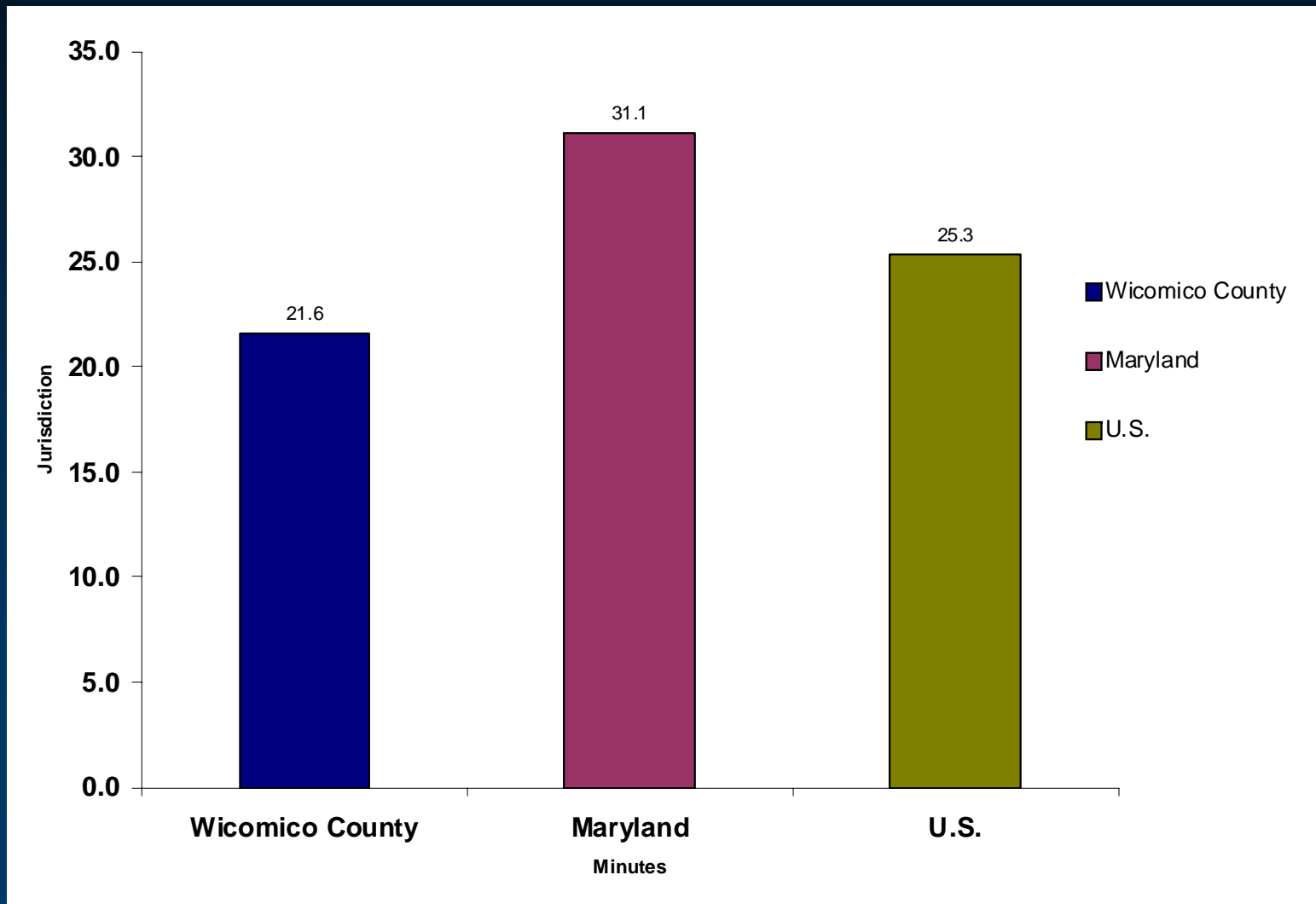


Note: “Metro Core” includes the Cities of Salisbury and Fruitland, the Town of Delmar, and surrounding County lands around the municipalities where growth is encouraged and directed.

Plan Highlights – Means of Transportation to Work Wicomico County 2010



Plan Highlights – Mean Travel Time to Work in Minutes Wicomico County 2010



Plan Highlights – Major Activity Centers

Shopping Center	Location	Floor Area (Square Feet)	Acreage
Centre at Salisbury	U.S. Route 13 and Centre Road	917,896	79.00
North Pointe Plaza	U.S. Route 13 and North Pointe Drive	358,285	34.71
North Pointe Plaza II	U.S. Route 13 and North Pointe Drive	109,307	28.31
Boaters World	U.S. Route 13 North	16,210	1.38
Centre Square	U.S. Route 13 North	12,560	1.48
Discovery Zone Plaza	U.S. Route 13 North	21,000	2.69
The Commons	U.S. Route 13 and East North Pointe Drive	370,458	33.98
Mill Pond Plaza	East Naylor Mill Road	52,162	5.81
Avalon Plaza	Dickerson Lane	34,373	4.16
Lord Salisbury Center	U.S. Route 13 North	113,768	20.00
Salisbury Promenade	U.S. Route 13 North	51,260	4.65
VP Shoes	East Naylor Mill Road	34,229	5.00
Leonard Mill	U.S. Route 13 and Dagsboro Road	110,764	31.40
Totals		2,202,272	252.57
Specialty Retail			
Lowe's	U.S. Route 13 and Naylor Mill Road	166,934	20.9
Gander Mountain	U.S. Route 13	60,000	7.71
Tractor Supply	East North Pointe Drive	22,671	4.03
Toys R Us	East Naylor Mill Road	49,242	7.54
Totals		298,847	40.18

Plan Highlights

Roadway System

- **Five (5) Corridor Studies have been completed from 2006 to 2011 to help identify future transportation needs:**
 - » **Corridors include the Pemberton Drive Corridor, East Side Corridor, U.S. 13 North / Bi-State Blvd / Foskey Lane, and U.S. Route 13 North / Naylor Mill Road**
 - » **Studies resulted in identification of locations that may not operate at acceptable levels of service by 2030**
- **Main congestion locations include:**
 - » **Primary radial routes leading into and through Salisbury**
 - » **U.S. Route 13 toward the Town of Delmar where much of the existing, recent, and future development is proposed to occur**
 - » **Potential congestion on Nanticoke Road (MD 349) west of Salisbury**
 - » **Increased congestion along U.S. Route 50 east of the Salisbury Bypass from projected development**

Plan Highlights

Roadway Systems – Level of Service D or Worse 2035

Route Number	Location Description	Functional Class
CO-416	Naylor Mill Road, .3 miles west of U.S. 13	Urban-Collector
MD 54	MD 54, 0.1 mile west of U.S. 13	Urban-Minor Arterial
MD 349	MD 349, 0.2 mile west of Crocket Lane	Urban-Principal Arterial-Other
MD 349	MD 349, 0.1 mile west of U.S. 50-BU	Urban-Principal Arterial-Other
Salisbury 370	Camden Avenue, 0.1 mile south of West College Avenue	Urban-Minor Arterial
Salisbury 1640	West Main Street, 0.1 mile west of Lake Street	Urban-Minor Arterial
Salisbury 2095	Parsons Road, 0.2 mile south of MD 349	Urban-Minor Arterial
U.S. 13	U.S. 13, 0.5 mile south of Zion Road	Urban-Principal Arterial-Freeway/Expressways
U.S. 13	U.S. 13, at Leonards Mill Pond Bridge	Urban-Principal Arterial-Other
U.S. 13	U.S. 13, 0.2 mile north of MD 675B (Bi-State Boulevard)	Urban-Principal Arterial-Other
U.S. 13	U.S. 13BU, 0.1 mile north of Main Street	Urban-Principal Arterial-Other
U.S. 13	U.S. 13BU, 0.1 mile north of East Isabella Street	Urban-Principal Arterial-Other
U.S. 13	U.S. 13BU, 0.1 mile south of Zion Road	Urban-Principal Arterial-Other
U.S. 50	U.S. 50, 0.2 mile west of Sixty Foot Road	Rural-Principal Arterial-Other

Plan Highlights

Air Transportation

- **The Salisbury-Ocean City: Wicomico Regional Airport is the 2nd largest commercial airport in the State**
- **Approximately 123 aircraft based on the field including single and multi-engine planes, jets, helicopters, and ultralights**
- **In 2009, the Airport averaged 111 flights per day**
- **Is the only air cargo facility on the Lower Delmarva Peninsula**
- **In 2010, the Airport was awarded a \$1.175 million grant for extending the primary runway**

Plan Highlights

Air Transportation

- **Future major improvements include:**
 - » **Runway 14-32 (Extension)**
 - » **Taxiway E and Apron (Design and reconstruction)**
 - » **Runway 5-23 and Taxiway B (Design and reconstruction)**
 - » **T-Hanger Taxi Lanes (Design and reconstruction)**
 - » **Piedmont Hangar (Renovate roof)**
 - » **T and Corporate Hanger (Renovations Phase I & II)**
 - » **Air Carrier Apron (Design and construction)**

Plan Highlights

Railroad System

- **12.3 miles of railroad run through Wicomico County from the Delaware State line to the Somerset County line.**
- **Local railroad services are limited to freight transportation.**
- **Commodity freight movement along rail lines in 2006 was 69 million short tons, which represents approximately 10 percent of the mode split.**
- **By 2035, it is projected the freight commodity movement by rail will account for roughly 10 percent of the total tonnage of freight.**

Plan Highlights

Navigable Waterways

- **In terms of waterborne commodity flow, the Port of Salisbury is the second largest port in the State of Maryland.**
- **In 2009, a total of 1.1 million short tons of freight were transported on the Wicomico River.**
- **Commodities transported:**
 - **Petroleum and petroleum products (59 percent);**
 - **Crude materials (24 percent); and**
 - **Food / farm products (13 percent)**

An additional 122,850 tractor trailer trucks would be needed annually if barges transporting the same commodity were halted or ceased to exist on the Delmarva Peninsula.

Plan Highlights - Transit



Source: <http://www.shoretransit.org/>

- **Tri-County Council (TCC) for the Lower Eastern Shore of Maryland (dba Shore Transit) operates fixed routes and demand-response services in the region**
- **Recent and potential improvements include:**
 - » **Consolidation of functions and redesigned routes at newly built facility (2011)**
 - » **Most recent five-year Transit Development Plan (TDP) includes operation of limited fixed-route services in Salisbury on Sundays**
- **State transit expansion funding for the Lower Shore is not likely in near term; however, Federal funds and historical state funding programs are likely to remain relatively stable.**

Plan Highlights

Bicycle and Pedestrian

- **Delaware outlines improvements in its Bicycle Facility Master Plan (2005) and Statewide Pedestrian Action Plan (2006)**
- **MDOT includes bicycle/ pedestrian improvements into projects undertaken by the State Highway Administration**
- **The Maryland FY 2011 - 2016 CTP includes \$225,000 for a bicycle path in the City of Salisbury**
- **The FY 2012 – FY 2016 City of Salisbury CIP programmed \$360,000 in local funding for citywide curb, gutter, and sidewalk construction**
- **The Town of Delmar has included streetscape improvements, sidewalk, curb and gutter improvements on Pennsylvania Avenue as part of revitalizing its downtown core**

Plan Highlights

Goods Movement – Freight Movements

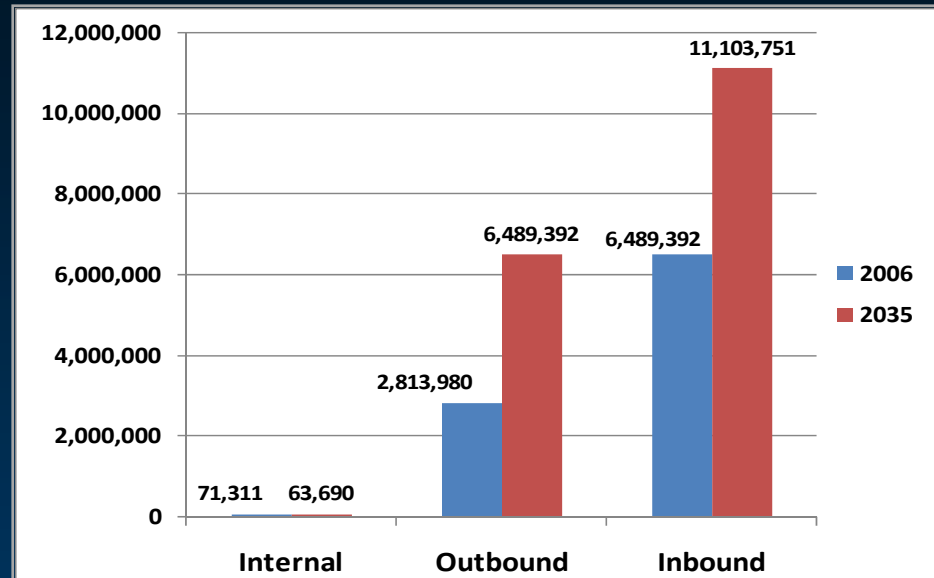
- This section of the LRTP describes the existing freight transportation network and identifies the 2006 and 2035 tonnage, mode split, and mix of commodities that are moved by each freight mode, as well as the top trading partners for freight movement into and out of Wicomico County.
- The MPO area is home to the second largest port, as well as second largest commercial airport in the State of Maryland.
- The majority of commodity freight flow into the County consists of through movements between any two external regions (outside of Maryland) or adjoining states. Through movements of freight accounted for 98 percent or 645 million short tons of freight in 2006.
- By 2035, through movements of freight are estimated to account for 99 percent or 1.3 billion short tons of freight.
- Analysis of local movements of freight are solely based on inbound, outbound, and internal movements.

Plan Highlights - Goods Movement Tonnage and Mode Share (2006 and 2035)

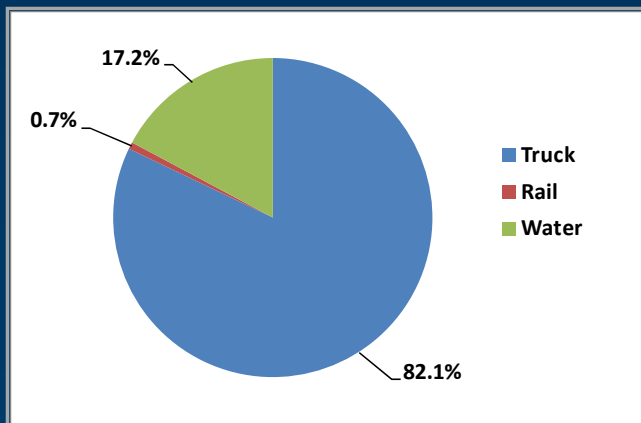
Between 2006 and 2035:

- Internal tonnage → 11% decrease
- Outbound tonnage → 41% increase
- Inbound tonnage → 71% increase

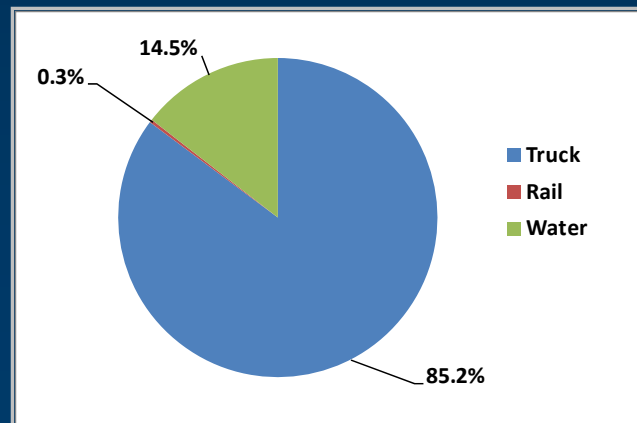
Truck, Rail, Water Short Tons by Direction



Mode Share – 2006

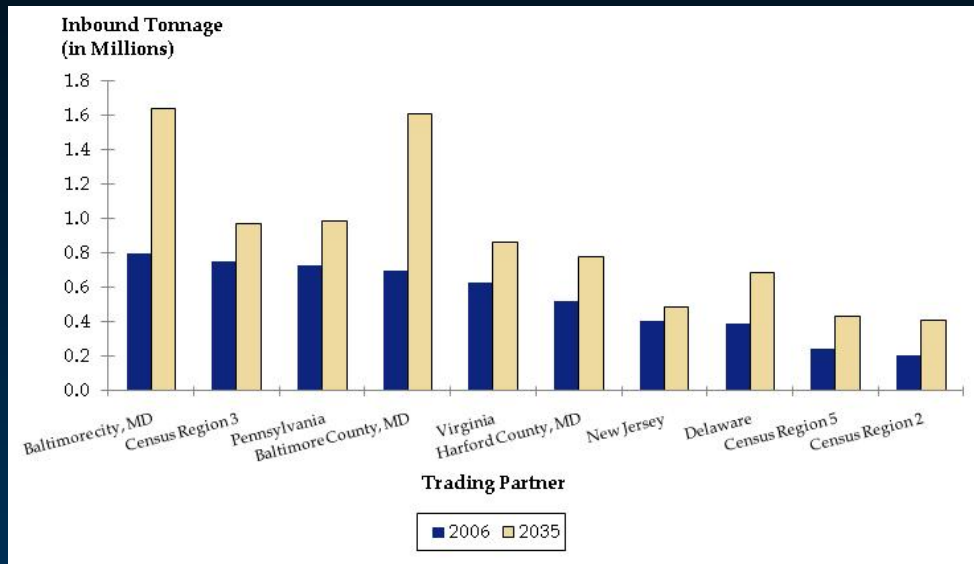


Mode Share – 2035



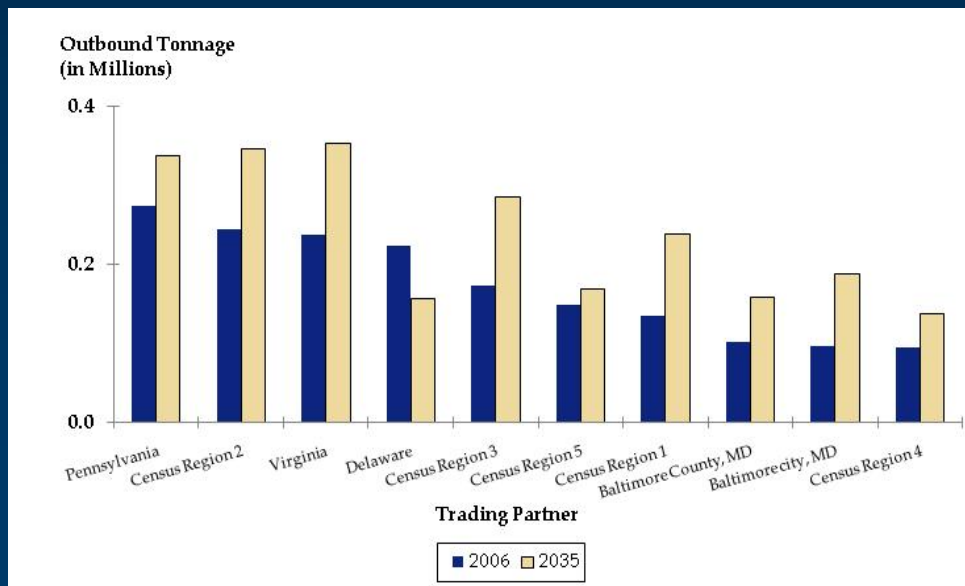
Plan Highlights - Goods Movement

Top Trading Partners: 2035 Projections



Top Trading Partners by Inbound Tonnage (2035):

- Baltimore City
- Baltimore County
- Pennsylvania



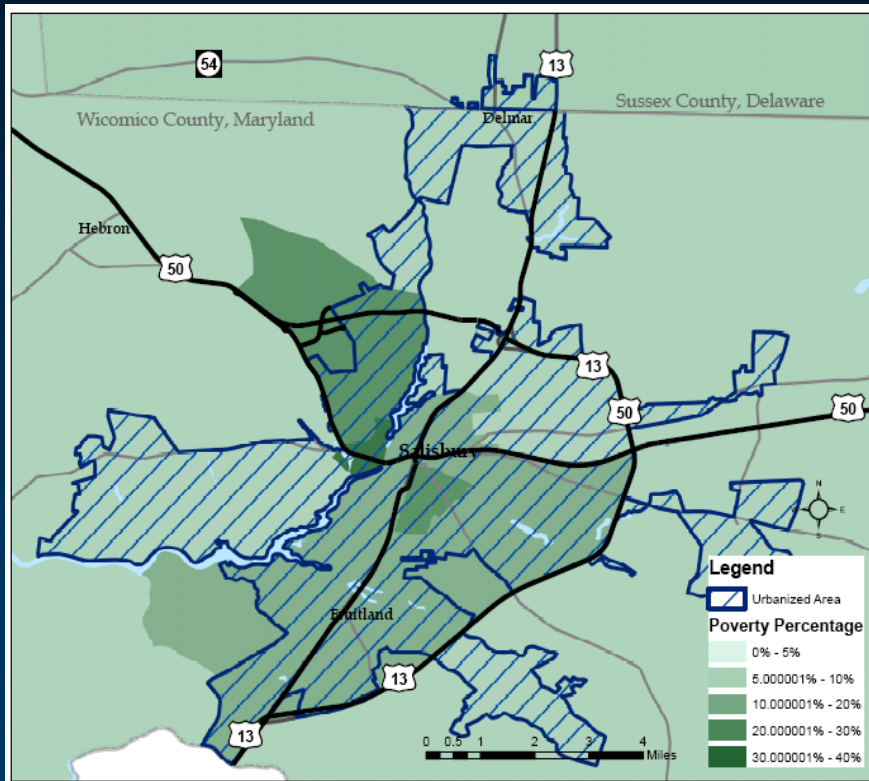
Top Trading Partners by Outbound Tonnage (2035):

- Virginia
- Census Region 2 (New York)
- Pennsylvania

Plan Highlights - Environmental Justice

Consideration of special population groups

Regional Distribution of Persons Living Below the Poverty Line

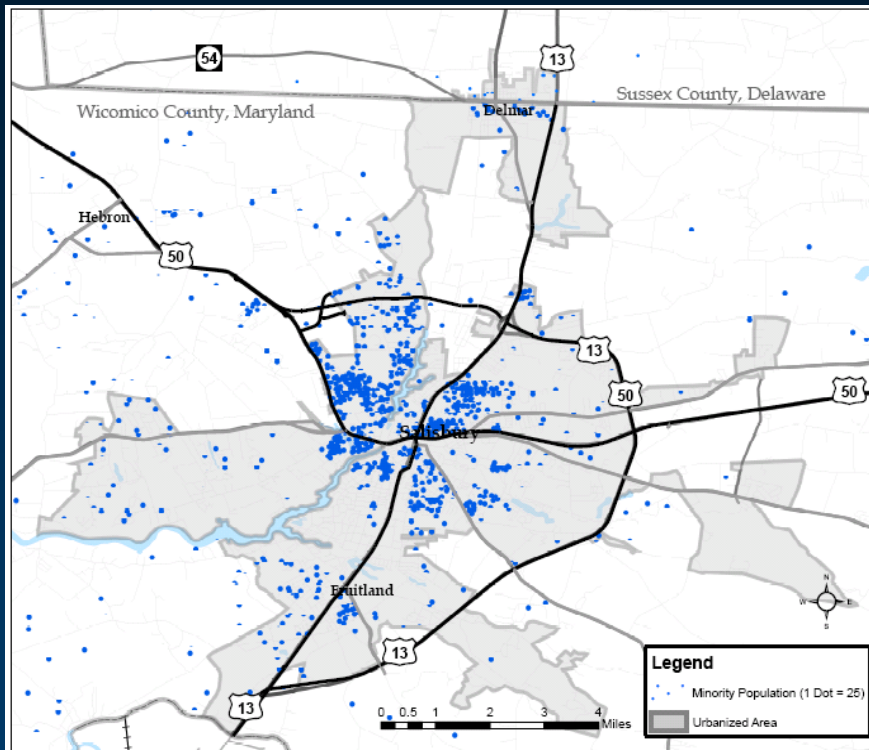


- Based on 2000 Census data
- Persons with incomes at or near poverty level comprise approximately 14 percent of the Salisbury urbanized area
- Most of this population is concentrated in north Salisbury, near Port; south of Downtown Salisbury

Plan Highlights - Environmental Justice

Consideration of special population groups

Regional Distribution of Minority Populations

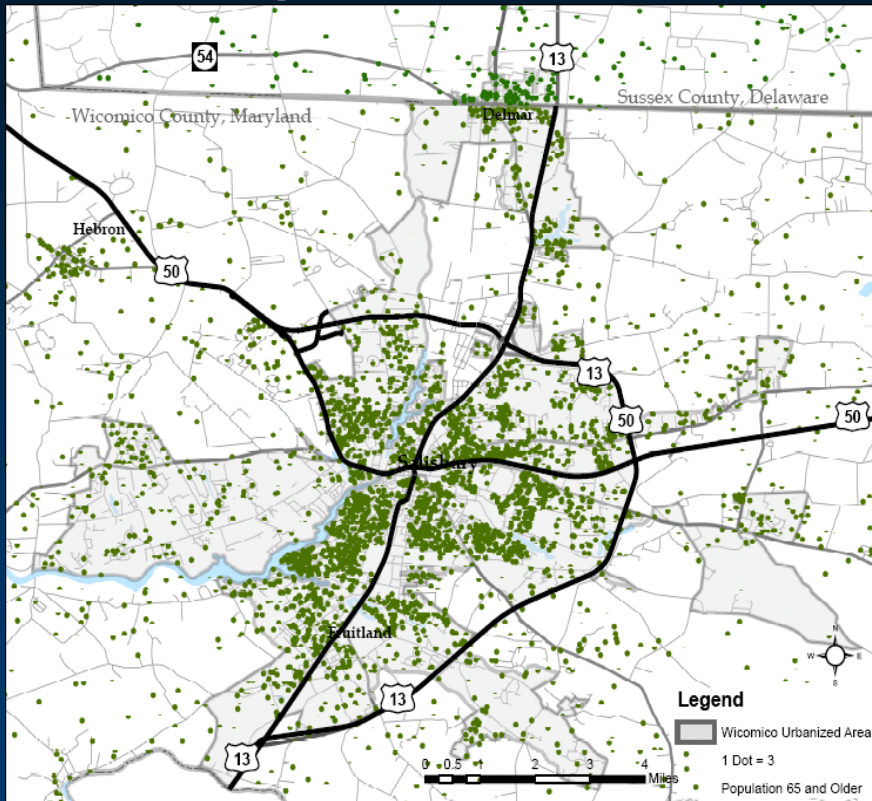


- Based on 2000 Census data
- Minority racial and ethnic groups (Black/ African American, Hispanic/ Latino, Other Race) comprise approximately 33 percent of the Salisbury urbanized area
- These populations are concentrated in and around the City of Salisbury

Plan Highlights - Environmental Justice

Consideration of special population groups

Regional Distribution of Population Aged 65 and Older



- Based on 2000 Census data
- Population is aging at slightly higher level than the nation
- Persons aged 65 and above comprise approximately 13 percent of the Salisbury urbanized area
- Most of this population is concentrated in the Metro Core area

Plan Highlights

Environmental Mitigation and Stewardship

- **Policies and Initiatives:**

- » To protect natural, community, and historic resources
- » To alleviate effects of transportation-related construction and maintenance activities
- » To mitigate emissions caused by motor vehicles, particularly single-occupancy vehicles (SOV)

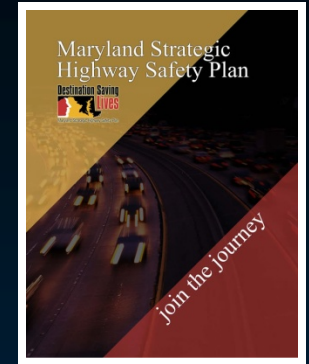


- **Collaborative Efforts:**

- » Consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation (e.g. Maryland's Greenprint Program)
- » Linking planning activities with the National Environmental Protection Act (NEPA)(e.g. working with resource agencies early in the metropolitan planning process)

Plan Highlights

Safety



- **L RTPs are encouraged to be consistent with the Strategic Highway Safety Plan (SHSP) for the State**
 - » **S/W MPO can use the Maryland 2011-2015 SHSP Plan as guidance for future safety planning efforts**
- **At the metropolitan level, planners can incorporate safety elements by:**
 - » **Prioritizing projects in TIPs based on safety criteria**
 - » **Using crash data (e.g., Traffic Safety County Fact Book) to assist local jurisdictions with their street and sidewalk design standards for new roads**
 - » **Specifically planning for safety of bicyclists and pedestrians**
 - » **Initiating road safety audit programs to monitor corridors or intersections of concern**

Plan Highlights

Security

- The Department of Transportation plays lead role in National Response Framework for Emergency Support Function 1 (Transportation)
- The S/W MPO can play strong supporting role in future security planning efforts by:
 - » Providing a forum for collaboration and communication of security concerns across various stakeholders
 - » Cataloguing available emergency resources (including local resources and private contractors)
 - » Reviewing existing emergency plans to evaluate whether specific security elements need to be addressed by the MPO
 - » Using Federal grants (i.e., Department of Homeland Security) to fund development of studies/ plans and making system upgrades and enhancements

Financially Constrained Projects – 2011 to 2035

Sources for Project Identification

- Local sources / existing plans

- ✓ FY 2011 to 2015 and FY 2012 to 2016 Wicomico County Capital Improvement Program (CIP)
- ✓ FY 2011 to 2015 City of Salisbury CIP
- ✓ FY 2010 to 2015 City of Fruitland CIP
- ✓ FY 2007 to 2011 Town of Delmar (MD and DE) CIP
- ✓ FY 2012 Annual Transportation Plan

- State sources / existing plans

- ✓ Maryland State Highway Administration (SHA) Highway Needs Inventory – Wicomico County 2009 Revised
- ✓ FY 2011 to 2016 Maryland Consolidated Transportation Program (CTP)
- ✓ FY 2011 to 2016 Delaware DOT CTP

Financially Constrained Projects – 2011 to 2035

Major Project Categories

- **Capacity Expansion**

- » **Projects that increase the capacity of the transportation system through construction of new facilities and expansion of existing ones**
- » **Key examples include:**
 - **U.S. Route 50 – Ocean Gateway interchange**
 - **U.S. Route 50 – Ocean Gateway access-control improvements**
 - **U.S. Route 13 – North Salisbury Blvd/ Ocean Highway reconstruct with access-control improvements**
 - **West Side Collector (Wicomico County CIP)**

Financially Constrained Projects – 2011 to 2035

Major Project Categories

- **System Preservation**

- » **Projects that maintain and improve existing facilities**
- » **Examples include:**
 - **Bridge deck replacement – U.S. Route 13 Business – North Salisbury Boulevard**
 - **Ramps, sidewalk and curb replacement – City of Salisbury**

Financially Constrained Projects – 2011 to 2035

Capacity Expansion Projects

- **Capital Expansion – Highway**
 - » SHA - \$2.0 million
 - » Wicomico County - \$1.3 million
 - » City of Salisbury - \$3.0 million
 - **Capital Expansion – Transit**
 - » **Shore Transit - \$3.3 million*
 - » Delaware DOT - \$0.8 million
- * Of the \$3.3 million in estimated projects costs, \$2.3 million is currently funded

Financially Constrained Projects – 2011 to 2035

System Preservation Projects

- **System Preservation – Highway**
 - » **SHA - \$23.7 million**
 - » **Wicomico County - \$2.1 million**
 - » **City of Salisbury - \$11 million**
 - » ***City of Fruitland - \$6.25 million / \$0 available funding***
 - » **Town of Delmar (MD & DE) - \$2.3 million**
 - » **TOTAL ESTIMATED PROJECT COST = \$45,340,600**
 - » **TOTAL AVAILABLE FUNDING = \$39,090,600**
- **System Preservation – Transit**
 - » ***Shore Transit - \$8.4 million / \$2.0 million available funding***

Questions and Comments