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BOARD OF COUNTY COMMISSIONERS

April 9, 2024

OPEN SESSION AGENDA

- 9:00 AM INVOCATION AND PLEDGE OF ALLEGIANCE
 CALL TO ORDER, *President John F. Barr*
 APPROVAL OF MINUTES: *March 26, 2024*
- 9:05 AM COMMISSIONERS' REPORTS AND COMMENTS
- 9:15 AM STAFF COMMENTS
- 9:20 AM CITIZEN PARTICIPATION
- 9:30 AM PUBLIC HEARING – ANIMAL CONTROL ORDINANCE PROPOSED
 REVISIONS
*Zachary J. Kieffer, County Attorney; Colin Berry, Executive Director, Humane Society
of Washington County*
- 9:45 AM PUBLIC HEARING – APPLICATION FOR ZONING TEXT AMENDMENT RZ-23-
 001
Jill Baker, Director, Planning and Zoning
- PUBLIC HEARING – APPLICATION FOR ZONING TEXT AMENDMENT RZ-23-
 003
Jill Baker, Director, Planning and Zoning
- 11:00 AM DONATE LIFE MONTH PROCLAMATION
*Sonja Hoover, Programs Administrator, Emergency Services; Heidi Pullara, Family
Services Coordinator, Infinite Legacy/Donate Life*
- 11:10 AM FY24 BUDGET ADJUSTMENT
Gina Cirincion, State's Attorney
- 11:15 AM FY25 GOLF COURSE BUDGET
Ryan Crabtree, Golf Course Manager; Andrew Eshleman, Director, Public Works
- 11:25 AM FY2025 TRANSIT BUDGET
Kevin Cerrone, Director, Transit; Andrew Eshleman, Director, Public Works

- 11:35 AM FY2025 AIRPORT BUDGET
Neil Doran, Director, Hagerstown Regional Airport; Andrew Eshelman, Director, Public Works
- 11:50 PM PRESENTATION OF THE 2025-2034 CAPITAL BUDGET – DRAFT 2
Kelcee Mace, Chief Financial Officer; Zane Garrett, Deputy Director, Budget and Finance
- 12:10 PM FOREIGN TRADE ZONE #255 – ZONE SCHEDULE CHANGES INCLUDING FEES AND REORGANIZATION OF STRUCTURE
Linda Spence, Business Specialist, Business and Economic Development; Jonathan Horowitz, Director, Business and Economic Development
- 12:15 PM HAGERSTOWN/EASTERN PANHANDLE METROPOLITAN PLANNING ORGANIZATION (HEPMPO) BUDGET AMENDMENT REQUEST
Matt Mullenax, Executive Director, HEPMPPO; Jill Baker, Director, Planning and Zoning
- 12:20 PM WIERER RURAL LEGACY PROGRAM (RLP) EASEMENT
Chris Boggs, Rural Preservation Administrator, Planning and Zoning
- 12:25 PM CONSTRUCTION BID AWARD – STREAM RESTORATION AT SMITHSBURG HIGH SCHOOL
Scott Hobbs, Director, Engineering
- 12:30 PM PROJECT AWARD UNDER ENGINEERING SERVICES CONTRACT (PUR-1421) – MINOR BRIDGE INSPECTIONS
Scott Hobbs, Director, Engineering
- 12:35 PM STATE SURPLUS PROPERTY – ST. PAUL’S CHURCH ROAD
Todd Moser, Real Property Administrator, Engineering
- 12:40 PM CONTRACT AWARD (PUR-1668) – INVESTMENT SERVICES FOR THE “DEFINED BENEFITS RETIREMENT PLAN FOR THE EMPLOYEES OF WASHINGTON COUNTY” AND THE “LENGTH OF SERVICE AWARDS PROGRAM (LOSAP)” FOR THE WASHINGTON COUNTY EMERGENCY SERVICES
Rick Curry, Director, Purchasing; Alton Fryer (the County’s Contracted Provider for Record-Keeping/Actuarial Services), Committee Facilitator
- INTERGOVERNMENTAL COOPERATIVE PURCHASE (INTG-24-0139) – PERSONAL PROTECTIVE EQUIPMENT (PPE) FOR DIVISION OF EMERGENCY SERVICES
Rick Curry, Director, Purchasing; Eric Jacobs, Operations Manager, Emergency Services

CONTRACT AWARD (PUR-1664) LANDFILL INSPECTION SERVICES
REQUIREMENT CONTRACT

Rick Curry, Director, Purchasing; Dave Mason, Deputy Director, Solid Waste

12:50 PM CONTRACT RENEWAL (PUR-1544) – TRASH REMOVAL SERVICES AT
COUNTY FACILITIES

*Brandi Naugle, Buyer, Purchasing; Danny Hixon, Deputy Director, Parks and
Facilities*

BID AWARD (PUR-1678) TWO (2) 2024 OR NEWER FORD POLICE
INTERCEPTORS UTILITY AWD VEHICLES FOR THE SHERIFF’S OFFICE

*Brandi Naugle, Buyer, Purchasing; Alan Matheny, Fleet Logistics and Commercial
Vehicle Enforcement, Sheriff’s Office*

SOLE SOURCE PROCUREMENT AWARD (PUR-1667) FOR HORIZON
GOODWILL INDUSTRIES YOUTH HOMELESSNESS PROGRAM IN
WASHINGTON COUNTY, MARYLAND

*Brandi Naugle, Buyer, Purchasing; Nicole Phillips, Senior Grant Manager, Grant
Management*

1:00 PM JAIL BASED MEDICATION ASSISTED TREATMENT (MAT) PROGRAM –
APPROVAL TO SUBMIT APPLICATION AND ACCEPT FUNDING AS
AWARDED

*Nicole Phillips, Senior Grant Manager, Grant Management; Meaghan Willis, Program
Director, Day Reporting Center*

1:05 PM PROCLAMATION FOR FAIR HOUSING MONTH

*Board of County Commissioners of Washington County to Timothy Fisher, CEO and
Theresa Searcy, CCO of the Washington County Community Action Council, Inc;
Nicole Phillips, Senior Grant Manager, Grant Management*

1:10 PM POTENTIAL DISSOLUTION OF THE AGRICULTURAL MARKETING
ADVISORY COMMITTEE

Michelle Gordon, County Administrator

1:15 PM MD ANNOTATED CODE, LOCAL GOVERNMENT SECTION 4-410 PETITION
FOR REFERENDUM – BY COUNTY GOVERNING BODY

Zachary Kieffer, County Attorney; Michelle Gordon, County Administrator

1:25 PM CLOSED SESSION - *(To discuss the appointment, employment, assignment,
promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of
appointees, employees, or officials over whom this public body has jurisdiction; or any other
personnel matter that affects one or more specific individuals; and To consult with counsel to obtain
legal advice on a legal matter)*

1:45 PM RECONVENE IN OPEN SESSION

ADJOURNMENT



Open Session Item

PUBLIC HEARING

SUBJECT: Public Hearing – Animal Control Ordinance Proposed Revisions

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Zachary J. Kieffer, County Attorney and Colin Berry,
Executive Director, Humane Society of Washington County

RECOMMENDED ACTION: Establish consensus to approve updates and revisions to the Washington County, Maryland Animal Control Ordinance.

REPORT-IN-BRIEF: At the request of the Humane Society, the County Attorney’s Office worked with Colin Berry and Crystal Mowery to produce the proposed revisions. While many of the redlines are stylistic and grammatical, the main substantive changes are found in Section 49 Rabies-Management of Cat Population: Additional Acts allowing for a process termed “Trap Neuter-Return”. Other substantive changes include adding defined terms which necessary to clarify certain prohibited acts set forth in Section 44 of the Ordinance. County Attorney’s Office has determined that the Humane Society’s requested changes fall under the permitted inclusions for an animal control ordinance as set forth in Section 13-132 of the Local Government Article of the Maryland Code.

DISCUSSION:

FISCAL IMPACT: N/A

CONCURRENCES: N/A

ALTERNATIVES: Decline to adopt proposed revisions or propose alternate revisions.

ATTACHMENTS: Draft of Revised Animal Control Ordinance

AUDIO/VISUAL NEEDS: None

**ANIMAL CONTROL ORDINANCE
FOR WASHINGTON COUNTY, MARYLAND**

Adopted May 15, 1990
Effective May 15, 1990

Revision 1 – Adopted February 19, 1991

Revision 2 – Adopted December 10, 1991

Revision 3 – Adopted January 30, 2001

Revision 4 – Adopted October 19, 2010 (Effective January 1, 2011)

Revision 5 – Adopted October 23, 2012 (Effective January 1, 2013)

Revision 6 – Adopted April 5, 2022

Revision 7 – Adopted _____, 20__

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ARTICLE I. DEFINITIONS

Section 1. Definitions.[†]

The following words and phrases as used in this Ordinance (the “Ordinance”) and any regulations adopted pursuant hereto, unless a different meaning is plainly required by the context, shall have the following meanings:

Adequate Shelter for Outdoor Dogs. A structure with a waterproof roof that is structurally sound, offers protection from the elements in the way of three enclosed sides and a solid floor raised two inches or more off the ground, and is sufficiently insulated and proportionate in size so the dog can maintain its own body heat, with room to change position. Bedding, such as wood shavings, straw, or other material that cannot freeze to the dog’s body shall be kept dry and provided in sufficient quantity for insulation. Proper shelter excludes metal barrels, plastic drums, cardboard or other disposable boxes, lean-to structures, vehicles, and objects of similar description.

Adequate Space. Sufficient space to allow each Animal to (i) easily stand, sit, lie, turn about, and make all other normal body movements in a comfortable, normal position for the Animal and (ii) interact safely with other Animals in the enclosure. When an Animal is tethered, "Adequate Space" means a tether that permits the above actions and is appropriate to the age and size of the Animal; is attached to the Animal by a properly applied collar, halter, or harness configured so as to protect the Animal from injury and prevent the Animal or tether from becoming entangled with other objects or Animals, or from extending over an object or edge that could result in the strangulation or injury of the Animal; and is at least three times the length of the Animal, as measured from the tip of its nose to the base of its tail, except when the Animal is being walked on a leash or is attached by a tether to a lead line. When freedom of movement would endanger the Animal, temporarily and appropriately restricting movement of the Animal according to professionally accepted standards for the species is considered provision of adequate space.

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[†] Terms defined in this section are capitalized elsewhere in the Ordinance (except for the term “Animal” which, given the frequency of its use throughout, would be unwieldy).

Adequate Water. Provision of and access to clean, fresh, potable water of a drinkable temperature that is provided in a suitable manner, in sufficient volume, and at suitable intervals, but at least once every 12 hours, to maintain normal hydration for the age, species, condition, size and type of each Animal, except as prescribed by a Veterinarian or as dictated by naturally occurring states of hibernation or fasting normal for the species; and is provided in clean, durable receptacles that are accessible to each Animal and are placed so as to minimize contamination of the water by excrement and pests or an alternative source of hydration consistent with generally accepted husbandry practices.

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Agency. The animal control agency that is responsible for the enforcement of this Ordinance. The Agency may be a department of Washington County government or an outside agency under contract with the County.

Animal. Any living, nonhuman, vertebrate creature.

~~At Large. An animal, off the premises of its Owner, and not under the immediate control, charge, or possession of the Owner or other responsible person capable of physically restraining the animal.~~

Animal Control Officer. That Individual designated as such by the Agency to perform animal control duties described by this Ordinance.

Animal Control Shelter. Any facility owned or operated by or under contract with the County, for the care, confinement, adoption, detention, or euthanasia of animals pursuant to the authority of this Ordinance or state law.

~~At Large. An Animal, off the premises of its Owner, and not under the immediate control, charge, or possession of the Owner or other responsible person capable of physically restraining the animal.~~

Attack. Aggressive, violent, terrorizing, or unreasonably threatening conduct by an animal towards a human or a Domesticated Animal, but not towards wildlife. "Attack" does not include any actions by an Animal in defense of itself or its Owner or keeper against aggression by a person or an Animal.

Authority. The duly appointed Animal Control Authority.

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Board. The Board of County Commissioners of Washington County, Maryland.

Cat. Any member of the animal species *Felis catus*; a domestic cat.

Citation. A written charge filed by an Animal Control Officer with either the Authority or the District Court of Maryland for Washington County, charging a Person with a violation of the Ordinance. A Citation may be served by personal delivery; via certified mail, return receipt requested, with a copy by first-class mail; or by posting of the property.

Community Cat. A free-roaming cat that is abandoned, lost, or feral and may be cared for by one or more Community Cat Caretakers.

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Community Cat Caretaker. A person, who, in accordance with a good-faith effort to conduct Trap-Neuter-Return, provides care, including food, shelter, or medical care to an unowned Community Cat, while not being considered the owner, harborer, controller, or keeper of a Community Cat.

Complaint. A writing filed by a Person with the Authority under penalties of perjury, charging another Person with a violation of the Ordinance. A Complaint may but need not be entered on a form approved by the County. The Authority may ask for additional information concerning the charge in a Complaint.

County. Washington County, Maryland.

Department. The department or agency of the County government designated by resolution by the Board to provide administrative support to the Authority.

Dog. Any member of the animal species *canis familiaris* or any animal which is a crossbreed of any animal that is a member of the *canis familiaris/Canis lupus familiaris* species, including, but not limited to, wolf-dog crossbreeds and wolf hybrids.

Domesticated Animal. Any such animal that is accustomed to live in or about the habitation of humans, including but not limited to Cats, Dogs, cows, fowl, horses or swine, but not to include any Wild Animal or Farm Animal.

Excessive Noise. Barking, howling, braying, quacking, crowing, or other animal noise which, due to its nature, volume, frequency, duration, time, and location, unreasonably disturbs or interferes, for more than twenty (20) minutes in any one (1) hour period of any day, with the quiet enjoyment of two or more Individuals who are residents of separate households.

Exotic Animal. Any animal of any species that is not indigenous to the State and is not bred or reared as a Domesticated Animal. Exotic Animal includes any hybrid animal that is part exotic. This definition shall not include Farm Animals.

Farm Animal. Any animal maintained or used for the production of food or fiber or for other agricultural purposes; livestock.

Health Officer. The Health Officer of the County and duly authorized designees.

Impoundment. The placement of an [a](#)Animal in the custody of the Agency or an Animal Control Shelter.

Individual. A human being; a natural living Person. See definition of "Person" below.

Kennel. Any building, structure or land used, designed, or arranged for housing, boarding, breeding, or care of more than five Dogs over the age of four (4) months, but not including Farm Animals.

Minor injury. An injury in which the victim suffers physical pain as a result of an attack by an [a](#)Animal but which does not result in the victim sustaining any broken bone, debilitating injury, excessive bleeding, or death.

Owner. Any Person that (i) has a property right in an [a](#)Animal, (ii) keeps or harbors an [a](#)Animal, (iii) has an [a](#)Animal in his or her care or acts as a custodian of an [a](#)Animal for thirty (30) or more consecutive days when the true owner of the [a](#)Animal is unknown to such person, or (iv) by agreement with or with permission of the true owner of the [a](#)Animal, has an [a](#)Animal in his or her care or acts as a caretaker or custodian of an [a](#)Animal. "Owner" does not include the County, the Agency, an Animal Control Shelter, ~~or~~ any 501(c)(3) non-profit animal welfare agency that operates an animal-sheltering facility, or Community Cat Caretaker.

Person. Any Individual, corporation, business trust, general or limited partnership, limited liability company, limited liability partnership, firm, joint stock company, unincorporated association, trust, estate, or other legal entity. See definition of "Individual" above.

Pet Shop. A commercial establishment that offers to sell live [a](#)Animals as pets, without outside areas or runways. A pet shop license is required.

Potentially Vicious and Dangerous Dog. Any Dog that, within the preceding 18 months, has (i) attempted to Attack or has Attacked a person or Domesticated Animal or Farm Animal; (ii) engaged in any behavior that reasonably would have required a person to take defensive action to prevent bodily injury; or (iii) bitten a person or a Domesticated Animal or Farm Animal causing a minor injury.

Proof of Ownership. Documentation in support of a property right in an Animal that includes, but is not limited to, veterinary records, rabies vaccination certificates, licenses, photographs, bills of sale, breed registries, written transfers of ownership, a microchip, and verbal or written third-party verifications.

Public Nuisance Animal. An Animal found to be or have been in one or more of the conditions set forth in Section 32

Secure Enclosure. A place in which a Dog is securely confined indoors or in a securely enclosed and locked pen or structure suitable to prevent the entry of children under the age of twelve and designed to prevent the Dog from escaping. Such enclosure shall have secure sides and a secure top to prevent the Dog from escaping and shall also provide protection for the Dog from the elements. The enclosure shall be of suitable size for the Dog.

Service Animal. Any Animal individually trained to provide assistance to an individual with a disability as defined by the Americans with Disabilities Act, as amended from time to time.

Severe Injury. Any injury in which the victim suffers physical pain as a result of an attack by an Animal which results in the victim sustaining any broken bone, debilitating injury, excessive bleeding, or death.

State. The State of Maryland.

Trap-Neuter-Return. The process of humanely trapping, sterilizing, ear-tipping, vaccinating for rabies, and returning a Community Cat to its original location.

Veterinarian. A veterinarian licensed and registered to practice in the State.

Veterinary Hospital. Any establishment maintained or operated by a Veterinarian for immunization, hospitalization, surgery, diagnosis, prevention, and treatment of diseases and injuries of animals.

Vicious and Dangerous Dog. Any Dog that has (i) attempted to Attack or has Attacked a person or Domesticated Animal or Farm Animal on two or more occasions within the preceding 18 months; (ii) engaged in any behavior that reasonably would have required a person to take defensive action to prevent bodily injury on two or more occasions within the preceding 18 months; (iii) bitten a person or a Domesticated Animal or Farm Animal causing a severe injury; (iv) previously been declared a Potentially Vicious and Dangerous Dog or Vicious and Dangerous Dog but has not been kept in compliance with any restrictions placed upon the Owner of such Dog; or

(v) been owned, possessed, kept, used or trained in violation of Md. Code, Criminal Law Article, Section 10–605 “Attending Dogfights or cockfights” or Md. Code, Criminal Law Article, Section 10–607 “Certain Acts relating to Dogfights prohibited.”

Wild Animal. Any animal of a species that in its natural life is wild, dangerous or ferocious and, though it may be trained and domesticated by the owner, will remain dangerous to the public At Large. This definition shall not include Farm Animals.

ARTICLE II. ANIMAL CONTROL AUTHORITY

Section 2. Animal Control Authority – Creation; duties, powers.

(a) There is an Animal Control Authority for the County. The Authority shall be vested with and shall possess all of the powers and duties specified in this Ordinance and all powers necessary to properly carry out fully the provisions of this Ordinance. The jurisdiction and powers created under this Ordinance shall extend to any and all Persons owning, leasing, harboring, sheltering, or controlling any animal within the County, whether resident or nonresident.

(b) The Authority shall meet as necessary to conduct hearings, as set forth in Section 6 of this Ordinance.

(c) The Authority may adopt a set of rules to govern its own hearings and procedures, and shall make them readily available to the public.

(d) The Authority shall submit an annual report to the Board and the Agency concerning the performance of its responsibilities hereunder.

Section 3. Animal Control Authority – Composition; term of office.

(a) The Authority shall consist of five (5) members appointed by the Board. All but one of the members must be residents of Washington County.

(b) The Board shall make reasonable efforts to provide the following representation on the Authority, but lack of such representation does not invalidate or in any way compromise the validity of the Authority: one member who is a Veterinarian or veterinary technician; one member of the agricultural community; one member of the legal profession; one sworn officer from the Sheriff’s Department; and one member from the general public. The Authority may also have two (2) or more alternate members.

(c) The members of the Authority shall be appointed by the Board for staggered terms of up to three (3) years or to fill the unexpired term of a member who has vacated a position before the end of his or her term. No member shall serve more than two (2) consecutive terms unless otherwise approved by the Board.

(d) The members of the Authority shall elect a chair that shall serve for a term of one (1) year or until the expiration of his or her own term as a regular member of the Authority, whichever period is shorter.

(e) The Department shall provide the Authority with a recording secretary.

Section 4. Animal Control Authority – Duties of chair.

(a) The chair may call special hearings at any time. Each member shall be notified of such special hearing and shall be given the opportunity to attend. Any meeting may be canceled upon consent of a simple majority of all members.

(b) The chair shall appoint from the membership a vice-chair to serve in his or her absence.

(c) The chair or, in his or her absence, the vice-chair, shall preside at all hearings of the Authority.

Section 5. Animal Control Authority – Quorum.

The presence of three (3) Authority members shall constitute a quorum. Any decision, resolution, or finding shall be construed as the act of the Authority if passed by a majority of those members constituting the quorum.

Section 6. Animal Control Authority – hearings; procedures; and orders

(a) The Authority may conduct a hearing when:

(1) A Citation is filed with the Authority by an Animal Control Officer, alleging that a Person has violated or permitted an animal to violate the provisions of this Ordinance;

(2) A Complaint is filed with the Authority by an Individual other than an Animal Control Officer, alleging that a Person has violated or permitted an animal to violate the provisions of this Ordinance;

(3) A Citation is filed with the Authority by an Animal Control Officer or a Complaint is filed with the Authority by an Individual, alleging that a Person has failed to comply with an outstanding order of the Authority;

(4) An Owner timely appeals an ~~i~~mpoundment pursuant to the provisions of this Ordinance; or

(5) It is necessary for the Authority to resolve any other controversy over which it has responsibility under this Ordinance.

(b) The Authority shall hear and decide cases referred by the Agency concerning the enforcement of this Ordinance, including the abatement of a nuisance caused by one or more Public Nuisance Animals.

(c) The Authority shall conduct a hearing when a person has been served with a Complaint or when a Person who has been served with a Citation charging a violation of the provisions of this Ordinance files a written request for a hearing before the Authority within fifteen (15) business days after receipt of a Citation. Instructions for requesting a hearing before the Authority shall be printed on all form Citations.

(d) The Authority shall not have the power to hear or decide any cases that involve matters arising strictly under any applicable zoning ordinance.

(e) The Authority shall give notice in writing by regular mail to the complainant and the Person charged with or appealing a Citation or Complaint of the time and place of the hearing, providing all parties with a minimum of ten (10) days notice of the hearing. The Authority shall also send notice by personal delivery or by certified mail, return receipt requested, to the Person charged. If the notice sent by regular mail is not returned and if the personal delivery or certified mail receipt indicates that the Person charged is at the address given, it shall be presumed that the Person has received notice of the hearing.

(f) Any hearing held pursuant to this Ordinance shall be conducted in public. Strict rules of evidence shall not apply. The Authority may hear any evidence that is relevant and probative of the matters set forth in the Citation or Complaint, but shall not be required to hear irrelevant or merely cumulative evidence. Hearsay evidence is admissible if credible and of sufficient probative force to be considered, in the judgment of the Authority.

(g) The charging Animal Control Officer, the complainant, and the Person charged by the Citation or Complaint may appear in person or, if not an Individual, by agent or by attorney. Failure of the complainant to appear shall result in the dismissal of

the case by the Authority, unless a postponement is granted by the Authority for good cause shown. Upon request by the Person charged by the Citation or Complaint, the Agency shall disclose all documents in its file relating to the Citation or Complaint and provide a copy of same to the Person within five (5) business days of the request (except that the identity of a complainant who has been assured confidentiality may be redacted). Strict rules of evidence shall not apply to a hearing before the Authority, and hearsay testimony may be accepted if the Authority deems it to be sufficiently credible and probative. The Agency may present its case without the presence of the charging Animal Control Officer if the charging Animal Control Officer has left the employ of the Agency or is unavailable due to serious illness or injury.

(h) If, after notice is given, the Person charged in a Citation by an Animal Control Officer or in a Complaint filed by an Individual other than an Animal Control Officer:

(1) does not appear, nevertheless, the Authority may hear and determine the matter; or

(2) does not request a hearing, the Authority may deem that the matter has been heard and may impose a civil penalty.

(i) The Authority is authorized and empowered to issue subpoenas upon forms approved by it compelling the attendance of witnesses to testify and to produce evidence at hearings of the Authority. A subpoena may be issued by the recording secretary or designee with the consent of the chair. Service of a subpoena may be effected by personal delivery or by registered or certified mail. Proof of service shall be filed with the Authority. Upon the failure of an Individual subpoenaed to appear, the Authority may apply to the Circuit Court for an order compelling compliance with the subpoena. Failure to comply with the court's order shall constitute contempt of court and shall be punishable in accordance with Maryland law.

(j) The Authority may administer oaths at hearings held under this section. All hearings shall be recorded.

(k) At the close of all the evidence, the Authority shall deliberate and shall issue written findings of fact, conclusions, and an appropriate order by regular mail to all relevant parties within thirty (30) days after completion of the hearing. If the Authority fails to find that a violation was committed by clear and convincing evidence, it shall dismiss the Citation or Complaint. If the Authority finds that a violation has been committed, or that an Animal is a Public Nuisance Animal, or that a public nuisance condition exists as provided in Section 32, it may impose civil penalties pursuant to

Section 45. In lieu of or in addition to imposing civil penalties, it may require appropriate affirmative action, including but not limited to the following:

(1) The mandatory restriction or confinement of the Animal, under such conditions as may be appropriate.

(2) The mandatory destruction or other disposition of the ~~a~~Animal if the evidence shows that such action is necessitated by the need for the protection of public health and safety, pursuant to Section 43.

(3) The correction of conditions or methods of animal care, keeping, maintenance, housing or veterinary treatment as the Authority may require in its discretion.

(4) Suspension or revocation of the Kennel license, if any.

(l) The Agency may request the Authority to convene immediately for the purpose of investigating situations of acute emergency. In such case, good faith efforts shall be made to serve notice of this expedited hearing upon the Person charged. The Authority may make such findings and orders as are appropriate to deal with the emergency situation. Such an order shall have effect for a period not to exceed fifteen (15) days, and the Authority shall schedule and hold a hearing in the ordinary course to consider further action as necessary.

(m) The determination of the Authority is a final decision for the purpose of judicial review of an administrative decision.

(n) The Authority shall accept oral or written testimony from an agent of the Cooperative Extension Service on the issue of what are customary and normal animal husbandry practices without the formal requirement of qualification as to expertise.

Section 7. Animal Control Authority – Appeals from Authority orders.

(a) Any party, including the Agency, aggrieved by a final order of the Authority in a contested case, whether such a decision is affirmative or negative in form, is entitled to file a petition for judicial review of that order to the Circuit Court for Washington County within thirty (30) days of the date of the order. Such appeal shall be governed by the provisions of the Maryland Rules pertaining to judicial review of administrative decisions. See Maryland Rules, Section 7-201, *et seq.*

(b) Judicial review of disputed issues of fact shall be confined to the record of the hearing before the Authority. No cases appealed under this Ordinance shall be heard *de novo*.

(c) If the testimony has been recorded but not transcribed before the filing of the petition for judicial review, the first petitioner, unless otherwise ordered by the court, shall pay the expense of transcription in advance, which may be taxed as costs and may be apportioned by the court as provided in Maryland Rule 7-203. The Authority may require the first petitioner to pay for the cost of transcription in advance. The party preparing the transcript shall prepare a certification of costs and the Authority shall include the certification in the record.

Section 8. Animal Control Authority – Compensation; expenses.

The members of the Authority shall be reimbursed for such actual expenses as may be incurred by them and for special costs as may be approved by the Board, subject to budget limitations. The members of the Authority may, but need not be, compensated by the Board.

Section 9. Animal Control Authority – Removal from office.

The Authority may recommend to the Board by majority vote that any member be removed for inefficiency, neglect of duty, or malfeasance. The Board shall consider such recommendation and may take whatever action is deemed proper in its discretion.

ARTICLE III. LICENSING

Section 10. Licenses generally

All Dogs, Kennels and Pet Shops shall be licensed.

Section 11. Licenses generally – Rules and regulations.

The Board may promulgate rules and regulations for the issuance of Dog, Kennel and Pet Shop licenses as deemed desirable for public health and welfare and for the protection of animals. Such rules and regulations may include requirements for humane care of all animals and for compliance with the provisions of this Ordinance and other applicable laws.

Section 12. Licenses generally – Refusal to issue license.

Any license provided for in this Article shall be refused where the applicant is or would be in violation of this Ordinance, land use, or other state or local laws.

Section 13. Licenses generally – Fraudulent use of license or tag.

It shall be unlawful for any Person to use any Dog license, Kennel license, Pet Shop license, or license tag issued to another Person.

Section 14. Licenses generally; Land use laws.

No provision of this Ordinance shall supersede or modify land use laws and regulations.

Section 15. Dog licenses generally.

(a) Any Person owning, keeping, harboring, or having custody of any Dog, four (4) months of age or older within the County, must obtain a license as herein provided.

(b) Application for a Dog license may be made as follows:

(1) within thirty (30) days of obtaining a Dog over the age of four (4) months;

(2) within thirty (30) days of a Dog reaching four (4) months of age; or

(3) within thirty (30) days of moving to the County and owning a Dog over the age of four (4) months.

(c) Written application for a Dog license shall be made to the Agency on forms provided by the Agency and shall state the name, address, telephone number of the Owner, the name, breed, color, age, sex of the Dog, whether the Dog has been spayed or neutered, and the current rabies inoculation tag number.

(d) A valid certificate of rabies inoculation issued by a Veterinarian or anti-rabies clinic recognized by the Health Officer, stating the inoculation date, expiration date and the type of vaccine used, shall accompany the application for a Dog license, except when, in the written opinion of a Veterinarian, it is not advisable due to the impaired physical condition of the Dog. If the ~~animal-Dog~~ has been exempted from the requirement of a rabies inoculation due to physical impairment, a license will be issued without proof of a rabies inoculation and a copy of the written exemption from a Veterinarian will be submitted to the Agency. If the ~~animal-Dog~~ was brought into the

County from outside the State, an unexpired rabies inoculation certificate or tag issued by a ~~v~~Veterinarian or anti-rabies clinic licensed in the state in which the ~~animal-Dog~~ was inoculated shall be acceptable. See Md. Code, Health-General Article, §18-318.

(e) The Owner of any Dog having received or having been subject to protection training shall be required to include such information in the application in addition to those matters required in subsection (c) of this section.

(f) An Owner shall notify the Agency of any change of address within ten (10) days of such change.

(g) A Dog license may be valid for a year or more or for the life of the Dog, irrespective of its length. A Dog license may run concurrently with the Dog's rabies vaccination period.

Section 16. Dog licenses – License required; exception.

The licensing requirements of this section shall not apply to any Dog belonging to a nonresident of the County and kept within the boundaries of the County for not more than thirty (30) days, either consecutive or nonconsecutive, within any twelve-month period; provided that all such Dogs shall, at the time of entry into the County, have been properly vaccinated against rabies. While any such ~~animal-Dog~~ is kept within the County, the Owner shall comply with all other requirements of this Ordinance.

Section 17. Dog licenses – Service Animals and police dogs.

(a) If the license application discloses that a Dog for which a license is sought will be used as a Service Animal, the license will be issued without payment of any fee.

(b) All publicly-owned police dogs shall be licensed only as provided by Public Safety Article, Section 2-313 of the Annotated Code of Maryland, and are exempted from the licensing provisions of this Ordinance. Dogs so licensed shall be exempt from any charge at County-sponsored anti-rabies clinics.

(c) All license-exempt Dogs shall be vaccinated against rabies as mandated by the health laws in the Annotated Code of Maryland. See Health-General Article, Section 18-318.

Section 18. Dog licenses – Fees.

(a) A license for Dogs that are required to be licensed may be issued after payment of a fee that shall be set by the Board by resolution.

(b) If a Dog is claimed on the application to have been spayed or neutered, it shall be the duty of the Owner to present a certificate from a Veterinarian that shall include the description, name, breed, color, age, and sex of the Dog, unless such a certificate from a Veterinarian has already been supplied.

Section 19. Dog licenses – License tag and certificate.

(a) Upon licensing a Dog, an identification tag shall be issued by the Agency or designee. The identification tag so issued and the certificate stub retained by the Agency shall be accepted as *prima facie* evidence of ownership. It shall be unlawful for any Person to take out a license for a Dog in any name other than that of its Owner.

(b) A substitute metal license to replace a lost tag shall be issued to the Dog's Owner upon surrender of the original certificate and upon payment of a replacement fee set by the Agency.

(c) No Person may use a license for any ~~animal-Dog~~ other than the ~~animal-Dog~~ for which it was issued.

Section 20. Dog licenses – Wearing of license tags.

(a) A license tag on a Dog shall be securely affixed to a collar, harness, or other device and shall be worn at all times by such Dog except while such Dog remains indoors or while attending training classes, Dog shows, competitions, obedience or field trials, or hunting while accompanied by the Owner.

(b) Any Dog declared to be a Potentially Vicious and Dangerous Animal shall wear a distinctive license tag at all times that visually identifies the Dog as a Potentially Vicious and Dangerous Animal.

(c) Any Dog declared to be a Vicious and Dangerous Dog shall wear a distinctive license tag at all times that visually identifies the Dog as a Vicious and Dangerous Dog.

Section 21. Kennel licenses generally.

(a) Any Person owning or operating a Kennel shall obtain a license in compliance with this section.

(b) If not revoked, the Kennel license shall be valid for one year and shall begin each fiscal year on July 1. Application for a Kennel license may be made as follows:

(1) thirty (30) days prior to the beginning of each fiscal year,

(2) within thirty (30) days of obtaining more than five (5) Dogs over the age of four (4) months, or

(3) prior to opening a Kennel in Washington County.

(c) An application for a Kennel license shall be filed with the Agency and shall include the following:

(1) a written application on a form provided by the Agency and containing the name, address and telephone number of the Owner or operator, the actual location of the Kennel, and the number and type of animals housed normally in the Kennel;

(2) proof of a satisfactory inspection under the standards provided in Section 26;

(3) a certification from the zoning administrator that the location of the Kennel for which the license is sought is properly zoned for that use;

(4) if required for that district, an opinion of the board of appeals granting a special exception and a variance to meet the dimensional requirements of the applicable zoning ordinance;

(5) a current rabies vaccination certificate for all Dogs over four (4) months of age and for Cats and ferrets, if Cats and ferrets are also boarded at the Kennel; and

(6) an application fee for an annual Kennel license as set by the Board by resolution.

Section 22. Kennel licenses – Individual tags.

The Kennel tag for each Dog shall be securely affixed to a collar, harness, or other device and shall be worn at all times by such animal except while such Dog remains indoors or while attending training classes, Dog shows, competitions, obedience or field trials, or hunting while accompanied by the Owner. A Dog license tag shall not be required for any Dog wearing a valid Kennel tag.

Section 23. Kennel licenses – Posting.

Every Person having a Kennel license shall keep such license posted and exhibited while in force in some conspicuous public area of such establishment.

Section 24. Kennel licenses – Refusal, suspension and revocation.

(a) If a Kennel is being maintained in an unsanitary or inhumane manner or in violation of any specific provision of this Ordinance, the Agency may refuse to issue, suspend, or revoke a license for said Kennel. The decision to refuse to issue, suspend, or revoke a license on these grounds may be appealed to the Authority. The Agency shall notify the applicant or licensee in writing of the proposed refusal, suspension or revocation, the applicant's or licensee's right to a hearing before the Authority, and the procedure for appeal.

(b) If the applicant or licensee does not submit a written request for a hearing before the Authority within fifteen (15) days after receipt of the notice of the refusal, suspension or revocation, the application shall be refused or the license shall be suspended or revoked, as the case may be.

(c) An applicant shall have the burden of proving by clear and convincing evidence the applicant is eligible for and entitled to a license.

Section 25. Pet Shop license.

Pet Shops shall be licensed. All of the requirements for Kennels shall apply to Pet Shops, with the addition of specific regulations for Pet Shops to be adopted by the Board. Fees for licenses shall be set by the Board by resolution.

ARTICLE IV. KENNEL STANDARDS

Section 26. Kennel standards; Inspections.

(a) In addition to the other requirements of this Ordinance, Kennels shall comply with the standards set forth in this section. The Agency shall inspect all Kennels annually. Furthermore, the Agency may inspect any Kennel and any records thereof, required to be kept by federal, state, or county law, at any reasonable time during normal business hours. Failure to meet these standards may be cause for refusal,

suspension, or revocation of a Kennel license by the Agency. The standards are as follows:

(1) All aAnimals must be supplied daily (or at some other ~~v~~Veterinarian-approved interval) with sufficient nutritious food and potable water. All food and water containers shall be clean and placed so that the aAnimals cannot readily tip them over.

(2) All aAnimals and aAnimal quarters shall be routinely cleaned and kept in a clean and sanitary condition. Floors of buildings, interior runs, and walls shall be of such material as to permit proper cleaning and disinfecting and shall be impervious to moisture. Adequate ventilation and light shall be provided and appropriate temperatures shall be maintained for the health and comfort of the animals.

(3) Animals housed in Kennels must be maintained in quarters so constructed as to prevent their escape. All reasonable precautions shall be taken to protect the public from the aAnimals and the aAnimals from the public.

(4) Quarters shall have a solid floor and shall be of sufficient size that an animal will have room to stand, turn, and stretch to its full length.

(5) All aAnimals housed in Kennels must be properly exercised in accordance with the age and species of the animal and pursuant to standard veterinary practice.

(6) Any aAnimal housed in a Kennel that demonstrates signs of illness or disease shall be isolated in such manner as to prevent the spread of such illness or disease to other aAnimals. The owner or lessee of such Kennel shall provide or cause to be provided appropriate veterinary care for such sick, diseased, or injured aAnimals.

(7) The interior and exterior of cages shall be adequately cleaned between the occupancy of different aAnimals.

(b)The standards set forth in subsection (a) shall be in conformity with the requirements of individual species and common veterinary practice.

(c) Any refusal, suspension, or revocation of a Kennel license resulting from a failure to adhere to the standards in this section may be appealed to the Authority.

ARTICLE V. REQUIREMENTS OF OWNERS

Section 27. Animal At Large – Prohibited.

(a) No Owner shall allow an ~~a~~Animal to be At Large, as defined in Section 1.

(b) Except as set forth in subsection (c) below, every Dog must, when off the property of its Owner, be restrained by a leash.

(c) The provisions of paragraphs (a) and (b) shall not apply to:

(1) Animals on the premises of another property with the permission of the property owner or lessee;

(2) Dogs being used for training, hunting, obedience training, search and rescue, or law enforcement purposes;

(3) Dogs accompanied by the Owner or agent of the Owner on horseback; or

(4) Farmers driving herds to and from pasture, different farms, or parts of farms. See Md. Code, Agriculture Article, §3-504.

(d) An Animal Control Officer encountering a Farm Animal At Large shall:

(1) check the immediate neighborhood for the Owner;

(2) ask a farmer in the area to hold the livestock until the owner is found;

(3) hold the livestock in the Animal Control Shelter, other adequate facility, or, if necessary due to the size or quantity of ~~a~~Animals, hold the livestock in a stockyard or other adequate facility.

Section 28. Animal waste.

(a) It shall be unlawful for any Owner or custodian to allow his or her ~~a~~Animal or any ~~a~~Animal under his or her care to urinate or defecate on the property of another without the property owner's consent.

(b) It shall be unlawful for any Owner or custodian to allow his or her ~~a~~Animal or any ~~a~~Animal under his or her care to defecate on public property unless the Owner or custodian of the ~~a~~Animal immediately thereafter removes and disposes of any waste in a sanitary manner.

(c) An Owner or custodian handling animal waste in accordance with an approved nutrient management plan shall be exempt from the provisions of this section.

Section 29. Dead animals.

It shall be the duty of every Owner of any aAnimal and every property owner to dispose of any dead aAnimal at the Owner's expense. No Person shall, nor cause to, place or leave the carcass of any dead aAnimal in any street, alley, or on public property or allow the same to remain on his or her property. Farm Animals are exempt from the provisions of this section.

Section 30. Confinement of female Dogs in heat.

The Owner, agent, or custodian of any female Dog in estrus ("heat") must so guard and protect such Dog that she will not be out of doors except on the Owner's property for the purpose of regular exercise under control of the Owner, for the purpose of natural relief, or during the process of conveying the Dog to a place suitable for the purpose of medical treatment, boarding, or breeding, and under the direct control of such Person.

Section 31. Owner release.

An aAnimal turned in by an Owner to the Agency shall not be euthanized until the Owner provides a written statement to the effect that the animal has not bitten a human within the previous ten (10) days, unless a report of the circumstances of a bite from the police or the Health Department is presented by the Owner. Those Individuals responsible for euthanization of the aAnimal shall not be held liable for damages for actions taken in accordance with applicable standards of practice.

Section 32. Public Nuisance Animals.

(a) No Person shall keep or maintain any aAnimal in such a manner as to cause or permit such aAnimal to be a Public Nuisance Animal. An aAnimal may be deemed a public nuisance upon the existence of one or more of the following conditions:

(1) when an aAnimal is found by the Agency to have been At Large two or more times in a six (6) month period;

(2) when an aAnimal damages, soils, defiles, or defecates on any private property, other than that of the Owner, or when an aAnimal does so on common

grounds or jointly owned property, and the Owner fails to immediately thereafter remove the waste;

(3) when an aAnimal or aAnimals cause unsanitary, dangerous, or offensive conditions due to the size or number of aAnimals maintained at a single location, the inadequacy of the facilities, or the maintenance of the premises by the Owner;

(4) when an aAnimal makes or causes Excessive Noise; or

(5) when an aAnimal molests, intimidates, or acts in an aggressive manner towards an Individual or a vehicle when such Individual or vehicle is using any public street, highway, or public space.

(b) Farm Animals are exempt from the provisions of this section.

(c) Community Cats are exempt from the provisions of this section.

Section 33. Animals as prizes or inducements; coloring.

(a) No Person shall offer or give away any Dog, Cat, rabbit, baby chick, duckling, or other fowl or aAnimal as a prize for or as an inducement to enter any contest, lottery, drawing, or auction. No aAnimal may be used as an inducement to enter a place of amusement or as an incentive to enter into any business agreement whereby the offer was for the purpose of attracting trade. This subsection does not apply if the Person has received approval of the Maryland Secretary of Agriculture to give away a live aAnimal.†

(b) No Person shall dye, color, or stain any aAnimal to change the natural color of said aAnimal.

(c) No Person shall offer for sale any aAnimal that has been dyed, colored, or stained so as to change the natural color of the aAnimal.

(d) Farm Animals are exempt from the provisions of this section.

Section 34. Exotic Animals or Wild Animals.

(a) No Person may own, sell, exhibit, barter, possess, or harbor any Exotic Animal or Wild Animal in the County without first obtaining permits required by state or federal law.

† See Md. Code Ann., Crim'l Law Art., § 10-610.

(b) The Agency may, without prior notice to any Owner, impound from public or private property an ~~a~~Animal not permitted in the County pursuant to this section.

(c) The Agency shall make a prompt and reasonable effort to notify the Owner that the ~~a~~Animal has been impounded, the reason for the impoundment, and the conditions for the release of the ~~a~~Animal. The ~~a~~Animal shall be held for up to ten (10) days to give the Owner an opportunity to arrange for the prompt, legal, and permanent removal of the ~~a~~Animal from the County and to give assurance of such removal. If the Owner has not arranged for removal of the ~~a~~Animal from the County within ten (10) days, the ~~a~~Animal may be disposed of according to ~~Section 43~~~~Section 43~~Section 43.

Section 35. Potentially Vicious and Dangerous Dogs.

(a) A Dog may be declared a Potentially Vicious and Dangerous Dog by the chief administrator of the Agency or his or her designee. An Owner may appeal any declaration that a Dog is a Potentially Vicious and Dangerous Dog to the Authority within ten (10) days of being served with the notification. A list of Dogs so declared will be maintained by the Agency.

(b) If there are no additional instances of behavior that would qualify a Dog as a Potentially Vicious and Dangerous Dog within 18 months of the date of designation, the Dog shall be automatically removed from the list. A Dog may be removed from the list earlier if its Owner, upon petition, demonstrates to the Authority that changes in circumstances have materially mitigated the risk to the public health, safety, and welfare.

(c) Every Owner or custodian of a Potentially Vicious and Dangerous Dog and the Dog must attend and successfully complete an Authority-approved course, where available, that teaches the Owner or custodian how to control and manage the Dog.

(d) If directed by the Authority, every Owner or custodian of a Potentially Vicious and Dangerous Dog and the Dog must attend and successfully complete a "Canine Good Citizenship" course and test, where available, within a time specified by the Authority.

(e) The Authority may proscribe other requirements of Potentially Vicious and Dangerous Dogs or their Owners or custodians to facilitate the rehabilitation of the Dog and to further the public health, safety, and welfare.

Section 36. Vicious and Dangerous Dog.

(a) A Dog may be declared a Vicious and Dangerous Dog by the chief administrator of the Agency or his or her designee. An Owner may appeal any declaration that an ~~a~~Animal is a Vicious and Dangerous Dog to the Authority within ten (10) days of being served with the notification. Said declaration shall be permanent, and the Agency shall photograph and maintain a list of each Dog so declared.

(b) Every Owner or custodian of a Vicious and Dangerous Dog shall keep such Dog confined in a building or other secure enclosure in a manner as to prevent direct contact between the ~~a~~Animal and human beings or other ~~a~~Animals. So as to prevent the further development of an aggressive nature, Vicious and Dangerous Dog must not be chained, tethered, or otherwise tied to any inanimate object inside or outside of its enclosure.

(c) No Vicious and Dangerous Dog may be removed from the secure enclosure unless such Dog is first securely muzzled, leashed, and under the control of an Individual over the age of sixteen (16) years who is physically capable of restraining the Dog.

(d) An Animal Control Officer may impound a Vicious and Dangerous Dog whose Owner is found in violation of this section.

(1) An Owner may appeal the impoundment to the Authority within five (5) days of receiving notice of the impoundment.

(2) Should an Owner fail to appeal, the Dog may be disposed of pursuant to Section 43. A Vicious and Dangerous Dog may not be placed for adoption by the Agency.

(e) An Owner of a Vicious and Dangerous Dog shall provide at least five (5) days prior written notice to the Agency of the selling or giving away of the ~~a~~Animal ~~away~~ to another Person. The written notice to the Agency shall state the name and address of the new Owner of the ~~a~~Animal, that the new Owner has been notified of the declaration that the ~~a~~Animal is a Vicious and Dangerous Dog, and the details of the ~~a~~Animal's vicious and dangerous behavior.

(f) Any Vicious and Dangerous Dog shall be spayed or neutered at the Owner's expense.

(g) The Owner or custodian of a Vicious and Dangerous Dog must:

(i) allow inspection of the Dog and its secure enclosure by the Agency;

(ii) immediately notify the Agency if the Dog escapes and make every reasonable effort to recapture the escaped Dog to prevent injury or death to humans or Domesticated Animals;

(iii) implant the Dog with a microchip for identification purposes and register the microchip identification number as directed by with the Agency no later than seven (7) business days following the declaration of the Dog as Vicious and Dangerous. If the Dog is At Large and impounded at the shelter, the Agency may implant a microchip for identification purposes before the Owner is identified and contacted;

(iv) notify the Agency of any change of address;

(v) notify the Agency of the death of the Dog; and

(vi) comply with any and all conditions as imposed by the Authority.

(h) The Authority may order the destruction of any Vicious and Dangerous Dog.

(i) Any Dog designated by any other jurisdiction to exhibit or to have exhibited those same characteristics or behaviors that would result in a Dog being classified as Vicious and Dangerous under the terms of this Section if the Dog had been, at the time so designated, in Washington County shall be considered a Vicious and Dangerous Dog under this Ordinance, and all requirements imposed herein shall apply to the Dog so designated by the foreign jurisdiction as if the ~~a~~Animal were deemed Vicious and Dangerous pursuant to this Ordinance. The Owner of any such Dog shall notify the Agency of the animal's residency in Washington County at the time of its commencement.

(j) The declaration of any Dog as a Vicious and Dangerous Dog by the chief administrator of the Agency or his or her designee may, after a hearing, be modified by the Authority to a declaration of Potentially Vicious and Dangerous.

Section 37. Potentially Vicious and Dangerous, Vicious and Dangerous – Exceptions

(a) No Dog may be declared Potentially Vicious and Dangerous or Vicious and Dangerous as a result of injury or damage if, at the time the injury or damage, the victim of the injury or damage:

(i) was committing a willful trespass or other tort upon premises occupied by the Owner or keeper of the Dog;

(ii) was teasing, tormenting, goading, abusing, or assaulting the Dog; or

(iii) was committing or attempting to commit a crime.

(b) No Dog may be declared Potentially Vicious and Dangerous or Vicious and Dangerous if the Dog was protecting or defending a person or animal within the immediate vicinity of the Dog from an unjustified attack.

(c) No Dog may be declared Potentially Vicious and Dangerous or Vicious and Dangerous if an injury or damage was sustained by a Domesticated Animal that, at the time of the injury or damage, was teasing, tormenting, goading, abusing, or assaulting the Dog.

(d) No Dog may be declared Potentially Vicious and Dangerous or Vicious and Dangerous if injury or damage to a Domesticated Animal was sustained while the Dog was working as a hunting Dog, herding Dog, or predator control Dog on the property of, or under the control of, its Owner or keeper, and the damage or injury was appropriate to the work of the Dog.

(e) No Dog may be declared Potentially Vicious and Dangerous or Vicious and Dangerous if it was acting in response to pain or injury.

ARTICLE VI. ENFORCEMENT

Section 38. Animal Control Officers/inspectors; Powers of enforcement.

(a) Any Animal Control Officer shall have the right to enter upon any property where the officer has probable cause to believe that such entry is necessary for the purpose of discharging the duties imposed by this Ordinance, including but not limited to impoundment under Section 39. However, nothing in this section shall be construed as permitting the entry into a private building or other structure except in accordance with Maryland law.

(b) An Animal Control Officer is authorized to apply to a District Court or Circuit Court judge for a search and seizure warrant permitting entry into any private building or other structure. A warrant shall be issued upon written, described probable cause, supported by oath or affirmation, and particularly describing in writing the place

to be searched, and the animal or other things to be seized, in accordance with Maryland law.

(c) It shall be unlawful for any Person to interfere or attempt to interfere with an Animal Control Officer or any Individual acting under the authority of this Ordinance, in the performance of the duties of the Officer or other authorized person, nor shall any Person without authority release or attempt to release any animal impounded pursuant to this Ordinance or State law.

Section 39. Impoundment – generally.

(a) Any aAnimal found At Large may be impounded by the Agency or any Animal Control Officer and taken to the Animal Control Shelter. The aAnimal ~~(with the exception of a Cat) shall be confined there in a humane manner for a period of not less than five (5) business days, unless sooner claimed and redeemed by its Owner. A Cat shall be confined there in a humane manner for a period of not less than three (3) business days, unless sooner claimed and redeemed by its Owner.~~

(b) An exception to the ~~five (5) day~~above stated impoundment period will be made for (1) litters of puppies and kittens over the age of eight (8) weeks which may be made immediately available for adoption and (2) unweaned aAnimals. For the purposes of this Ordinance, a litter shall consist of three or more aAnimals.

(c) An exception to the ~~five (5) day~~above stated impoundment period will be made for any captured aAnimal of unknown ownership determined to be a Vicious and Dangerous Dog, after 48 hours, which constitutes a personal threat to the staff of the Agency and the public.

(d) Where the Agency is unable, with reasonable efforts, to safely seize and impound a Vicious and Dangerous Dog, a Wild Animal, or an aAnimal suspected to have rabies, local police agencies may use weapons as may be necessary to kill or subdue the aAnimal, and shall do so in the most humane manner possible.

(e) An Animal Control Officer may seize an aAnimal from any place if the officer determines that emergency conditions make it necessary to do so in order to protect its health and safety and the health and safety of the public or other aAnimals.

(1) An Owner may appeal the removal of an aAnimal under this subsection to the Authority within five (5) days of receiving actual or written notice of the impoundment.

(2) Should an Owner fail to appeal a removal to the Authority within five (5) business days of notice, the ~~a~~Animal may be disposed of pursuant to Section 43.

(3) In the event an Owner makes a timely appeal pursuant to Section 39(e)(1), and the Authority votes to return the Animal(s) to the Owner, the Owner must reclaim the Animal(s) and pay all fees associated with the removal of the Animal(s), unless waived by the Authority, within three (3) business days of the date of the appeal hearing or the Animal(s) will be deemed abandoned and become the property of the Agency.

(f) Any Animal Control Officer may impound any Potentially Vicious and Dangerous or Vicious and Dangerous Dog if the Animal Control Officer has reasonable cause to believe that any of the mandatory restrictions upon such ~~a~~animal are not being followed if the failure to follow such restrictions would likely result in a threat to public safety. The Owner or custodian of a Potentially Vicious and Dangerous or Vicious and Dangerous Dog shall surrender such an ~~a~~animal to any Animal Control Officer or law enforcement officer upon demand. In the event such an ~~a~~animal is impounded, the Animal Control Officer shall serve a Citation upon the Owner of such ~~a~~animal for violation of the provisions of this Ordinance.

(g) If an ~~a~~animal has been impounded pursuant to this section, the Agency may permit the ~~a~~Animal to be confined at the Owner's expense in a veterinary facility pending a hearing pursuant to this Ordinance, provided that such confinement will ensure the public safety.

(h) No ~~a~~animal that has been designated as a Potentially Vicious and Dangerous or Vicious and Dangerous Dog may be released by the Agency or a ~~v~~Veterinarian until the Owner has paid all veterinary costs and all other fees and costs of the Agency that are normally charged to an Owner prior to redemption of the ~~a~~animal. If the Owner fails to pay such fees and costs and take possession of the ~~a~~Animal within ten (10) days of the Owner's receipt of notice of the designation of the Dog as a Potentially Vicious and Dangerous or Vicious and Dangerous Dog, the ~~a~~animal shall be deemed to have been abandoned and may be disposed of by the Agency. Euthanasia or surrender to the Agency of such an ~~a~~Animal does not free the Owner of responsibility for all costs incurred up to and including the date of euthanasia or surrender.

Section 40. Impoundment – Notification of Owner.

Upon ~~i~~Impound~~ment~~ing of any animal, the Agency shall make all reasonable efforts to locate and notify the ~~a~~Animal's Owner of the ~~i~~Impoundment. Any notice of

Impoundment shall include certification by the Animal Control Officer of the means by which the Owner was notified of the impoundment.

Section 41. Impoundment – Sick or injured animals.

(a) Any impounded animal At Large, the Owner of which is not known, and which is sick or injured, may be disposed of at the discretion and direction of a Veterinarian. A Veterinarian shall not be liable to the Owner for such direction made in good faith and at the request of the Agency.

(b) Any animal found in a critical, mortally wounded condition from wounds, injuries, or diseases may, at the discretion of a Veterinarian or an Animal Control Officer, be humanely destroyed. The Owner shall be notified as soon as possible thereafter, and shall immediately provide for expenses and burial or cremation of the animal if he or she knows of the death of the animal and the location of the carcass.

(c) The Agency is authorized to enter into agreements with Veterinarians for the care of sick or injured animals which are licensed or which give the appearance of having been given good care. If the Owner cannot be located within a reasonable time, the Agency shall pay for the expenses incurred. If the Owner is located, he or she shall promptly pay for the Veterinarian's services and other expenses incurred for the care of the animal.

Section 42. Impoundment – Redemption of impounded animals.

The Owner of an impounded animal shall be entitled to redeem such animal upon proof of ownership, compliance with the license provisions of this Ordinance, the payment of any fees imposed by the Agency, and compliance with any measures required by the Agency.

Section 43. Disposition of animals.

At the end of the minimum time period specified in this Article, unclaimed animals shall be deemed abandoned and become the property of the Agency, and shall be disposed of only by euthanasia or by adoption or, in the case of a Wild Animal, released in a suitable habitat where permitted. Any Owner of any animal deemed abandoned which has not been disposed of by euthanasia or adoption may reclaim said animal by paying the requisite fees to the Agency. A Vicious and Dangerous Dog may not be placed for adoption by the Agency.

Section 44. Prohibited acts.

(a) No person shall beat, torment, overload, overwork, cause unnecessary suffering to or otherwise abuse any ~~a~~Animal or cause, instigate or permit any dogfight, cockfight, bullfight, or other combat between ~~a~~Animals or between ~~a~~Animals and humans. Customary and normal veterinary and animal husbandry practices including, but not limited to, dehorning, castration, docking, and limit feeding, shall not be construed as being included in the provisions of this section. The Authority shall accept oral or written testimony from an agent of the Cooperative Extension Service on the issue of what are customary and normal animal husbandry practices, or from a Veterinarian on the issue of what are customary and normal veterinary practices, without the formal requirement of the presence of the agent or Veterinarian or qualification as to expertise.

(b) No Person shall fail to provide adequate food, Adequate Space, Adequate Shelter for Outdoor Dogs, Adequate ~~w~~Water, or adequate shelter to any animal he or she owns, possesses, or harbors. The Authority shall accept oral or written testimony from a ~~v~~Veterinarian on whether an animal's food, water, or shelter is adequate.

(c) No Person shall abandon any ~~a~~Animal on public or private property.

(d) No Person shall entice an ~~a~~Animal off the property of its Owner with the intent to allow said ~~a~~Animal to become an Animal At Large.

(e) It shall be unlawful for any Person to conceal any ~~a~~Animal or to falsely deny ownership of any ~~a~~Animal owned or harbored by him from any Animal Control Officer or other person authorized to act by the provisions of this Ordinance.

(f) If an ~~a~~Animal is impounded under this section and is not redeemed within ten (10) days of notice to the Owner, the ~~a~~Animal may be disposed of pursuant to Section 43. The Owner remains responsible for any impoundment fees and veterinary expenses accrued.

ARTICLE VII. PENALTIES

Section 45. Civil penalties.

(a) An Animal Control Officer may issue a notice to comply or a warning to any Person found to have committed a violation of this Ordinance.

(b) An Animal Control Officer may serve a Citation upon any Person found to have committed a violation of this Ordinance. The Citation shall impose upon such violator a civil penalty in an amount established by the Board by resolution. Civil penalties charged under this ordinance may be changed by the Board by resolution. All civil penalties shall be collected by the Agency within twenty (20) days in full satisfaction of the assessed penalty. An Animal Control Officer is also empowered to issue a warning in lieu of a Citation in an appropriate case.

(c) A Citation to impose a civil penalty may be filed with the Authority in accordance with [Section 6](#)~~Section 6~~.

(d) In the alternative, a Citation to impose a civil penalty may be filed with the District Court pursuant to Md. Code, [Courts and Judicial Proceedings](#), §4-401(10)(ix).

(e) Should collection proceedings be required for collection of a civil penalty, an attorney's fee of one hundred seventy-five dollars (\$175.00) and court costs may be imposed on the Person who has failed to pay the civil penalty to cover the costs of collection.

(f) In addition to other authority, the District Court of Maryland shall have the power to grant equitable relief and may take the actions set forth in Section 6(k)(1-4) of this Ordinance, pursuant to Md. Code, [Courts and Judicial Proceedings](#), §4-401(8). This power is in addition to all other powers pertaining to enforcement of this Ordinance.

(g) Civil penalties collected under this Ordinance shall be credited to the general fund of the County in which the violation occurred.

(h) The Authority and the District Court shall have the authority to reduce or modify, but not increase, a civil penalty assessed under this Ordinance.

(i) Procedure for civil ordinance violations in the District Court of Maryland.

(1) For purposes of this section, a violation of this Ordinance is a civil offense.

(2) The civil penalty shall be paid to the County by the Person charged in the Citation within 20 calendar days of service of the Citation.

(3) (i) Animal Control Officers may serve a Citation on any Person:

1. Whom they believe is committing or has committed a violation of this Ordinance; or

2. On the basis of an affidavit submitted to an appropriate official of the County, to be named by the County, citing the facts of the alleged violation of this Ordinance.

(ii) The Citation shall be served on the defendant:

1. In accordance with Maryland Rule 3-121; or
2. For real property-related violations, if proof is made by affidavit that good faith efforts to serve the defendant under Maryland Rule 3-121(a) have not succeeded, by:
 - A. Regular mail to the defendant's last known address; and
 - B. Posting of the Citation at the property where the ordinance violation has occurred or is occurring, and, if located within the County in which the ordinance violation has occurred or is occurring, at the residence or place of business of the defendant.

(iii) The Citation shall contain:

1. the Animal Control Officer's certification:
 - A. attesting to the truth of the matter set forth in the Citation; or
 - B. that the Citation is based on an affidavit;
2. the name and address of the Person charged;
3. the nature of the ordinance violation;
4. the location and time that the ordinance violation occurred;
5. the amount of the civil penalty assessed;
6. the manner, location, and time in which the civil penalty may be paid to the County;
7. the Person's right to elect to stand trial for the Ordinance violation; and
8. the effect of failing to pay the assessed civil penalty or demand a trial within the prescribed time.

(iv) The Animal Control Officer shall retain a copy of the Citation.

(4) (i) If a Citation is served without a summons as provided in paragraph (6) of this subsection, the Person charged in the Citation may elect to stand trial for the Ordinance violation by notifying the County in writing of the Person's intent to stand trial. The written notice shall be given at least five (5) days prior to the date of payment as set forth in the Citation.

(ii) Upon receipt of the written notice of the intent to stand trial, the County shall forward to the District Court having venue a copy of the Citation and the written notice.

(iii) Upon receipt of the Citation and the written notice, the District Court shall schedule the case for trial and notify the defendant of the trial date.

(5) (i) If a Person charged in a Citation fails to pay the civil penalty by the date of payment set forth on the Citation and fails to deliver to the County the written notice of intent to stand trial, the Person is liable for the assessed civil penalty.

(ii) The County may double the civil penalty to an amount not to exceed \$1,000 and request adjudication of the case through the District Court, including the filing of a demand for judgment on affidavit.

(iii) The District Court shall promptly schedule the case for trial and issue a summons for the defendant to appear.

(iv) The defendant's failure to respond to such summons shall result in the entry of judgment against the defendant in favor of the County in the amount then due if a proper demand for judgment on affidavit has been made.

(6) (i) 1. An Animal Control Officer may also serve a summons with a Citation that requires the Person to appear in District Court on a specified date and time.

2. The summons shall specify that the Person is not required to appear in District Court if the civil penalty is paid as provided in the Citation.

3. If approved by the Chief Judge of the Maryland District Court, the Citation form may contain the summons.

4. The Animal Control Officer shall coordinate the selection of court dates with the appropriate District Court officials.

(ii) If the defendant fails to pay the civil penalty as provided in the Citation and fails to appear in District Court as provided in the summons:

1. the County may double the civil penalty to an amount not to exceed \$1,000; and

2. the Court may enter judgment against the defendant in the amount then due if the proper demand for judgment on affidavit has been made.

(7) If any Person shall be found by the District Court to have committed an Ordinance violation:

(i) 1. the District Court shall order the Person to pay the civil penalty, including any doubling of the civil penalty, not to exceed the limits under paragraph (2) of this subsection;

2. the civil penalties imposed shall constitute a judgment in favor of the County; and

3. if the civil penalty remains unpaid for 30 days following the date of its entry, the judgment shall be enforceable in the same manner and to the same extent as other civil judgments for money unless the Court has suspended or deferred the payment of the civil penalty as provided under subparagraph (ii) of this paragraph;

(ii) the District Court may suspend or defer the payment of any civil penalty under conditions that the Court sets;

(iii) the Person shall be liable for the costs of the proceedings in the District Court; and

(iv) the Court may order the Person to abate the ordinance violation or enter an order permitting a County to abate any such Ordinance violation at the Person's expense.

(8) (i) If a County abates an Ordinance violation pursuant to an order of the District Court, the County shall present the defendant with a bill for the cost of abatement by:

1. regular mail to the defendant's last known address; or

2. any other means that are reasonably calculated to bring the bill to the defendant's attention.

(ii) If the defendant does not pay the bill within 30 days after presentment, upon a motion of the County, the District Court shall enter a judgment against the defendant for the cost of the abatement.

(9) All civil penalties or forfeitures collected by the District Court for an Ordinance violation shall be remitted to the County in which the ordinance violation occurred.

(10) If a defendant fails to pay any civil penalty or cost imposed by the District Court without good cause, the District Court may punish the failure as contempt of court.

(11) Adjudication of an Ordinance violation, as defined in paragraph (1) of this subsection, is not a criminal conviction for any purpose, nor does it impose any of the civil disabilities ordinarily imposed by a criminal conviction.

(12) In any proceeding for an Ordinance violation:

(i) it shall be the burden of the County to prove that the defendant has committed the Ordinance violation by clear and convincing evidence, and in any such proceeding, the District Court shall apply the evidentiary standards as prescribed by law or rule for the trial of civil causes;

(ii) the District Court shall ensure that the defendant has received a copy of the charges against the defendant and that the defendant understands those charges;

(iii) the defendant shall be entitled to cross-examine all witnesses who appear against the defendant, to produce evidence or witnesses in the defendant's own behalf, or to testify in the defendant's own behalf, if the defendant elects to do so;

(iv) the defendant shall be entitled to be represented by counsel of the defendant's own selection and at the defendant's own expense; and

(v) the defendant may enter a plea of guilty or not guilty of the Ordinance violation as charged, and the verdict of the District Court shall be guilty of an Ordinance violation or not guilty of an Ordinance violation, or the District Court may, before rendering judgment, place the defendant on probation.

(13) The court costs in an ordinance violation proceeding in which costs are imposed are five (\$5.00) dollars. A defendant may not be liable for payment to the Criminal Injuries Compensation Fund.

Section 46. Criminal Penalties.

(a) An Animal Control Officer may serve a Criminal Citation upon any Person believed to be committing or to have committed a violation of any condition imposed pursuant to Section 36 this Ordinance. When issuing a Criminal Citation to a Person, an Animal Control Officer may also issue a summons requiring the person to appear in court on a specified date.

(b) Any violation of this Section is a misdemeanor punishable by imprisonment of up to thirty (30) days, a fine of One Thousand Dollars (\$1,000.00), or both. This penalty is in addition to all other penalties imposed under this Ordinance.

ARTICLE VIII. CONTROL OF RABIES

Section 47. Rabies – Immunizations of Dogs; Cats; and ferrets.

All Dogs, Cats, and ferrets of the age of four (4) months or older in the County shall be currently immunized against rabies by a Veterinarian or by an anti-rabies clinic authorized by the Health Department and the State Public Health Veterinarian. Immunity against rabies shall be maintained at a level approved by the State Community and Public Health Administration. If the ~~A~~animal was brought into the County from outside the State, an unexpired rabies inoculation certificate or tag issued by a ~~V~~eterinarian or anti-rabies clinic licensed in the state in which the ~~a~~Animal was inoculated shall be acceptable.

Section 48. Rabies – Confinement of biting animals.

(a) The Agency shall confine or provide for the confinement of any Domesticated Animal that has bitten any Individual, for clinical observation for a period of not less than ten (10) consecutive calendar days. The confinement may occur on the premises of the ~~a~~Animal Owner, provided that the Owner signs a written agreement to provide for properly supervised confinement. In the alternative, the ~~a~~Animal may be confined in the Animal Control Shelter or a veterinary hospital at the Owner’s option and expense. No Person shall knowingly allow such confined animal to escape or sell, give away or

otherwise dispose of such animal before the expiration of the ten (10) day confinement and observation period.

(b) The Health Officer shall be empowered to order an examination of any such ~~a~~Animal, if not inoculated, to determine whether it may have rabies.

(c) If the Owner of any biting ~~a~~Animal decides to euthanize the ~~a~~Animal before the end of the ten (10) day confinement and observation period, the Owner shall notify the Agency and the ~~a~~Animal shall be humanely euthanized and examined for rabies pursuant to this section.

(d) If an ~~a~~Animal biting an Individual is injured or sick and its condition warrants euthanasia, that ~~a~~Animal shall be humanely euthanized and examined for rabies pursuant to this section.

(e) The Agency shall be notified when any Individual or Domesticated Animal is bitten by any Wild Animal, and such Wild Animal shall be euthanized and examined for rabies pursuant to this section.

(f) An ~~a~~Animal to be examined for rabies pursuant to this section shall have its head removed and sent immediately to a laboratory approved by the State Department of Health and Mental Hygiene for the examination at the Owner's expense.

Section 49. Rabies - Management of Cat Population: Additional Acts.

The following actions shall be permitted in the County as part of its Trap-Neuter-Return process:

(a) Trapping, for the sole purpose of sterilizing, vaccinating for rabies, and eartipping community cats, in compliance with any applicable federal or state law, and under the supervision of a licensed veterinarian.

(b) An eartipped cat received by a local animal control shelter will be returned to the location where trapped unless veterinary care is required. A trapped eartipped cat will be released onsite unless veterinary care is required.

(c) Community Cat Caregivers are empowered to reclaim an impounded Community Cat without proof of ownership solely for the purpose of implementation of Trap-Neuter-Return as described in this Section.

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ARTICLE IX. MISCELLANEOUS

Section 49. Adoptions.

(a) The Agency may provide for the adoption of impounded **a**Animal by a responsible Person after payment of the requisite fees.

(b) A Dog or Cat put up for adoption shall be no less than eight (8) weeks of age, free from known disease or injury unless notification has been given to the adopter, not vicious and released only after definite provisions have been made for sterilization, inoculation and licensing of such **a**Animal.

(c) The Agency may establish fees to be paid by any Person adopting an **a**Animal.

Section 50. Fees.

The Board shall, from time to time, review all fees that the Agency is empowered to set by this Ordinance and to set those fees that the Board is empowered to set pursuant to the Annotated Code of Maryland and this Ordinance. All fees provided for in this Ordinance shall be set or changed by the Board by resolution.

Section 51. Owner's liability.

If any **a**Animal shall do any damage to the body, clothing or other property of any Individual, the Owner or keeper or, if the Owner or keeper be a minor, the parents or guardian of such minor shall be liable for such damages, unless such damages shall have been occasioned to the body or clothing of an individual who, at that time such damages were sustained, was committing a trespass or other tort or crime, or was teasing, tormenting or abusing such **a**Animal. An Individual is lawfully upon the private property of such Owner within the meaning of this Ordinance when the Individual is on such property in the performance of any duty imposed by the laws of the State, County, or by the postal regulations of the United States, or when on such property upon the express or implied invitation of the Owner thereof.

Section 52. Public education.

The Board may cause to be instituted a permanent public education program in cooperation with the Agency to inform pet owners of the responsibilities of **a**Animal ownership, the proper care of animals, and the provisions of this Ordinance. As a part of this program, a brochure shall be created which contains a summary of the chief

provisions of the Ordinance, to be distributed to Veterinarians, Pet Shops, the Agency, the Department, and all authorized outlets for the issuance of licenses, with the intention that each applicant for a license under this Ordinance shall receive a copy of the brochure. The Board and the Agency may also cooperate with the Board of Education in taking the public education program into the school system.

Section 53. Sterilization.

The Board may cause to be established a program for the sterilization of Dogs and Cats owned by County citizens.

Section 54. Volunteers.

The Agency is hereby authorized to permit, in its sole discretion, individuals who volunteer their services to assist the Agency in carrying out the non-coercive provisions of this Ordinance.

Section 55. Exemption of Farm Animals.

(a) Farm Animals shall be exempt from all provisions of this Ordinance, except for the following: (1) Prohibited Acts under Section 44; (2) Licensing requirements under Section 15 or Section 21; and (3) Animal At Large provisions under Section 27.

(b) This Section ~~56~~ shall not be interpreted by the Authority to preclude a declaration of a Dog as Potentially Vicious and Dangerous or Vicious and Dangerous solely because the object of the Dog's aggressive conduct was a Farm Animal.

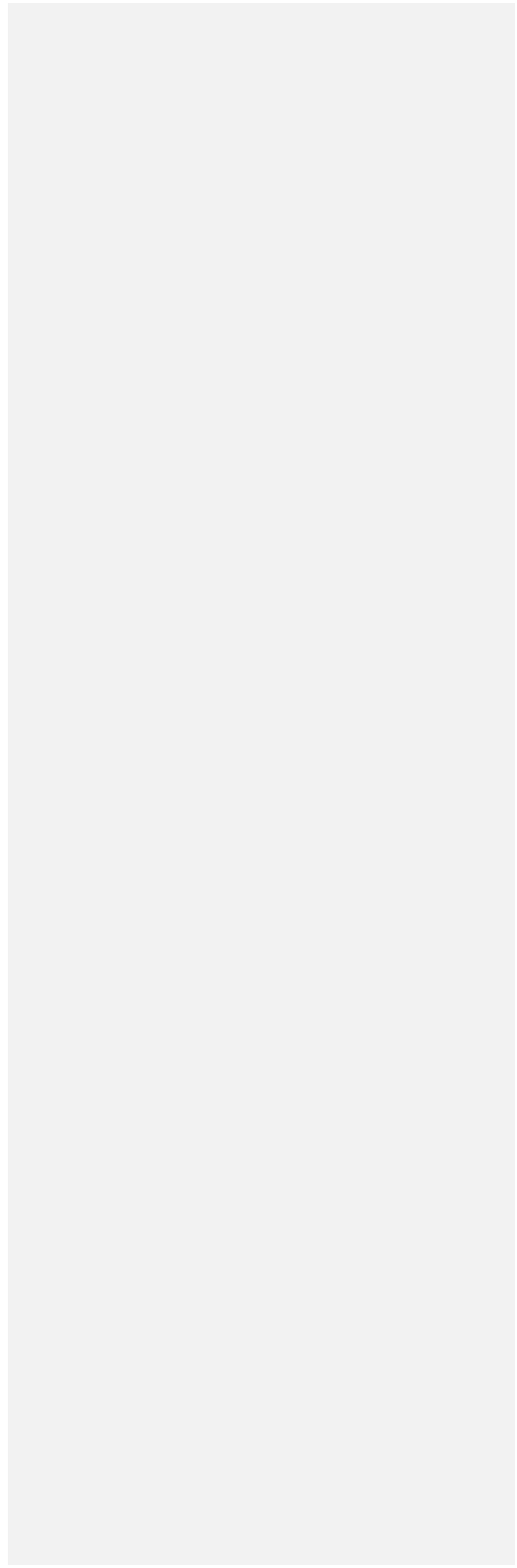
Section 56. Prior Acts.

Any Dog declared Vicious and Dangerous or Potentially Vicious and Dangerous and any decision made and condition imposed by the Authority under any prior version of this Ordinance shall be given full force and effect, notwithstanding any subsequent amendment of the Ordinance. This ~~Section 56~~ Section 56 is expressly intended to be given retroactive force and effect.

Section 57. Severability.

If any provision of this Ordinance or the application thereof to any Person is held invalid by a court of competent jurisdiction, the remainder of this Ordinance and the application of such provisions to Persons or circumstances other than those as to which

it is held invalid shall not be affected thereby. The powers conferred by this Ordinance shall be in addition and supplemental to the powers conferred by any other law.





Open Session Item

SUBJECT: PUBLIC HEARING - Application for Zoning Text Amendment RZ-23-001

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Jill Baker, AICP, Director, Department of Planning and Zoning

RECOMMENDED MOTION: The Commissioners may take a consensus vote on whether to approve or deny the request or wait until a later date to deliberate.

REPORT-IN-BRIEF: Application has been made by the Planning Commission of Washington County to amend several sections of the Zoning Ordinance to change the definition of a convenience store, provide districts in which said use shall be permitted, and to provide options for tractor trailer/heavy duty truck parking at these types of facilities.

This text amendment was heard as part of a public hearing held by the Board of County Commissioners (BoCC) on August 22, 2023. As part of that hearing the Commissioners had several questions relating to the potential location of convenience stores, specifically questioning whether they should be permitted in the BL and BG districts, whether the definition was clear in our intent, and how to mitigate impacts to neighboring residential properties. The case was remanded back to the Planning Commission to review the BoCC concerns.

The Planning Commission reviewed and discussed the concerns brought up by the BoCC at a regular meeting held on September 11, 2023. It was the consensus of the Planning Commission that they had done their due diligence in the drafting of the amendments and did not see a need to make any additional changes.

To acknowledge the BoCC concerns, Staff has drafted additional changes to the proposed amendment that may be used in deliberation of the request. The purpose of this public hearing is to take comment from the public on the additional changes being proposed for the text amendment.

DISCUSSION:

According to the National Association of Convenience Stores (NACS) there are approximately 150,174 convenience stores operating in the US as of January 2023. After several years of stores closing due to the restrictions of COVID-19, C-Stores are again increasing in number. The necessity and demand for this industry is illustrated in its title, convenience.

The size of convenience stores has changed significantly over the last decade. According to the National Association of Convenience Stores (NACS), traditional C-stores averaged between 2500-3000 square feet in size. They provided very basic necessities to the traveling public including fueling stations, restrooms, household items, and some pre-packaged food item. Currently, the average size of a new C-Store is averaging about 5000-6000 square feet. The reason for the larger sized stores primarily results from new service models where food made fresh options and in-store dining areas are

offered. The increase in C-Store sizes can likely also be attributed to the overall increase of population and vehicular traffic across the country.

Acknowledging these new trends in the size and function of C-store operations, the Planning Commission finds that the current definition of a convenience store in the Zoning Ordinance is outdated and overly restrictive. Furthermore, the Planning Commission finds that there is a significant demand and corresponding need to allow for limited truck parking for C-Store uses. Increases in population, traffic, and freight demands have created an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.

FISCAL IMPACT: n/a

CONCURRENCES: n/a

ALTERNATIVES: n/a

ATTACHMENTS: Staff Report including text amendments, amendment application, Planning Commission meeting minutes for April 3, 2023 and September 11, 2023, Planning Commission recommendation

AUDIO/VISUAL NEEDS: none



WASHINGTON COUNTY PLANNING COMMISSION
ORDINANCE TEXT AMENDMENT APPLICATION

FOR PLANNING COMMISSION USE ONLY
Rezoning No. RZ-23-001
Date Filed: _____

Washington County Planning Commission

Applicant
747 Northern Avenue, Hagerstown, MD 21742

Address
Jill Baker

Primary Contact
same

Address

Property Owner Contract Purchaser
 Attorney Consultant
 Other: _____

240-313-2430
Phone Number
jbaker@washco-md.net
E-mail Address

- Adequate Public Facilities Ordinance
- Forest Conservation Ordinance
- Subdivision Ordinance
- Solid Waste Plan

- Water and Sewer Plan
- Zoning Ordinance
- Other _____

Articles 7, 8, 9, 10, 11, 12, 22, & 28A

Section No. _____

Please provide the proposed text on a separate sheet of paper as follows: strike-through should be used for deletions [~~deletions~~], unchanged wording in regular type, and new wording should be underlined [new wording].

Jill Baker
Applicant's Signature

Subscribed and sworn before me this 1st day of March, 2023.

My commission expires on 4-11-25
Debra Sue Eckard
Notary Public

FOR PLANNING COMMISSION USE ONLY

- Application Form
- Fee Worksheet
- Application Fee
- Proposed Text Changes
- 30 copies of complete Application



DEPARTMENT OF PLANNING & ZONING
COMPREHENSIVE PLANNING | LAND PRESERVATION | FOREST CONSERVATION | GIS

RZ-23-001

March 20, 2023

**WASHINGTON COUNTY ZONING ORDINANCE
STAFF REPORT AND ANALYSIS**

ARTICLES 7, 8, 9, 10, 11, 12, 22, 28A

Proposal: Application is being made to amend several sections of the Zoning Ordinance to change the definition of a convenience store (aka C-Store), provide districts in which said use shall be permitted and provide options for tractor trailer/heavy duty truck parking facilities at these types of facilities.

Staff Report: According to the National Association of Convenience Stores (NACS) there are approximately 150,174 convenience stores operating in the US as of January 2023. After several years of stores closing due to the restrictions of COVID-19, C-Stores are again increasing in number. The necessity and demand for this industry is illustrated in its title, convenience.

Convenience from these types of facilities can be present at both the local and regional level. Local patrons use convenience stores mostly for fueling purposes. There are few facilities that exist as merely a stand alone fueling station at this time. In addition to being used for fueling facilities, many convenience stores carry minimal household supplies and basic food needs such as bread, eggs and milk.

Regional convenience is mostly provided to interstate highway users travelling to or through the area. C-stores provide the convenience of a fueling center as well as providing restrooms, pre-packaged foods, and drinks so that travelers can rest and refresh before continuing on their journey.

In addition to changes in the definition of these uses, the Planning Commission has recognized a growing need and demand for truck parking facilities at some of these C-store locations. Similar to automobile traveling, truck drivers also need fast on and off facilities to maintain their delivery times. Parking for trucks at these facilities provides opportunities for truck drivers to quickly fuel up, use a restroom, and possibly get some food before getting back on the highway.

Proposed Amendments:

Below are the proposed text amendments for this rezoning case.

ARTICLE 7 “RT” RESIDENTIAL, RURAL DISTRICT

Section 7A.7 Parking Requirements

Parking shall be provided or prohibited according to the requirements of Article 22, Division I, and where applicable, in compliance with Washington County's adopted Road and Street Design Standards.

~~The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District.~~

ARTICLE 8 “RS” RESIDENTIAL, SUBURBAN DISTRICT

Section 8.7 Parking Requirements

(a) Parking shall be provided or prohibited according to the requirements of Article 22, Division I, and where applicable, in compliance with Washington County's adopted Road and Street Design Standards.

~~(b) The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District.~~

ARTICLE 9 “RU” RESIDENTIAL, URBAN DISTRICT

Section 9.7 Parking Requirements

Parking shall be provided or prohibited according to the requirements of Article 22, Division I, and where applicable, in compliance with Washington County's adopted Road and Street Design Standards.

~~The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District.~~

ARTICLE 10 “RM” RESIDENTIAL, MULTI-FAMILY DISTRICT

Section 10.7 Design Standards

(h) Parking requirements Parking shall be provided or prohibited according to the requirements of Article 22, Division I, and where applicable in compliance with Washington County's adopted Road and Street Design Standards.

~~The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District.~~

ARTICLE 11 "BL" BUSINESS, LOCAL DISTRICT

Section 11.1 Principal Permitted Uses

(a) Local retail goods and service shops, including:

Clothing stores

Convenience Stores

Dairy Products Stores

ARTICLE 12 “BG” BUSINESS, GENERAL DISTRICT

Section 12.1 Principal Permitted Uses

(a) Retail trades, businesses and services, including but not limited to the following and any use permitted in the BL District, subject to the use regulations specified in that district.

Conference Centers

Convenience Stores

Department Stores

ARTICLE 22 SPECIAL PROVISIONS

DIVISION I OFF-STREET PARKING AND LOADING AREA REQUIREMENTS

Section 22.15 Truck Parking Requirements

- (a) Truck parking is permitted in association with a convenience store in accordance with the following:
1. The maximum allowable number of truck parking spaces cannot exceed 3.5 spaces per 500 sq. ft. of the gross leasable area of the convenience store.
 2. Truck parking facilities shall maintain an independent internal circulation pattern on the site apart from normal automobile traffic. This provision does not pertain to immediate access to the property which may be shared by both truck and automobile traffic.
 3. Truck parking facilities may not be permitted in association with a convenience store in a Rural Business district.

ARTICLE 28A - DEFINITIONS

Convenience Store (aka C-Store): Any retail establishment offering for sale: prepackaged or pre-processed food products, household items, and other goods commonly associated with the same ~~and having a gross floor area of 5,000 square feet or less.~~ Such establishments may also sell gasoline petroleum products at retail prices and made to order food associated with the marketing of the proprietor. Chain or branded restaurants shall be considered a separate use from the convenience store. The area utilized for the sale of gasoline shall be considered as part of the gross floor area.

Analysis:

The size of convenience stores has changed significantly over the last decade. According to the National Association of Convenience Stores (NACS), traditional C-stores averaged between 2500-3000 square feet in size. They provided very basic necessities to the traveling public including fueling stations, restrooms, household items, and some pre-packaged food item. Currently, the average size of a new C-Store is averaging about 5000-6000 square feet. The reason for the larger sized stores primarily results from new service models where food made fresh options and in-store dining areas are offered. The increase in C-Store sizes can likely also be attributed to the overall increase of population and vehicular traffic across the country.

Acknowledging these new trends in the size and function of C-store operations, the current definition of a convenience store in the Zoning Ordinance is outdated and overly restrictive. Further, the use designation of a convenience store is only listed explicitly in the Rural Business

Floating Zone. To correct the issue of an outdated definition, the Planning Commission is recommending changes to include eliminating a size limitation of such a structure. They are also recommending explicit inclusion of these types of uses in the Business Local and Business General zoning districts.

In addition, the Planning Commission believes that there is a significant demand and corresponding need to allow for limited truck parking for C-Store uses. Increases in population, traffic, and freight demands have created an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide. These trends have impacted the demand for truck parking facilities as a consequence.

Finally, while the Comprehensive Plan is silent about specific design standards or locations of these types of uses, the importance of the interstate system to the economy of our County and the nation as a whole is discussed within the Transportation Element. It can be deduced from the discussion of the importance of maintaining our transportation facilities that we should also prepare for ancillary uses that provide support to that industry.

Staff Recommendation: Based upon the above analysis, previous public input, and Planning Commission discussions, Staff recommends approval of these amendments in order to provide consistent implementation of our land use policies and regulations.

Respectfully submitted,



Jill L. Baker, AICP
Director



DEPARTMENT OF PLANNING & ZONING
COMPREHENSIVE PLANNING | LAND PRESERVATION | FOREST CONSERVATION | GIS

RZ-23-001

April, 2024

**WASHINGTON COUNTY ZONING ORDINANCE
STAFF REPORT AND ANALYSIS – Revision 2**

ARTICLES 7, 8, 9, 10, 11, 12, 22, 28A

Proposal: Application is being made to amend several sections of the Zoning Ordinance to change the definition of a convenience store (aka C-Store), provide districts in which said use shall be permitted and provide options for tractor trailer/heavy duty truck parking facilities at these types of facilities.

Staff Report: According to the National Association of Convenience Stores (NACS) there are approximately 150,174 convenience stores operating in the US as of January 2023. After several years of stores closing due to the restrictions of COVID-19, C-Stores are again increasing in number. The necessity and demand for this industry is illustrated in its title, convenience.

Convenience from these types of facilities can be present at both the local and regional level. Local patrons use convenience stores mostly for fueling purposes. There are few facilities that exist as merely a stand-alone fueling station at this time. In addition to being used for fueling facilities, many convenience stores carry minimal household supplies and basic food needs such as bread, eggs and milk.

Regional convenience is mostly provided to interstate highway users travelling to or through the area. C-stores provide the convenience of a fueling center as well as providing restrooms, pre-packaged foods, and drinks so that travelers can rest and refresh before continuing on their journey.

In addition to changes in the definition of these uses, the Planning Commission has recognized a growing need and demand for truck parking facilities at some of these C-store locations. Similar to automobile traveling, truck drivers also need fast on and off facilities to maintain their delivery times. Parking for trucks at these facilities provides opportunities for truck drivers to quickly fuel up, use a restroom, and possibly get some food before getting back on the highway.

Proposed Amendments:

Below are the proposed text amendments for this rezoning case.

Key of changes:

Planning Commission Recommendations

BoCC additional changes

ARTICLE 7 “RT” RESIDENTIAL, RURAL DISTRICT

Section 7A.7 Parking Requirements

Parking shall be provided or prohibited according to the requirements of Article 22, Division I, and where applicable, in compliance with Washington County's adopted Road and Street Design Standards.

~~The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District.~~

ARTICLE 8 “RS” RESIDENTIAL, SUBURBAN DISTRICT

Section 8.7 Parking Requirements

(a) Parking shall be provided or prohibited according to the requirements of Article 22, Division I, and where applicable, in compliance with Washington County's adopted Road and Street Design Standards.

~~(b) The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District.~~

ARTICLE 9 “RU” RESIDENTIAL, URBAN DISTRICT

Section 9.7 Parking Requirements

Parking shall be provided or prohibited according to the requirements of Article 22, Division I, and where applicable, in compliance with Washington County's adopted Road and Street Design Standards.

~~The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District.~~

ARTICLE 10 “RM” RESIDENTIAL, MULTI-FAMILY DISTRICT

Section 10.7 Design Standards

(h) Parking requirements Parking shall be provided or prohibited according to the requirements of Article 22, Division I, and where applicable in compliance with Washington County's adopted Road and Street Design Standards.

~~The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District.~~

ARTICLE 11 "BL" BUSINESS, LOCAL DISTRICT

Section 11.1 Principal Permitted Uses

(a) Local retail goods and service shops, including:

Clothing stores

Convenience Stores

Dairy Products Stores

ARTICLE 12 “BG” BUSINESS, GENERAL DISTRICT

Section 12.1 Principal Permitted Uses

(a) Retail trades, businesses and services, including but not limited to the following and any use permitted in the BL District, subject to the use regulations specified in that district.

Conference Centers

Convenience Stores

Department Stores

ARTICLE 22 SPECIAL PROVISIONS

DIVISION I OFF-STREET PARKING AND LOADING AREA REQUIREMENTS

Section 22.15 Truck Parking Requirements

(a) Parking of tractor-trailers, either separately or in tandem, shall be prohibited on publicly owned County streets unless expressly approved as an on-street parking space for trucks.

(b) Truck parking is permitted in association with a convenience store in accordance with the following:

1. The maximum allowable number of truck parking spaces cannot exceed 3.5 spaces per 500 sq. ft. of the gross leasable area of the convenience store. Truck parking in the BL, BG, and RB districts shall be limited to a maximum of 10 parking spaces.

2. Truck parking facilities shall maintain an independent internal circulation pattern on the site apart from normal automobile traffic. This provision does not pertain to immediate access to the property which may be shared by both truck and automobile traffic.

3. Overnight parking of trucks is prohibited.

4. Truck parking facilities may not be permitted in association with a convenience store in a Rural Business district.

(c) Truck parking facilities that are located adjacent to any lands zoned for or containing dwellings, hospitals, nursing homes, schools, or other institutions for human care shall provide screening in accordance with Section 22.11.2(b).

ARTICLE 28A - DEFINITIONS

Convenience Store (aka C-Store): Any retail establishment offering for sale: prepackaged or pre-processed food products, household items, and other goods commonly associated with the same, ~~and having a gross floor area of 5,000 square feet or less. Such establishments may also sell gasoline petroleum products and/or alternative fueling products at retail prices and made to order food associated with the marketing of the proprietor. Chain or branded restaurants shall be considered a separate use from the convenience store. The area utilized for the sale of gasoline shall be considered as part of the gross floor area.~~ Convenience stores may also include self-service auto-fuel (including gasoline, auto-diesel, flex-fuel and other petroleum products), electric vehicle charging stations, car washes and restaurants that provide indoor and/or outdoor seating. High-flow diesel fueling stations are permitted as part of the use but shall be limited to a maximum of 3 fueling stations in the BL, BG, and RB districts. Additional

amenities delineated in the definition of a truck stop installed on a property shall be deemed a truck stop and not a convenience store (see definition of Truck Stop). Convenience stores are generally characterized by a rapid turnover of customers, unlimited hours of operations and high-traffic generation. Overnight parking of trucks is prohibited under this definition.

Analysis:

The size of convenience stores has changed significantly over the last decade. According to the National Association of Convenience Stores (NACS), traditional C-stores averaged between 2500-3000 square feet in size. They provided very basic necessities to the traveling public including fueling stations, restrooms, household items, and some pre-packaged food item. Currently, the average size of a new C-Store is averaging about 5000-6000 square feet. The reason for the larger sized stores primarily results from new service models where food made fresh options and in-store dining areas are offered. The increase in C-Store sizes can likely also be attributed to the overall increase of population and vehicular traffic across the country.


Acknowledging these new trends in the size and function of C-store operations, the current definition of a convenience store in the Zoning Ordinance is outdated and overly restrictive. Further, the use designation of a convenience store is only listed explicitly in the Rural Business Floating Zone. To correct the issue of an outdated definition, the Planning Commission is recommending changes to include eliminating a size limitation of such a structure. They are also recommending explicit inclusion of these types of uses in the Business Local and Business General zoning districts.

In addition, the Planning Commission believes that there is a significant demand and corresponding need to allow for limited truck parking for C-Store uses. Increases in population, traffic, and freight demands have created an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide. These trends have impacted the demand for truck parking facilities as a consequence.

Finally, while the Comprehensive Plan is silent about specific design standards or locations of these types of uses, the importance of the interstate system to the economy of our County and the nation as a whole is discussed within the Transportation Element. It can be deduced from the discussion of the importance of maintaining our transportation facilities that we should also prepare for ancillary uses that provide support to that industry.

Staff Recommendation: Based upon the above analysis, previous public input, and Planning Commission discussions, Staff recommends approval of these amendments in order to provide consistent implementation of our land use policies and regulations.

Respectfully submitted,


Jim L. Baker, AICP
Director



Washington County

M A R Y L A N D

DEPARTMENT OF PLANNING & ZONING
COMPREHENSIVE PLANNING | LAND PRESERVATION | FOREST CONSERVATION | GIS

June 16, 2023

RZ-23-001

APPLICATION FOR TEXT AMENDMENT
PLANNING COMMISSION RECOMMENDATION

RECOMMENDATION

On April 3, 2023, the Washington County Planning Commission held a public input meeting to consider a text amendment to Articles 7, 8, 9, 10, 11, 12, 22, and 28A of the Washington County Zoning Ordinance to change the definition of a convenience store, provide districts in which said use shall be permitted, and to provide options for tractor trailer/heavy duty truck parking facilities at these types of facilities.

At its June 5, 2023 meeting, the Planning Commission took action to recommend approval of the proposed text amendment to the Board of County Commissioners. A copy of the application, the Staff Report and Analysis prepared by the Department of Planning & Zoning, and minutes of the April 3, 2023 public input meeting are attached.

Respectfully submitted,

Jill L. Baker, AICP
Director, Washington County Department of
Planning & Zoning

JLB/dse

Attachments

**WASHINGTON COUNTY PLANNING COMMISSION
REGULAR MEETING
April 3, 2023**

The Washington County Planning Commission held a public input meeting and its regular monthly meeting on Monday, April 3, 2023 at 7:00 p.m. at the Washington County Administrative Complex, 100 W. Washington Street, Room 2000, Hagerstown, MD.

Planning Commission members present were: David Kline, Vice-Chairman, Denny Reeder, BJ Goetz, Jeff Semler, Teresa Shank and Ex-officio Randy Wagner. Staff members present were: Washington County Department of Planning & Zoning: Jill Baker, Director; Jennifer Kinzer, Deputy Director; and Debra Eckard, Administrative Assistant.

CALL TO ORDER AND ROLL CALL

The Vice-Chairman called the public input meeting to order at 7:00 p.m.

PUBLIC INPUT MEETING

RZ-23-001 – Text Amendment (Convenience Stores)

Ms. Baker presented a proposed text amendment to amend several sections of the Zoning Ordinance to change the definition of a convenience store, provide zoning districts where said use shall be permitted and to provide options for tractor trailer/heavy duty truck parking at these types of facilities. She noted that the 5,000 square foot minimum associated with the square footage of the structure and square footage of the canopy has been eliminated in the definition of a convenience store. Convenience stores were not included as a specific permitted use in the urban area zoning districts during the comprehensive rezoning of the Urban Growth Area in 2016. Therefore, to correct this oversight, the use is being included in the BL (Business Local) and BG (Business General) districts and will also be permitted in the HI (Highway Interchange) zoning district by cross-reference.

Ms. Baker explained that many new convenience store models include a request for truck parking. These requirements will be addressed in the parking section of the Zoning Ordinance and is proposed as follows: the maximum allowable truck spaces cannot exceed 3.5 spaces per 500 square feet of gross leasable area of the convenience store; truck parking facilities must maintain an independent internal circulation pattern separate from automobile traffic; and truck parking facilities will not be permitted at a convenience store located in a Rural Business district.

Public Comment

- Michael Tedrick, 11423 Ernstville Road, Big Pool – Mr. Tedrick expressed his opinion that the County is losing its historic integrity by allowing more convenience stores and large warehouses. He believes the County should preserve more of its land and historic elements. He expressed concern for citizen's safety because of trucks parking along the ramps and interstates and emergency vehicles being unable to use the shoulder of the roadways if needed. Mr. Tedrick stated that public safety should be the County's first priority.
- Robert Harsh, 15834 Falling Waters Road, Williamsport – Mr. Harsh is opposed to allowing the amendment citing safety concerns due to the number of accidents in the County since I-81 was constructed.
- Ron Brais, 15740 Falling Waters Road, Williamsport – Mr. Brais is opposed to tractor trailer parking on public or private streets in any residential district. He believes this would cause a lot of safety issues.
- Barbara Hovermill, 16286 Spielman Road, Williamsport – Ms. Hovermill expressed her opinion that the Planning Commission needs to carefully consider these changes and continue to keep the public informed of any and all proposed changes.
- Brenda Shane, 16168 Spielman Road, Williamsport – Ms. Shane expressed concern regarding the proposed parking requirements to allow tractor trailer parking on public or private streets in residential districts. She believes there needs to be specific restrictions for truck parking before this amendment moves forward.
- Jason Divelbiss, 11125 Bemisderfer Road, Greecastle – Mr. Divelbiss explained that he represents several convenience store owners in Washington County and is speaking on their behalf. He expressed his opinion that the requirement for independent internal circulation patterns for trucks is not appropriate for all sites and could be counterproductive. Mr. Divelbiss does not believe that truck parking facilities should be prohibited in association with a convenience store

in the Rural Business district. He noted that the sale of fresh foods was omitted from Article 28A and he recommended deleting “petroleum products” and changing the text to read “gasoline, diesel fuel and other alternative fuels”. In regard to the last sentence in Article 28A, Mr. Divelbiss recommended changing the language to “food products marketed or sold within the store using a separate name brand restaurant” and should indicate a separate sales area.

- Rob Ferree, 16235 Shaffer Road, Sharpsburg – Mr. Ferree is an employee of Bowman Development. He thanked the Commission for following procedures and holding the public input meeting and for proposing language to clarify convenience stores. He noted that convenience stores are getting larger and truck parking areas are in demand because truck drivers need a place to get fuel, food and to rest. Mr. Ferree noted that if a convenience store is located along a State highway, it will meet and possibly exceed all requirements set forth by the State Highway Administration making the roadway safer for everyone.
- Ginger Griffith, 17103 Tower Drive, Williamsport – Ms. Griffith expressed concerns regarding truck parking issues. She believes that truck drivers need a place to rest; however, she believes truck parking facilities should be located separately from a convenience store. She also believes there should be different levels of convenience stores; however, we need to maintain the historic integrity of the County. Ms. Griffith is opposed to trucks parking along private and public streets.

The public input meeting was closed at 7:30 p.m.

Discussion and Comment by Planning Commission: There was a brief discussion regarding the removal of the following text from the residential zoning categories: “The parking of tractor trailers, either separately or in tandem, shall be prohibited on public or private streets in this District”. Ms. Baker stated this language should have been moved to Article 22.15 as item (b) and was simply an oversight by staff. By moving the text to Article 22.15, truck parking on public or private streets would be prohibited from all zoning districts. There was a brief discussion regarding the enforcement of this regulation. Short-term parking along private or public streets can be enforced through the Zoning Ordinance; however, long-term parking or parking along ramps or State highways is a police matter if “no parking” signs are installed. The County cannot enforce these types of situations.

Mr. Goetz expressed his opinion that “alternative fuel sources” should be added to Article 28A. There was a brief discussion regarding the chain or branded restaurants text included in the definitions. Mr. Goetz expressed his opinion that the text should remain as proposed and not changed per Mr. Divelbiss’s comments.

Motion and Vote: Ms. Shank made a motion to make the formal recommendation on the proposed amendment at the May Planning Commission meeting when all proposed changes as discussed this evening have been included in the amendment. The motion was seconded by Mr. Semler and unanimously approved with Commissioner Wagner abstaining from the vote and all discussions held during this meeting.

MINUTES

Motion and Vote: Ms. Shank made a motion to approve the minutes of the March 6, 2023 meeting as presented. The motion was seconded by Mr. Semler and unanimously approved.

OTHER BUSINESS

Update of Projects Initialized

Ms. Kinzer provided a written report for 54 land development plan review projects initialized during the month of February including 3 site plans and 5 preliminary/final plats. She also noted there were 70 permits submitted in February.

Comprehensive Plan Update

Ms. Baker noted that copies of the draft of Housing and Mineral Resources chapters of the Comp Plan were distributed this evening. She asked members to review these chapters and provide staff any comments. We will begin discussions during the May meeting the schedule of public meetings to be held. Members will need to decide dates, times and where they would like public meetings to be held.

UPCOMING MEETINGS

1. Washington County Planning Commission meeting, May 1, 2023 at 7:00 p.m.

Consensus: Following discussions of members' schedules, it was decided that the Planning Commission would hold its regular meeting on Monday, May 8 beginning at 6:00 p.m. to accommodate a public input meeting regarding truck stops and an extensive agenda.

ADJOURNMENT

Mr. Goetz made a motion to adjourn the meeting at 8:15 p.m. The motion was seconded by Ms. Shank and so ordered by the Vice-Chairman.

Respectfully submitted,



David Kline, Vice-Chairman

**WASHINGTON COUNTY PLANNING COMMISSION
REGULAR MEETING
May 8, 2023**

The Washington County Planning Commission held its regular monthly meeting on Monday, May 8, 2023 at 6:00 p.m. at the Washington County Administrative Complex, 100 W. Washington Street, Room 2000, Hagerstown, MD.

Planning Commission members present were: BJ Goetz, Denny Reeder, Teresa Shank and Ex-officio Randy Wagner. Staff members present were: Washington County Department of Planning & Zoning: Jill Baker, Director; Jennifer Kinzer, Deputy Director; Lisa Kelly, Senior Planner; Travis Allen, Comprehensive Planner; and Debra Eckard, Administrative Assistant.

CALL TO ORDER AND ROLL CALL

In the absence of the Chairman and the Vice-Chairman, Mr. Goetz called the meeting to order at 7:00 pm.

MINUTES

Motion and Vote: Ms. Shank made a motion to approve the minutes of the April 3, 2023 meeting as presented. The motion was seconded by Mr. Reeder and unanimously approved.

OLD BUSINESS

RZ-23-001 – Text Amendment – Convenience Stores – Recommendation

Ms. Baker noted that due to the lack of availability of Commission members at this evening's meeting, staff recommends that the discussion and vote regarding the text amendment for convenience stores be tabled until a later date.

Motion and Vote: Mr. Reeder made a motion to table the discussion and vote on the proposed convenience store text amendments. The motion was seconded by Ms. Shank and unanimously approved with Commissioner Wagner abstaining from the vote.

NEW BUSINESS

PRELIMINARY CONSULTATION

PC-23-002 – 13610 Pennsylvania Avenue

Ms. Baker presented for review and comment a concept plan for a proposed 5,900 square foot convenience store with 8 pumps and canopy. The site is located along Pennsylvania Avenue next to the Sprint/T-Mobile store located at the northwest corner of Pennsylvania Avenue and Maugans Avenue. The developer is proposing 57 parking spaces on the site. Most of the storm water management and sediment and erosion control elements have been addressed. A traffic scope needs to be finalized for the State Highway Administration as well as the County Engineering Department. Two entrances are proposed including a flagstaff panhandle on the west side of the Sprint/T-Mobile store and a new entrance will be created off of Pennsylvania Avenue. The developer is planning to address most of the forest mitigation on-site. Public water and public sewer are available in the area.

SUBDIVISIONS

Gateway Business Park – Lots 5, 6 and 3R [S-23-003]

Ms. Kelly presented for review and approval a preliminary and final plat for Gateway Business Park, Lots 5, 6 and 3R. The subject site is located west of Sharpsburg Pike, adjacent to Arnett Drive and is currently zoned HI (Highway Interchange). The developer is proposing to subdivide the existing Lot 3R (11.75 acres) to create Lot 5 (1.94 acres), Lot 6 (.60 acres) and Lot 3R will contain the remaining 9.22 acres. The lots will have access onto Arnett Drive and will be used for commercial purposes. The site is served by public water and public sewer. Forestation requirements were previously met in 2015 when the original lot was created under the Arnett Farms subdivision. All agency approvals have been received.

Discussion and Comments: Commissioner Wagner asked if the remaining lands could be further subdivided. Mr. Trevor Frederick of Frederick, Seibert & Associates, the consultant, stated that it could be further subdivided because it will have road frontage on the proposed new road going behind the site.

Motion and Vote: Mr. Reeder made a motion to approve the preliminary/final plat as presented. The motion was seconded by Commissioner Wagner and unanimously approved.

SITE PLANS

Shops at Sharpsburg Pike – lots 4-8 [PSP-21-002]

Ms. Kelly presented for review and approval a site plan for Lots 4-8, Shops at Sharpsburg Pike. The site is located along the east side of Sharpsburg Pike and is currently zoned HI (Highway Interchange). The developer is proposing to create 5 commercial lots: Lot 4 will be 1.0 acres with a proposed car wash; Lot 5 will be .81 acres with proposed retail/auto parts store; Lot 6 will be 1.70 acres with a proposed restaurant; Lot 7 will be .78 acres with retail uses; and Lot 8 will be 7.84 acres with nothing currently proposed. A modification was approved by the Planning Commission in 2022 that permitted the creation of 5 commercial lots without public road frontage. All lots will have access to a private roadway to be constructed and maintained by the developer. The road will access Sharpsburg Pike and Col. H.K. Douglas Drive. All lots will be served by public water and public sewer. Based on the proposed uses, 86 parking spaces are required; 118 parking spaces will be provided. All lots will have building-mounted and pole mounted lighting; signage will be building mounted with pole mounted signs on Lots 4, 5 and 7. Trash will be collected inside with a dumpster on-site. Hours of operation will vary depending upon the proposed use: Lot 4 – car wash, 24 hours/day, 7 days/week; Lot 5 – auto parts store, 7:30 am to 10 pm, Monday thru Saturday and 8 am to 9 pm on Sunday; Lot 6 – restaurant, 6 am to 10 pm; and Lot 7 – retail, 6 am to 10 pm. Landscaping will be provided throughout the parking lots and along the border of the site. Forestation requirements were met when Lots 1-3, Sharpsburg Pike Shops, was approved several years ago using the payment-in-lieu of planting method.

Discussion and Comments: Ms. Shank asked if any improvements are proposed for Sharpsburg Pike. Mr. Frederick stated that the State Highway Administration has indicated that Sharpsburg Pike will become a five-lane road from Col. HK Douglas Drive south to at least Poffenberger Road. Widening will occur as both sides of Sharpsburg Pike develop and will include acceleration lanes and turning lanes.

Motion and Vote: Mr. Reeder made a motion to approve the site plan as presented. The motion was seconded by Ms. Shank and unanimously approved.

Virginia Avenue LLC [SP-22-032]

Ms. Kelly presented for review and approval a site plan for a 489,000 square foot warehouse with office located along the southeast side of Virginia Avenue adjacent to the I-70 overpass. The site is 33.7 acres in size and is currently zoned IR (Industrial Restricted). There are 354 parking spaces required; 354 parking spaces will be provided. The site will be served by public water and public sewer. Hours of operation will be 24 hours/day, 7 days/week. There will be approximately 200 trucks per day for freight and delivery. The estimated number of employees is 25 for the office and 75 maximum per shift in the warehouse. There will be a trash compactor in the bay for refuse. Lighting will be pole and building mounted; one ground mounted sign is proposed. Landscaping will be located throughout the parking lot, along the property line that borders the single-family residences and in the storm water management ponds. Forestation requirements will be met by on-site retention and off-site retention of existing forest at a 2 to 1 ratio for a total of 27.24 acres.

Discussion and Comments: Ms. Shank asked what accommodations will be made for the additional truck traffic coming through the residential area. Mr. Frederick stated that a Traffic Impact Study was conducted and no off-site traffic improvements are required with the exception of widening across the frontage of the site. He explained that most of the traffic will be coming from I-81, north on Virginia Avenue turning right onto the site via a dedicated decel lane; trucks will not have to wait to cross traffic. Heading south on Virginia Avenue, a dedicated left-turn lane will be installed. Ms. Shank asked if a traffic signal will be installed for trucks leaving the site and turning left to return to I-81. Mr. Frederick stated that a traffic signal is not warranted at this time per SHA guidelines. Members expressed concern regarding the increase in traffic through the residential areas.

Mr. Reeder asked if the roof is being constructed to accommodate solar arrays in the future. Mr. Frederick did not know.

Motion and Vote: Mr. Reeder made a motion to approve the site plan as presented. The motion was seconded by Commissioner Wagner and unanimously approved.

FOREST CONSERVATION

Virginia Avenue LLC [SP-22-032]

Mr. Allen presented for review and approval two requests to meet Forest Conservation requirements for the above referenced site plan. The first request is to utilize off-site retention to satisfy part of the 14.75 acre planting requirement and the second request is to remove 10 specimen trees from the site proposed for development. The developer is proposing to retain 2.26 acres of forest on-site and retain a forest buffer off-site along Licking Creek which will positively affect water quality in that area.

Motion and Vote: Mr. Reeder made a motion to approve the two requests as presented. The motion was seconded by Ms. Shank and unanimously approved.

OTHER BUSINESS

Forest Conservation Annual Report Summary

Mr. Travis explained that per Article 17 of the Maryland Annotated Code – Natural Resources, a Forest Conservation Annual Report is required each year. He briefly reviewed data from FY 2021 and FY 2022 reflecting development activity in the County. During the past fiscal year, approximately 195 acres of forest was permanently retained as part of the program. There was an increase of 31.3% of bond money posted from FY 2021 to FY 2022. Approximately \$299,441 was collected in payment-in-lieu fees with approximately \$152,527 being expended from the fund. About \$65,636 were expended in implementation costs for the program. A graph was presented showing a summary of the PIL program since its inception in FY 1995. Mr. Allen noted there was no activity in the forest banking program or enforcement activities during the past fiscal year.

Update of Projects Initialized

Ms. Kinzer provided a written report for the land development plan review projects initialized during the month of March including 3 site plans and 5 preliminary-final plats. She noted that activity has remained fairly consistent and there has been more non-residential activity than residential activity.

Comprehensive Plan Update

Ms. Baker noted that copies of the draft of the water resources element and the historic element were included in the agenda packets. The water resources element explores our water quality resources, public water and sewer infrastructure, and storm water resources as well as the impacts of development on our resources. We anticipate additional chapters being finalized and sent to members throughout the next few weeks. The goal is to have the draft document ready by the first week in June. We will be having a 90 day comment period with public meetings throughout the County.

UPCOMING MEETINGS

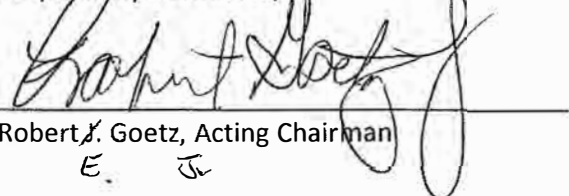
1. Washington County Planning Commission regular meeting, June 5, 2023 at 6:00 p.m.

Members held a brief discussion concerning the public input meeting that was postponed this evening regarding the truck stops text amendment. It was decided that we try to hold the public input meeting on June 5th at 6:00 p.m. Ms. Baker stated that the members that cannot be present at the meeting could listen to the public input meeting and participate in the discussion and vote at the July meeting. Mr. Goetz expressed his opinion that at least four voting members (this does not include Commissioner Wagner) should be present at the public input meeting. Staff will be in contact with members to verify who can and cannot attend the June meeting.

ADJOURNMENT

Ms. Shank made a motion to adjourn the meeting at 6:55 p.m. The motion was seconded by Commissioner Wagner and so ordered by Mr. Goetz.

Respectfully submitted,



Robert J. Goetz, Acting Chairman
E. J.

**WASHINGTON COUNTY PLANNING COMMISSION
REGULAR MEETING
September 11, 2023**

The Washington County Planning Commission held its regular monthly meeting on Monday, September 11, 2023 at 7:00 p.m. at the Washington County Administrative Complex, 100 W. Washington Street, Room 2000, Hagerstown, MD.

CALL TO ORDER AND ROLL CALL

The Chairman called the meeting to order at 7:00 pm.

Planning Commission members present were: Clint Wiley, Chairman, David Kline, BJ Goetz, Denny Reeder, and Ex-officio County Commissioner Randy Wagner. Staff members present were: Washington County Department of Planning & Zoning: Jill Baker, Director; Jennifer Kinzer, Deputy Director; and Scott Stotelmyer, Planner; and Washington County Division of Engineering: Heather Williams, Senior Plan Reviewer;

MINUTES

Motion and Vote: Mr. Kline made a motion to approve the minutes of the August 7, 2023 meeting as presented. The motion was seconded by Mr. Reeder and unanimously approved.

OLD BUSINESS

Crosspoint Residential – Townes at Rockspring [PSP-22-001]

Mr. Stotelmyer presented a preliminary site plan for the Townes at Rockspring townhouse development located along the west side of Massey Boulevard and east side of Hickory School Road. The property is currently zoned RS (Residential Suburban) and RT (Residential Transition). The developer is proposing a 123 unit townhouse development on 17.23 acres. The average lot size will be 2200 square feet. All lots will have access to newly constructed streets. There will be one access to Massey Boulevard and one access to Hickory School Road. Each unit will have two parking spaces and there will be a common parking area with 329 parking spaces available. All lots will be served by public water and public sewer. Open space area will be 4.77 acres in size and will include two play areas. Lighting will be provided along the streets and in common areas. Landscaping will be provided in the open space areas and along the boundary.

Mr. Stotelmyer reminded members that this item was tabled at the August 7, 2023 meeting pending further information regarding several issues as follows: impacts to the school, traffic concerns, road and intersection improvements, and specific clearances for the neighboring explosives business. The approval letter from the State Highway Administration was provided to members that indicates due to the closure of the Hickory Elementary School, no traffic improvements will be needed due to the timeline of this development. From a land use perspective, it was determined that this development has no negative impacts on adjacent properties. All agency approvals have been received.

Discussion and Comments: Members continued to express concern regarding the number of traffic exchanges (approximately 500 per day) going onto Virginia Avenue. Mr. Gordon Poffenberger of Fox & Associates, Inc. stated that the original development approved in 2010 had 136 units proposed. With the decrease in the number of units now being proposed, the State Highway Administration did not feel any traffic improvements were needed. However, SHA included language in its approval letter that indicates this issue could be revisited depending upon the timeline of the development and the closure of the school. Ms. Kinzer noted that the Engineering Department also stated in its approval letter that the traffic study performed in 2021 was only valid for a period of 3 years (2024) and that the study will be re-evaluated depending upon timelines.

Motion and Vote: Mr. Kline made a motion to approve the preliminary site plan as presented. The motion was seconded by Mr. Goetz.

Discussion: Commissioner Wagner asked if a stipulation could be placed on the approval that the roads are re-evaluated by the Engineering Department during each phase of development.

The motion was withdrawn by Mr. Kline.

Discussion: Mr. Kline asked how many units are proposed. Mr. Poffenberger noted that the developer is proposing 123 units which will be platted in 3 phases. The first phase contains 59 units. Mr. Poffenberger reiterated that the developer is seeking approval now for only the preliminary site plan.

Ms. Baker noted that the developer is aware that SHA and the Engineering Department have approved the preliminary site plan; however, road improvements and a traffic study may be re-evaluated when the final plats are submitted. She advised members that the motion could include language that the final plats must be reviewed by the Planning Commission prior to approval.

Motion and Vote: Mr. Goetz made a motion to approve the preliminary site plan with the condition that the final plats for Phases 2 and 3 must be reviewed by the Planning Commission prior to approval. The motion was seconded by Mr. Kline. Mr. Kline voted in favor of the motion; Mr. Reeder voted in opposition of the motion. Mr. Reeder called for a vote by show of hands.

Discussion: Mr. Reeder again expressed his concerns regarding the amount of traffic that will be accessing Virginia Avenue and Hickory School Road without any road improvements. He reminded members that a new warehouse was recently approved on Virginia Avenue and Hickory Elementary School will not be closed until 2027.

Mr. Goetz expressed his opinion that professionals have reviewed the traffic study and do not believe that road improvements are currently needed. He noted that the zoning is appropriate for the development and by denying the approval, the Planning Commission is infringing upon the developer's rights.

Mr. Poffenberger presented the following statement of facts to be considered by the Planning Commission: the project was approved in 2010 for more units; the school was not proposed for closure at that time; following the completion of a traffic study, SHA and County Engineering are not requiring any traffic improvements at this time; the Planning Commission is requiring the final plats to come back before them for Phases 2 and 3; and the property has been zoned residential for more than 20 years and the proposed use is a permitted use for the property.

Commissioner Wagner agreed with the consultant's statement of facts. He believes that Virginia Avenue is not adequate; however, the professionals from SHA and the County have given their approval.

Vote: The motion passed with Mr. Goetz, Commissioner Wagner and Mr. Wiley voted in favor of the motion; Mr. Reeder and Mr. Kline voted in opposition.

NEW BUSINESS

PRELIMINARY CONSULTATION

Greencastle Pike – Eby Property [PC-23-003]

Mr. Stotelmyer presented for review and comment a preliminary consultation for a proposed 717,000 square foot warehouse and surrounding infrastructure located directly east of the intersection of Resh Road and Greencastle Pike. The property is currently zoned PI (Planned Industrial). The total disturbed area is 67.8 acres.

Comments: Mr. Reeder highly encouraged the developer to consider putting solar arrays on the roof and spoke of the benefits of doing so. Mr. Wiley and Mr. Goetz concurred.

Mr. Wiley asked if SHA is requiring any road improvements. Mr. Stotelmyer stated a representative from SHA was present at the consultation and had no comments at that time.

SITE PLANS

Arnet Lot 1 C-Store Revised Site Plan [SP-22-041]

Ms. Williams presented for review and approval a site plan for a proposed C store at 10335 Supercenter Drive on 2.15 acres of land. The property is currently zoned HI (Highway Interchange). This site was previously occupied by H&H Well Drilling. The developer is proposing a Wawa convenience store. Hours of operation will be 7 days per week, 365 days per year. Public water will be provided by the City of Hagerstown; public sewer will be provided by Washington County. The proposed lighting plan meets all requirements of the Zoning Ordinance. Forest Conservation requirements were previously met using the payment-in-lieu option on the previously approved site plan. There will be a right-in only from Sharpsburg Pike. All traffic will exit on Supercenter Drive.

Motion and Vote: Mr. Goetz made a motion to approve the site plan as presented. The motion was seconded by Mr. Reeder and unanimously approved.

OTHER BUSINESS**Update of Projects Initialized**

Ms. Kinzer provided a written report for the land development plan review projects (54 total) initialized during the month of July including 5 site plans and 10 preliminary-final plats.

Comprehensive Plan Update

Ms. Baker reported that the public input meetings around the County are going well. Staff is receiving a lot of feedback from citizens regarding all of the warehouses and increased traffic around the County. The upcoming meetings will be held on September 21st at Boonsboro Community Center and September 25th at the Library in Hagerstown.

Comments: Mr. Goetz reported that Greater Hagerstown has formed a committee to review the Comp Plan and will be providing comments sometime in October. Ms. Baker stated that comments have been received from the City of Hagerstown.

Ms. Baker noted there are two meetings scheduled in October. Following these meetings, staff will provide all comments to the Planning Commission and discussions will begin on proposed revisions to the Plan.

Discussion of RZ-23-001 – Convenience Stores Text Amendment

Ms. Baker explained that this text amendment has been remanded back to the Planning Commission following a BOCC public hearing. She noted the Commissioners believe there were concerns that had not been expressly discussed by the Planning Commission. Ms. Baker distributed a map showing truck stops, gas stations and convenience store locations in the County, excluding anything within a municipality. There are a total of 36 fueling stations across the County; eight are in the BL/BG zoning district; 10 in the RB zoning district; and 17 in the HI zoning district. Only nine of the 36 fueling stations includes truck parking. Of the nine with truck parking spaces only three have more than 100+ spaces; two have 75 to 80 spaces; one has 40 spaces; and the remainder have 10 spaces or less.

Discussion and Comments: Commissioner Wagner expressed his opinion that the BL and BG zoning districts should not allow truck parking spaces. Mr. Goetz believes that disallowing truck parking in BL and BG zoning districts could have unintended consequences for businesses in those districts that want to expand. He cited public safety concerns when trucks don't have a place to park except along the roadways or ramps. Mr. Goetz expressed his opinion that the Planning Commission has done its due diligence in defining a truck stop by calculating the number of truck parking spaces needed based upon the size of the convenience store and requiring the sale of diesel fuel.

Consensus: The text amendment should not be changed because the Planning Commission has done its due diligence in defining a truck stop; has considered public comments received at public input meetings; and has considered public safety by getting trucks off the shoulder of roadways and along ramps.

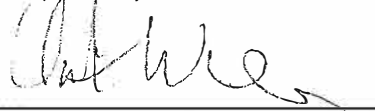
UPCOMING MEETINGS

1. Washington County Planning Commission regular meeting, October 2, 2023 at 7:00 p.m.

ADJOURNMENT

Mr. Kline made a motion to adjourn the meeting at 8:10 p.m. The motion was seconded by Mr. Reeder and so ordered by the Chairman

Respectfully submitted,



Clint Wiley, Chairman

From: brendave1@verizon.net
To: [Planning Email](#)
Subject: Against RZ-23-001
Date: Thursday, August 17, 2023 7:37:58 PM

You don't often get email from brendave1@verizon.net. [Learn why this is important](#)

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Any claims of being a County official or employee should be disregarded.

To the Board of County Commissioners:

I am against the Zoning Text Amendment RZ-23-001 that would permit truck parking at any convenience store in Washington County. Washington County has sufficient accommodations for truckers traveling to or passing through our county already and I respectfully request that you vote against this Amendment.

Interstate 81 bisects Washington County for just over 12 miles and in that span, there are at least 5 fueling stations for trucks located just off the interstate. They include: 1) DM Bowman Inc on Governor Lane Blvd; 2 & 3) Pilot Travel Center and AC&T, both on Halfway Blvd; 3) AC&T on Garland Groh Blvd; and 5) Love's Travel Stop on Perini Ave. That's one fueling station for every 2.6 miles of Interstate 81 running through the county. That is a sufficient supply for trucks traveling through the County and we should bear no more burden than that in providing fuel/food/drinks for trucks/truck drivers.

The section of Interstate 81 that runs through Washington County is the most dangerous section of Interstate 81, largely due to the number of exits. Again, we have just over 12 miles of I-81 in the County and there are 9 exits, which equates to one exit every 1.3 miles. To compare, I-81 runs through Virginia for nearly 325 miles and has 91 exits, which equates to one exit every 3.6 miles. In Pennsylvania, the Interstate runs for 233 miles with 74 exits, equating to one exit every 3.2 miles. Washington County has just 3.7% of Virginia's mileage and 5.2% of Pennsylvania's mileage but nearly 3 times the number of exits.

Washington County's direction with respect to land use is already attracting additional truck traffic to our roads. Attracting more by allowing truck parking at all convenience stores is not only ill-conceived, it's irresponsible.

Brenda Shane
16168 Spielman Road
Williamsport MD 21795

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops “by right” in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a “diamond interchange” (as opposed to a “cloverleaf” interchange). These text amendment would allow a highly dangerous traffic pattern to worsen at this location.

A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



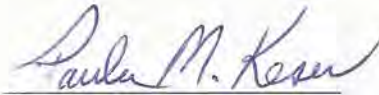
Encouraging more truck traffic at the I-81/MD 62 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders to get to more distant locations (e.g., Falling Waters Road) while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle

collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

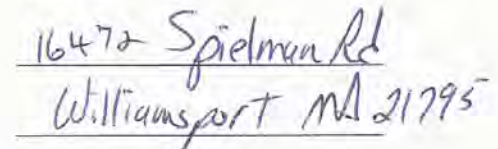


Signature



Name (Printed)

Address:



Cc: David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

From: brendave1@verizon.net
To: [Harvey, Derek](#); [Keefer, Wayne K.](#); [Wagner, Randall](#); [Cline, Jeff](#); [Barr, John](#)
Cc: [Planning Email](#)
Subject: RZ-23-003
Date: Friday, August 18, 2023 12:37:27 PM

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Any claims of being a County official or employee should be disregarded.

Dear Commissioners,

I'm writing in regards to the subject application to amend the zoning ordinance. I've attended hearings, spoken to you in those public meetings, and written regarding similar issues. Please do not allow these changes to occur.

Washington County is a rather unique historical location having a heritage that is slowly being eroded by developers with deeper pockets than the residents have to fight much of the unwanted development and changes to County building/use ordinances. Allowing this amendment, which essentially will allow tractor trailer parking at any convenience store in the county (which seem to be springing up at every cross-road), would again degrade the quality of life of the residents and will distract our county visitors from embracing the history they've come to see. The County has been too willing to entertain and accommodate these changes to zoning and to the all too frequently "rubber stamped" special exceptions.

Washington County shoulders the burden of a very short section of I-81 with a high density of truck facilities and interchanges. This has led to a high incidence of accidents on that section of road. With the recent development of mega warehouses the proposed changes do nothing but exacerbate this problem. Should work ever begin to widen I-81 in Maryland, we're still two to three decades behind in the attempt to handle the traffic volume.

Please don't allow this proposed amendment to happen.

David Shane
16168 Spielmen Rd.
Williamsport MD

From: [Maria Osvald](#)
To: [Planning Email](#)
Subject: Text amendment RZ-23-001
Date: Monday, August 21, 2023 3:46:27 PM

You don't often get email from phillygirl657@yahoo.com. [Learn why this is important](#)

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To whom it may concern,

I oppose this text amendment. Building a Sheetz truck stop on Spielman Rd will ruin the quality of life for people in this community. It will bring increased traffic, accidents, pollution, and noise to this community. Build it somewhere else! Also it will lower our property values. And where's the EPA report on the proposed site regarding sink holes etc.? Thank you.

[Sent from Yahoo Mail on Android](#)

From: [Rebecca Jackson](#)
To: [Planning Email](#)
Subject: ZTA #RZ-23-001
Date: Monday, August 21, 2023 1:05:43 PM

You don't often get email from rebeccajackson0314@gmail.com. [Learn why this is important](#)

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Any claims of being a County official or employee should be disregarded.

Dear Commissioners,

I am writing, like many concerned citizens of Washington County, to oppose the proposed zoning ordinance RZ-23-001. Much has been said about the load that Washington County already bears in providing services to the truckers who travel I-81. The burgeoning number of warehouses, truck traffic and along with it road-clogging accidents, have too often made travel everything from a challenge to a misery for county residents. Are added truck stops, bringing congestion, truck exhaust and very possible public safety threats to surrounding residents, worth the money? I would hope that balancing necessary revenue sources with quality of life issues for residents would be of top concern for our public officials. Who else but those who make policy are the caretakers for our lovely county and for its residents?

I ask that you NOT approve the current proposed amendment.

Respectfully,

Rebecca Jackson
16244 Long Delite Lane
Williamsport, MD 21795

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Bonnie D. Hebb
Signature

Bonnie S. Hebb
Name (Printed)

Address:

16079 Spelman Rd
Williamsport, MD 21795

11-3-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

' Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-81, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

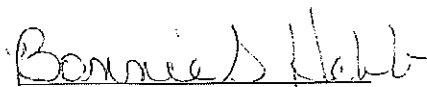
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Bonnie S. Hebb Name
(Printed)

Address:

11079 Spielman Rd.
Williamsport, MD 21795

11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Bonnie S. Hebb
Signature

Bonnie S. Hebb
Name (Printed)

Address:

16079 Spielman Rd
Williamsport, MD 21795
11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delogate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

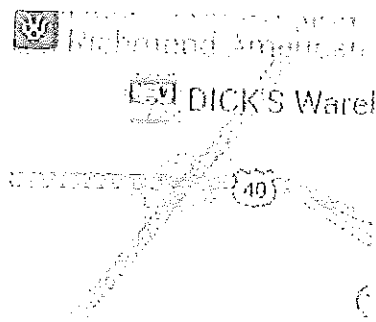
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



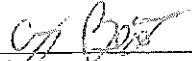
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Cory Beatty

Name (Printed)

Address:

13007 Scenic Valley Lane

Hagerstown MD, 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Chris Harvey
Signature

Chris Harvey Name
(Printed)

Address:

1007 scenic valley rd

Heapsburg MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Cery Beatty
Signature

Cery Beatty
Name (Printed)

Address:

12007 Scenic Valley Lane
Hagerstown MD 21740

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

CHARLES BURKETT
Name (Printed)

Address:

12906 PENNELL DR.

MAGERS TOWN, MD

Date: 11-10-23 21740

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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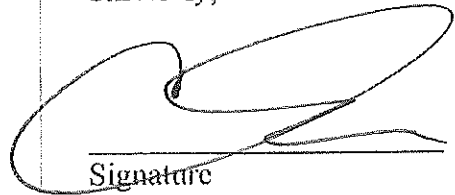
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

CHARLES BURKERT
(Printed)

Address:

12906 PINNACLE DR
AUG. MD 21740
Date 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Date 11-10-23

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Washington County Administrative Complex
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Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

CHARLES BURKETT
Name (Printed)

Address:

12906 PENWELL DR.
HAY MD 21740
Date: 11-10-23

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Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Secretary Paul Wiedefeld secretary@mdot.state.md.us
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ATTACHMENT

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AND/OR PARKING AREAS

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11-3-23

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NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Hagerstown, MD 21740

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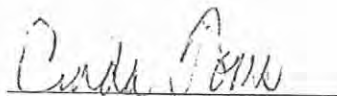
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Cinda Tomg

Name (Printed)

Address:

14401 Marsh Pike

Hag. MD. 21742

11-3-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

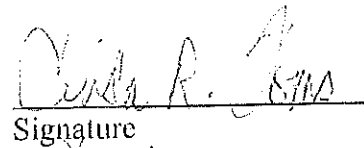
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Cinda Toms Name
(Printed)

Address:

14401 Marsh Pike
Hagg, MD. 21745
0 11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

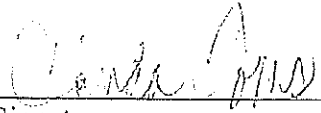
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

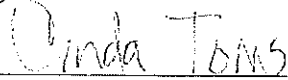
¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

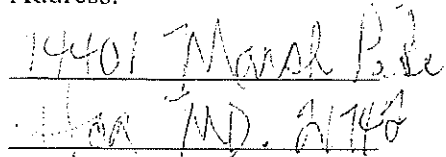
Sincerely,



Signature


Name (Printed)

Address:



11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
 Zoning Text Amendment RZ 23-001 Convenience Stores
 PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



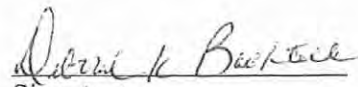
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

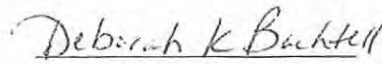
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

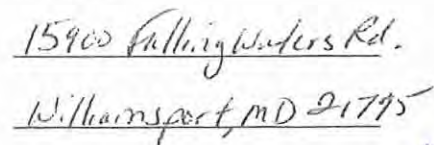
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Duplicates

11-7-23

RZ-23-001

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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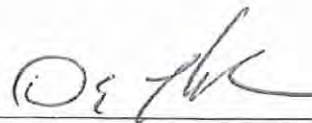
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

DWAYNE E HARSH
Name (Printed)

Address:

15852 Fal. Wtes. Rd
Wmopt MD 21795
11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

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This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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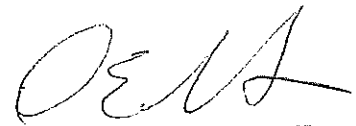
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

DWAYNE HARSH Name
(Printed)

Address:

15852 Fal. Wtts Rd
Wmport MD 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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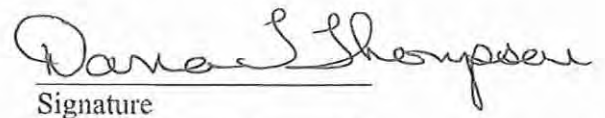
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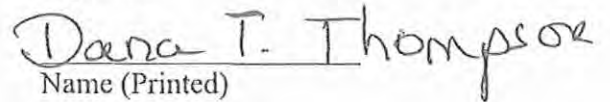
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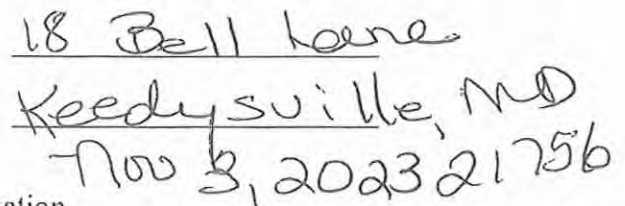
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Sincerely,


Signature


Name (Printed)

Address:


18 Bell Lane
Keedysville, MD
Nov 3, 2023 21756

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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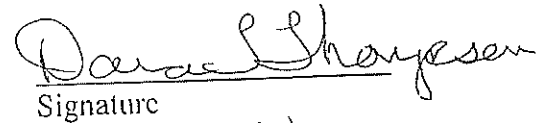
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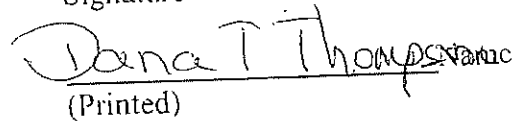
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Signature



(Printed)

Address:

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21756

Nov 3, 2023

11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
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RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

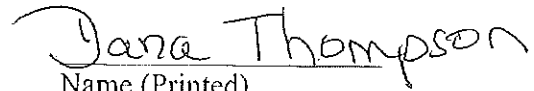
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

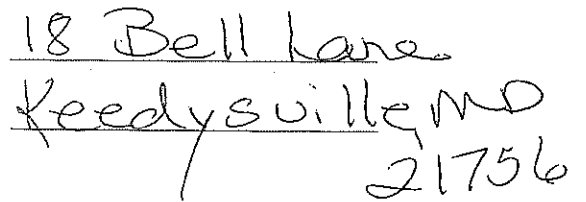
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

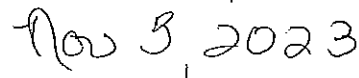
Sincerely,

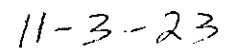

Signature


Name (Printed)

Address:







Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derck Harvey धारvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
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Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
 Zoning Text Amendment RZ 23-001 Convenience Stores
 PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Misty D Gettridge
Name (Printed)

Address:

802 Airport Rd

Martinsburg WV 25405

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Misty D Gettridge
Signature

Misty D Gettridge Name
(Printed)

Address:

802 Airport Rd

Maetensburg WV 25404

11-7-23

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

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Misty D Gettridge
Signature

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Name (Printed)

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ATTACHMENT

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11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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Sincerely,


Signature

Hayley DeLoso
Name (Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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Sincerely,



Signature

Hayley DeLoso Name
(Printed)

Address:

8845 Signal Drive
Williamsport, MD
21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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11-7-23

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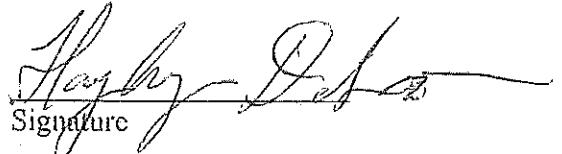
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Sincerely,



Signature

Hayley Deloso
Name (Printed)

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11-7-23

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ATTACHMENT

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AND/OR PARKING AREAS

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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



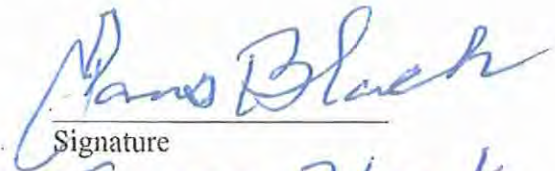
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

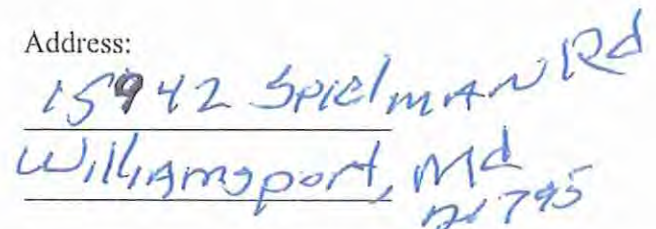


Signature



Name (Printed)

Address:



Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services 11-1-23
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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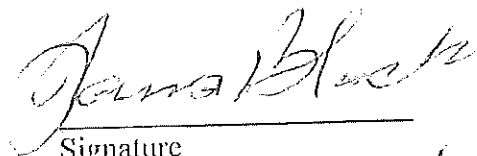
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

JAMES BLACK Name
(Printed)

Address:

15942 Spicewood Rd
Williamsport, MD
21793

11-1-23

Cc: Jeffrey A. Cline jeline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

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- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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 Hagerstown, MD 21740

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WASHINGTON COUNTY
 DEPT. OF PLANNING & ZONING

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 Zoning Text Amendment RZ 23-001 Convenience Stores
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Dear President Barr and Commissioners:

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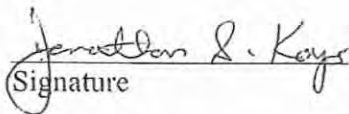
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Jonathan S. Kays
Name (Printed)

Address:

17002 Fairplay Farms Ct
Fairplay, MD 21733

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Mr. John F. Barr, President
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 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

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There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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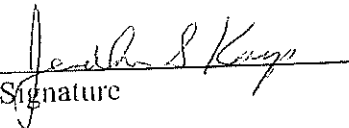
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Jonathan S. Kaye Name
(Printed)

Address:

17002 Fairplay Fms Ct
Fairplay MD 21733

11-1-23

- Cc: Jeffrey A. Cline jeline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefe@washco-md.net
- Derek Harvey dharvey@washco-md.net
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- Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

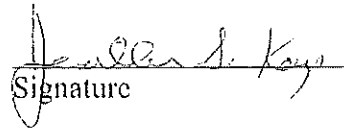
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Jonathan S. Kaye
Name (Printed)

Address:

17002 Fairclay Fms Ct
Fairclay MD 21733

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

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11-7-23

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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
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PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Jeffrey C. Lush
Name (Printed)

Address:

15620 Falling Waters Rd
Williamsport MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Sincerely,



Signature

Jeffrey A. Cline Name
(Printed)

Address:

13620 Fallingbrook Rd
Williamsport MD

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvcy@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

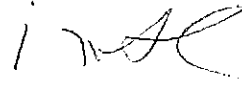
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Jeffrey A. Cline
Name (Printed)

Address:

15620 Falling Waters Rd
Williamsport MD 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



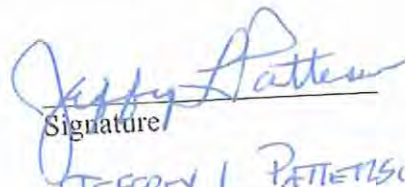
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

JEFFREY L. PATTERSON

Name (Printed)

Address:

12012 S. SCOTTISH CT

HAGERSTOWN MD 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvcy@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

JEFFREY L. PETERSON Name
(Printed)

Address:

12012 S. GEORGETOWN CT

HAGERSTOWN MD 21740

11-7-23

Cc: Jeffrey A. Cline jeline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Mr. John F. Barr, President
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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

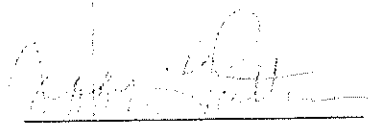
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Jeffrey L. Peterson

Name (Printed)

Address:

12012 S. Greenhill Rd

Williamsport, MD 21790

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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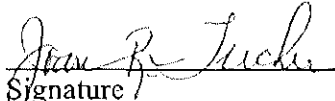
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Joan R. Tucker Name
(Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least /// truck stops in Washington County, a higher concentration than in any other County in Maryland.

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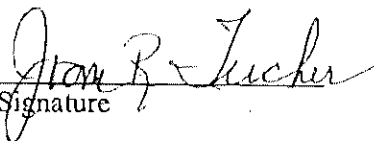
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Sincerely,


Signature

Joan B. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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David R. Hays, Director of Wash. Co. Emergency Services
dhays@washco-md.net
Dale Fishack, President, Wash. Co. Volunteer Fire + Rescue Ass'n
dfishack@wcvfr.org
Paul J. Wiedfeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 7201 Corporate
Center Drive, Hanover, MD 21076-0548

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

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A typical interchange looks more like this, which allows safer and more generous turning movements:



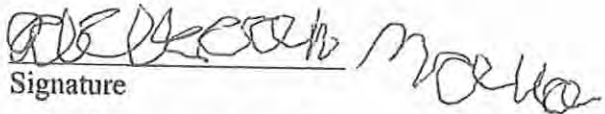
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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Jackson Mollo
Name (Printed)

Address:

10906 Larch Ave.
Hag, MD 21740

11-7-23

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
- David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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- Governor Wes Moore
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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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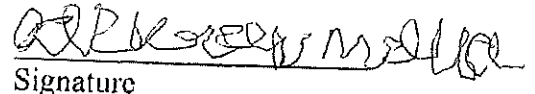
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Jackson Mollo Name
(Printed)

Address:

10406 Larch Avenue

Hag MD 21740

11-7-23

- Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

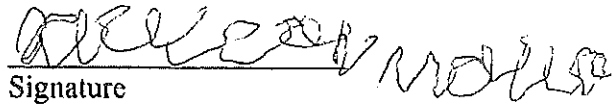
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Jackson Melle
Name (Printed)

Address:

10906 Larch Avenue

Hwy MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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11-7-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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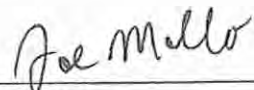
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

JOE MOLLO

Name (Printed)

Address:

18018 PIN OAK RD

HAGERSTOWN MD, 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

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11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

JOE MOLLO Name
(Printed)

Address:

18015 PIN OAK RD
HAGERSTOWN MD, 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Joe Mollo
Signature

JOE MOLLO
Name (Printed)

Address:

18018 PIN OAK RD
HAGERSTOWN MD, 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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11-7-23

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Sincerely,

KEVIN E. ANDERS
Signature

KEVIN E. ANDERS
Name (Printed)

Address:

9735 LOCK TENDER LANE
WILLIAMSPORT MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n

11-7-23

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Sincerely,

Kevin E. Anderson
Signature

KEVIN E ANDERSON Name
(Printed)

Address:

9735 LOCK TOWER LANE
WILLIAMSPORT MD 21795

11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Sincerely,

KC Cline
Signature

Kevin E Andrews
Name (Printed)

Address:

9735 WICK TOWN LANE
WILLIAMSPORT MD 21795

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefcr@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



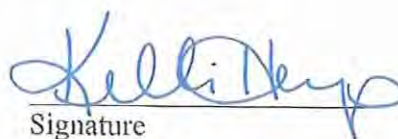
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Kelli Hays

Name (Printed)

Address:

187 Country Rd
Harpers Ferry WV

25425

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Kelli Hays Name
(Printed)

Address:

187 Country Rd
Harpers Ferry WV
25425

11-7-23

Cc: Jeffrey A. Cline jeline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

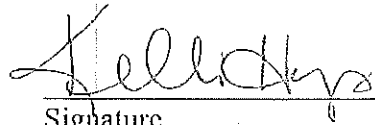
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Kelli Hays

Name (Printed)

Address:

187 Country Rd.

Harpers Ferry W

25425

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

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11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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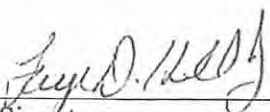
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

David R. Hays Jr
Name (Printed)

Address:

15900 Falling Waters Rd
Williamsport, MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

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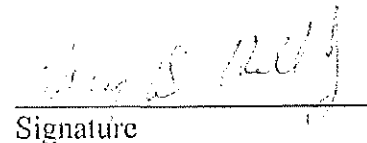
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

David B. Hollen

Name

(Printed)

Address:

15900 Rolling Waters Rd

Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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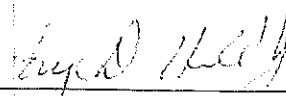
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Lyle D. Hall III

Name (Printed)

Address:

15900 Falling Waters Rd.

Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefcr@washco-md.net
Derek Harvey dharvey@washco-md.net
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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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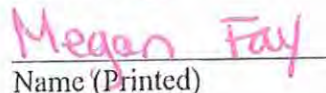
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

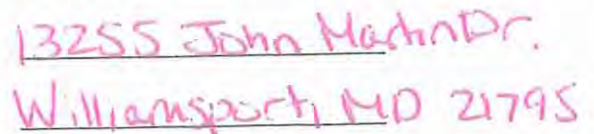


Signature



Name (Printed)

Address:





Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey [dharvey@washco-md.net](mailto:dh Harvey@washco-md.net)
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

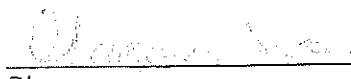
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

William Green Name
(Printed)

Address:

17500 Southwood
Williamsport, MD 21790

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

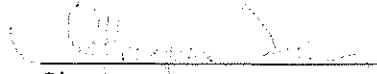
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

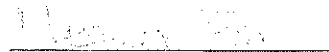
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

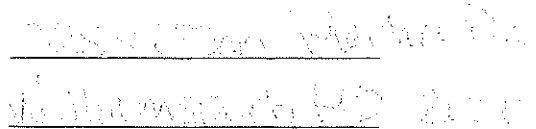
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Marvin J. Harshbarger
Signature

MARVIN L. HARSHBARGER
Name (Printed)

Address:

15692 Fal. Wtas. Rd
Wmapt MD 21795
11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Marvin L. Hawk Jr.
Signature

MARVIN L Hawk Name
(Printed)

Address:

15692 Fal. Wtr. Rd
Wmpt MD 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharcy@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Marvin L. Harsh Sr.
Signature

MARVIN L. Harsh Sr.
Name (Printed)

Address:

15692 Fab. Wtts. Rd
Wm sp. MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

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11-1-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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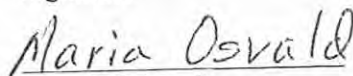
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

16077 Spielman Rd
Williamsport, MD 21795
11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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 100 W. Washington Street
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RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

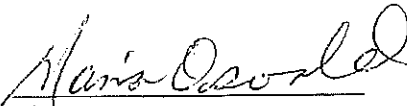
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Marja Oswald Name
(Printed)

Address:

16077 Spielman Rd
Williamsport, MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

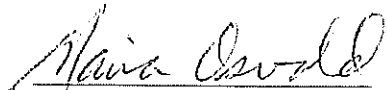
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many


For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

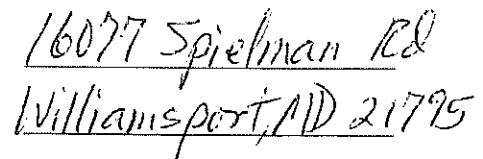
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:



11-1-33

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-12-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Michael J. Welsh
Name (Printed)

Address:

3718 Deming Dr.
Suitland MD, 20146
Date: 11/12/23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

*Frequent Shopper in
Washington County.*

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date 10-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date 11-12-23

Sincerely,


Signature

Michael J. Welsh
Name (Printed)

Address:

3718 Deming Dr.
Switland MD, 20746

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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11-7-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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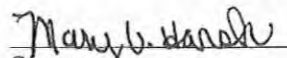
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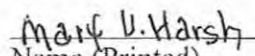
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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

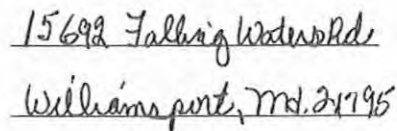
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\)](#) | [Policy Advice](#) | [Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Mary V. Harsh
Signature

Mary V. Harsh Name
(Printed)

Address:

15092 Falling Waters Rd.
Williamsport, Md. 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Mary D. Harsh
Signature

Mary D. Harsh
Name (Printed)

Address:

15692 Falling Waters Rd.
Williamsport, Md. 21154

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

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RECEIVED

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DEPT. OF PLANNING & ZONING

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Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Nathan DeLiso
Name (Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795
11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Nathan De Loso Name
(Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

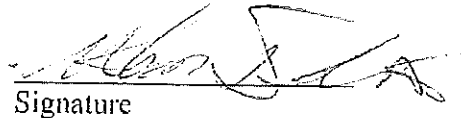
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Nathan DeLoso
Name (Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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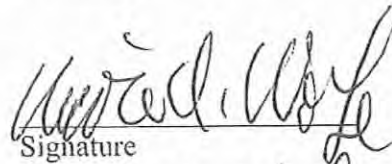
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Nicole D. Wolfe
Name (Printed)

Address:

4135 Antizan St.
Wmgt MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

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Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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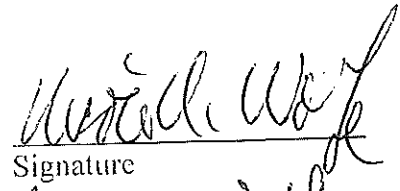
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Michael Wolfe Name
(Printed)

Address:

435. Arizona St.
Wmport, MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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RE: Zoning Text Amendment RZ 23-003 Truck Stops

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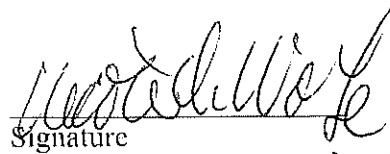
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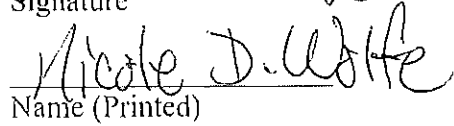
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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature



Name (Printed)

Address:

435 Antzant St.
Wmst. VA 21765

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Pamela S. Black

Signature

PAMELA S. BLACK

Name (Printed)

Address:

*15942 Spuehman Rd.
Williamsport Md
21795*

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Pamela S. Black
Signature

PAMELA S. BLACK Name
(Printed)

Address:

15942 Spachman Rd.
Williamsport Md
21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Pamela S. Black

Signature

PAMELA S. BLACK

Name (Printed)

Address:

*1592 Spilman Dr.
Williamsport Md*

2075

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers -- (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

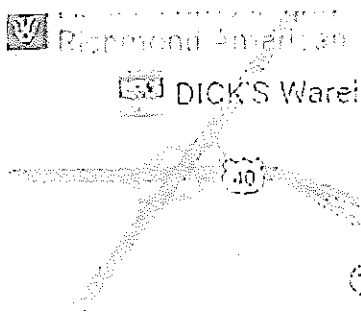
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



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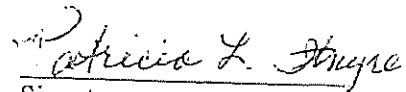
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Patricia L. Itnyre

Name (Printed)

Address:

PO Box 60

Funkstown, MD 21734

11-3-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Derek Harvey dharvey@washco-md.net
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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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Sincerely,

Patricia L. Itnyre
Signature

Patricia L. Itnyre
Name (Printed)

Address:

P.O. Box 660
Funkstown, MD 21734
11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Dorck Harvey dhartev@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

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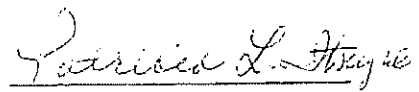
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Patricia L. Itzyppa Name
(Printed)

Address:

P.O. Box 60
Funkstown, MD 21734
11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Rodney McIntyre
Name (Printed)

Address:

20 Richmond St. Apt 11

Hag MD 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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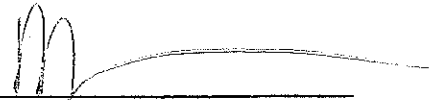
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Rodney McIlhenny Name
(Printed)

Address:

20 Richmond St. Apt 11

Hag MD 21740

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Derek Harvey dharvey@washco-md.net
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11-7-23

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Rodney McIntyre
Name (Printed)

Address:

20 Richmond St. Apt 11

Hagerstown, MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



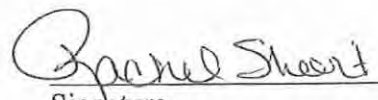
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Rachel Shoet
Name (Printed)

Address:

21630 Pindentuck Rd

Boonsboro MD 21713

11-7-23

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
- David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
- Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
- Jeffrey A. Cline jcline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefer@washco-md.net
- Derek Harvey dharvey@washco-md.net
- Governor Wes Moore
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- Representative David Trone
- Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
- Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
- Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public’s health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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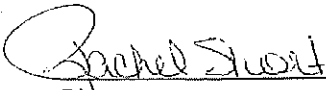
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Rachel Shoet Name
(Printed)

Address:

21636 Pidenour Rd

Buonsorno MD 21713

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

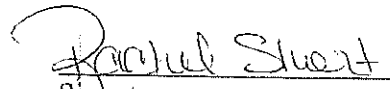
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Rachel Street
Name (Printed)

Address:

21036 Ridensur Rd
Barnsboro MD 21713

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

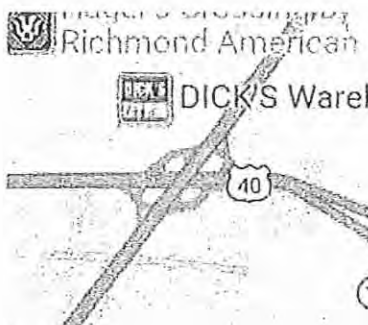
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Robert A. Hays

Name (Printed)

Address:

16814 River WL

Williamsport MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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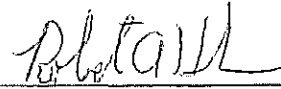
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Robert A. Harsh Name
(Printed)

Address:

16814 River WL
Williamsport, MD 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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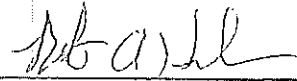
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For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Robert A. Harsh

Name (Printed)

Address:

16814 River WL

Williamsport, MD 21795

11-7-23

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Randall E. Wagner rwagner@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

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11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 17 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

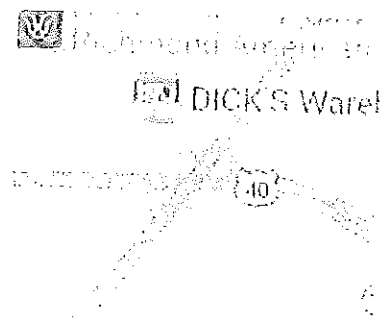
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



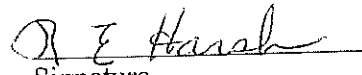
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

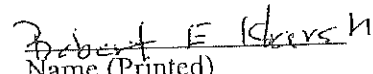
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

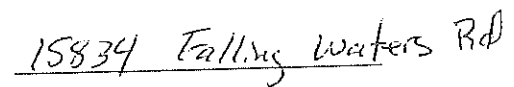
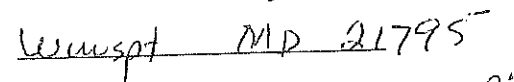
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Robert E. Harsh
Signature

Robert E. Harsh Name
(Printed)

Address:

15834 Falling Waters Dr
Wmstp MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

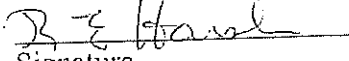
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Robert E Hark
Name (Printed)

Address:

15834 Falling Waters Rd
Williamsport MD

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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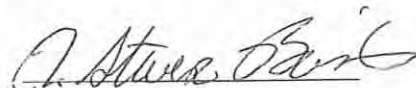
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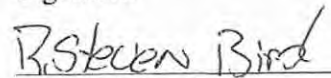
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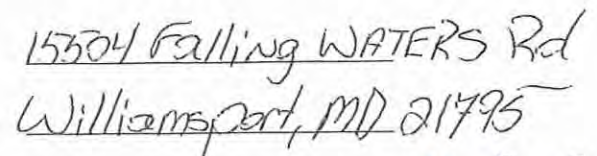
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Name (Printed)

Address:



11-7-23

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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

R. Steven Bird Name
(Printed)

Address:

15501 Falling Waters Rd
Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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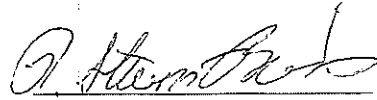
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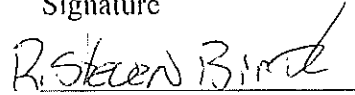
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Sincerely,



Signature



Name (Printed)

Address:

15304 Falling Waters Rd
Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

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Board of County Commissioners
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NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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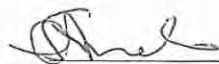
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Shirley Anderson

Name (Printed)

Address:

9735 Lock Tender Ln

Williamsport MD 21755

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
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Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmailmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Shirley Anderson Name
(Printed)

Address:

9735 Rock Tender Ln
Williamsport MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Shirley Anders

Name (Printed)

Address:

9735 Rock Tender Ln

Williamsport MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
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- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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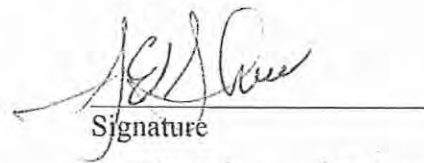
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

S. Edward Shrew
Name (Printed)

Address:

39 E. Potomac St
Williamsport, MD

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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 Board of County Commissioners
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Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

S. Edward Steele Name
(Printed)

Address:

39 E. Potomac St.
Williamsport, MD

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

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Signature

S. Edward Strawn
Name (Printed)

Address:

39 E. Potomac St
Williamsport, MD

11-1-23

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Randall E. Wagner rwagner@washco-md.net
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ATTACHMENT

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11-7-23

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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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Sincerely,


Signature

SHIRLEY HARSH
Name (Printed)

Address:

15834 Fab. Wks. Rd.
Wmpt MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
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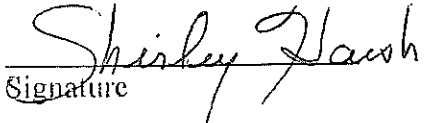
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Signature

SHIRLEY HARSH Name
(Printed)

Address:

15834 Fab. Wtes. Rd
Wmpt. MD 21795

11-7-23

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Derek Harvey dharvey@washco-md.net
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Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

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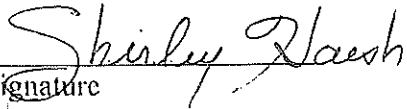
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

SHIRLEY HARSH
Name (Printed)

Address:

15834 Fal. Wtas. Rd
Wmpt MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Sharon Ruppenthal
Signature

Sharon Ruppenthal
Name (Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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' Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmajlmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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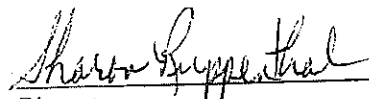
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Sharon Ruppenthal Name
(Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

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Sincerely,

Sharon Ruppenthal

Signature

Sharon Ruppenthal

Name (Printed)

Address:

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Williamsport, MD. 21795*

11-1-23

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Susan K. Shaw

Signature

Susan K. Shaw

Name (Printed)

Address:

39 E. Potomac St.

Wmmt, Md 21795

11-123

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Board of County Commissioners
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Hagerstown, MD 21740

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Susan K. Skaw
Signature

Susan K. Skaw Name
(Printed)

Address:

39 E. Potomac St.
Williamsport Md.

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

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Susan K. Shaw

Signature

Susan K. Shaw

Name (Printed)

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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

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INTERSTATE 70

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Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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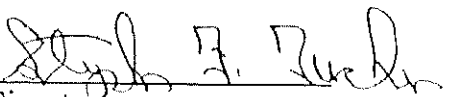
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Stephen F. Tucker
(Printed) Name

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least /// truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

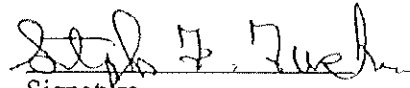
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Stephen F. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
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Wayne K. Keefer wkecfer@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Paul J. Wiedefeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 1201 Corporate
Center Drive - Hanover, MD 21076-0548

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



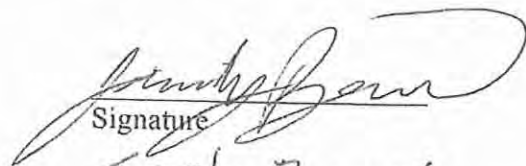
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Trinity Bercau

Name (Printed)

Address:

8845 Signal Drive

Williamsport, MD 21795

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

11-7-23

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

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Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County; as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

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This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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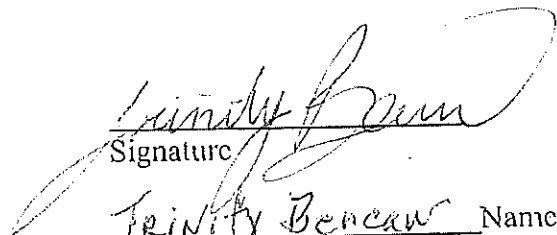
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature
Trinity Bencaw Name
(Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

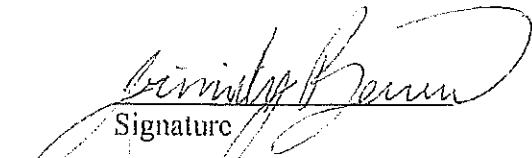
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature
Trinity Bebeau
Name (Printed)

Address:

8845 SIGNAL DRIVE
WILLIAMSPORT, MD 21795

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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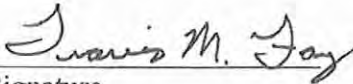
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Travis M. Fay
Name (Printed)

Address:

13255 John Martin Dr.

Williamsport, MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
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RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Travis M. Fay
Signature

Travis M. Fay Name
(Printed)

Address:

13255 John Martin Dr
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
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11-7-23

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Travis M. Fay
Signature

Travis M. Fay
Name (Printed)

Address:

13255 John Martin Dr.
Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

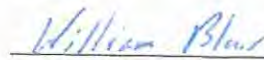
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:



11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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11-7-23

Mr. John F. Barr, President
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100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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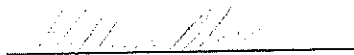
It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

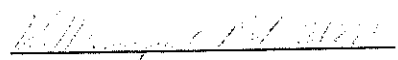
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Washington County Administrative Complex
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Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

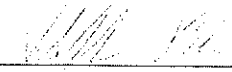
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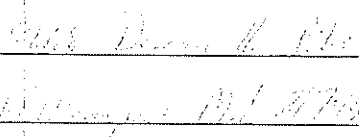
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Signature



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11-7-23

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Anna K. Mollo

Signature

Anna K. Mollo

Name (Printed)

Address:

10906 Larch Ave

Hagerstown, MD 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
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Anna K. Mollo Name
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Address:

10910 Larch Ave
Hagerstown, MD 21740

11-7-23

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This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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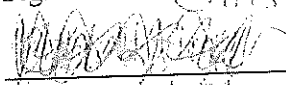
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature Christian Blair
 _____ Name
(Printed) Christian Blair

Address:

2662 Dranesville
Rte. Williamsport MD
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Jeffrey A. Cline Name
(Printed)

Address:

11000 Williamsport Rd
Williamsport, MD 21790

11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Dafe:

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Christine Lane
Signature

Christine Lane
Name (Printed)

Address:

12030 Hippan Hill Rd
Smithsburg, MD 21783

Date 11/19/2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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It is hard to imagine a worse idea.

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Sincerely,

Christine Lane
Signature

Christine Lane Name
(Printed)

Address:

12030 Hippan Hill Rd

Smithsburg, MD 21783

Date: 11/19/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Signature

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Name (Printed)

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Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
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Washington County Planning Commission askplanning@washco-md.net

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 Washington County Administrative Complex
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RE: Zoning Text Amendment RZ 23-03 Truck Stops
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Sincerely,



Signature

Janetta Henry
Name (Printed)

Address:

113 Lullaby Lane
Falling Waters WV
25419

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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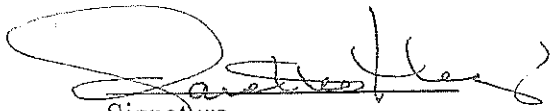
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Janetta Henry Name
(Printed)

Address:

113 Lullaby Lane
Falling Waters
WV

25419

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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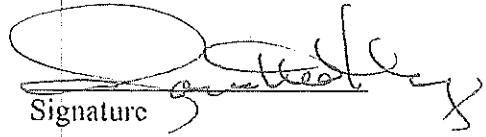
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Sincerely,



Signature

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Name (Printed)

Address:

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11-7-23

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- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops “by right” in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a “diamond interchange” (as opposed to a “cloverleaf” interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:




Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Joseph E. Lane
Name (Printed)

Address:

12030 Hippom Hill Rd
Smithsburg MD
Date: 11-17-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Joseph Lane

Name (Printed)

Address:

12030 Hippan Hill Rd

Smithsburg Md 21783

Date: 11-17-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Dactyl

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

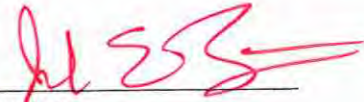
The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Sincerely,



Signature

Joseph Lane

Name (Printed)

Address:

12030 Hyppan Hill Rd

Smithsburg MD 21783

Date:

11-17-13

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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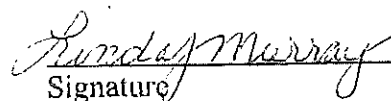
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Linda J. Murray Name
(Printed)

Address:

18018 Pin Oak Road

Hagerstown MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ~~ask~~ that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Linda J Murray
Signature

Linda J Murray
Name (Printed)

Address:

18018 Pin Oak Road

Hag. MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-19-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



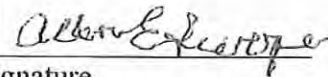
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

ALLEN E SWOPE
Name (Printed)

Address:

14606 FALLING WATERS
ROAD
WILLIAMSPORT, MARYLAND

Date: 11-17-23 2:17 PM

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Allen Edmund Swofford
Signature

ALLEN EDMOND SWOFFORD Name
(Printed)

Address:

10606 FALLING WATERS
ROAD
WILLIAMSPORT, MD
21785

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-19-23

Date: 11-14-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Allen E. Scarp

Signature

ALLEN E. SCARP

Name (Printed)

Address:

14606 FALLING WATERS
ROAD,

WILLIAMSPORT
MARYLAND

Date: 11-19-23 20795

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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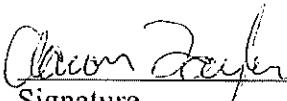
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Aaron Taylor Name
(Printed)

Address:

1027 Files Cross Rd
Martinsburg, WV 25404
11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

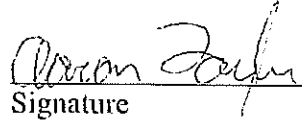
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For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Aaron Taylor
Name (Printed)

Address:

1627 Files Cross Rd
Martinsburg, WV 25404

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops “by right” in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a “diamond interchange” (as opposed to a “cloverleaf” interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

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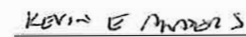
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

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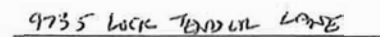


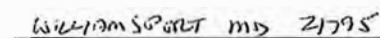
Signature



Name (Printed)

Address:





11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Zoning Text Amendment RZ 23-001 Convenience Stores
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

C Cline Frankenberg
Name (Printed)

Address:

413 S Artizani St

Williamsport MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Colin Frank Keffer Name
(Printed)

Address:

413 S Artizans St
Williamsport, MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Date: 12-5-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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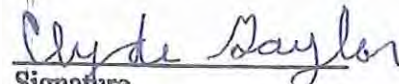
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

CLYDE GAYLOR
Name (Printed)

Address:

16429 SPIELMAN ROAD

WILLIAMSPORT, MD. 21795

Date: 12-5-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Clyde Gaylor
Signature

CLYDE GAYLOR Name
(Printed)

Address:

16429 SPIELMAN RD.

WILLIAMSPORT, MD. 21795

Date: 12-5-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

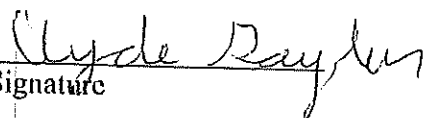
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

CLYDE GAYLOR
Name (Printed)

Address:

16429 SPIELMAN RD.

WILLIAMSPORT, MD, 21795

Date: 12-5-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11/19/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

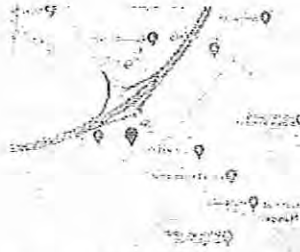
RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendment would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 62 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders to get to more distant locations (e.g., Falling Waters Road) while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle

collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Celia Torres
Signature

Celia Torres
Name (Printed)

Address:

16068 Spielman Rd.

Williamsport, MD 21795

Date: 11-19-23

Cc: David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11/19/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Celia Torres

Signature

Celia Torres Name
(Printed)

Address:

1600 Spelman Rd.

Williamsport, MD 21795

Date: 10-19-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

11/19/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Celia Torres

Signature

Celia Torres

Name (Printed)

Address:

16068 Spielman Rd.

Williamsport, MD 21795

Dates 11-19-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefcr@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Cindy Tedrick
Signature

Cindy Tedrick
Name (Printed)

Address:

11423 Ernstville Road
Big Pool, MD 21711

11-8-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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INTERSTATE 70

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11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



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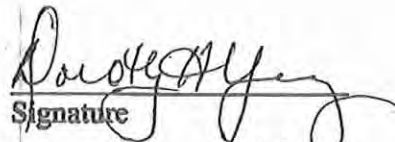
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Dorothy H. Young
Name (Printed)

Address:

15737 Jones Chapel Ln
Hag MD 21740

Date 11-12-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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ATTACHMENT

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- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-28-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters


Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

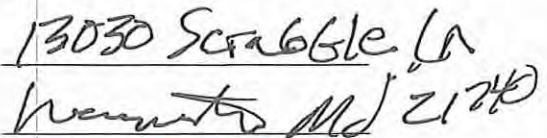
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:


Date: 11-28-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date: 11-28-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

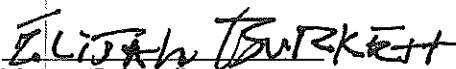
This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.hcraldmailmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

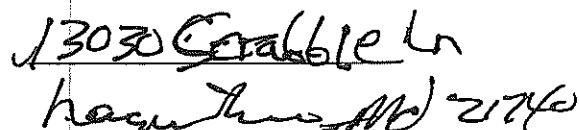
¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:



Date:

11-28-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 7-28-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Elijah Burkett
Signature

ELIJAH BURKETT
Name (Printed)

Address:

13030 Scrabble Ln.
Rowles MD 21740

Date: 11-28-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-29-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

G. F. FRANKS, III
Name (Printed)

Address:

George F. Franks, III
14906 Falling Waters Road
Williamsport, MD 21795

Date: 11-29-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.' With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

G. F. FRANKS, III Name
(Printed)

Address:

George F. Franks, III
14001 Falling Waters Road
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date = 11-29-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

G. F. FRANKS, III

Name (Printed)

Address:

George F. Franks, III
14006 Falling Waters Road
Williamsport, MD 21795

Date: 11 - 29 - 23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

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11-1-23

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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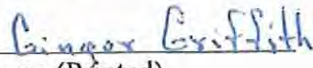
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

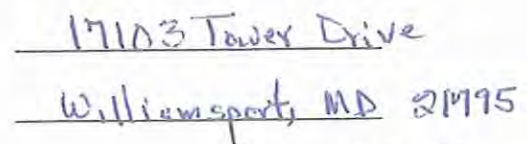
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

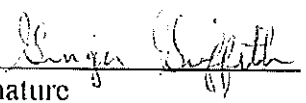
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Ginger Griffith Name
(Printed)

Address:

17103 Tower Drive
Williamsport, MD 21795
11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-13-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 12 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Benjamin Griffith
Signature

Benjamin Griffith
Name (Printed)

Address:

17103 Tower Drive
Williamsport, MD 21740

11-13-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-8-23

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

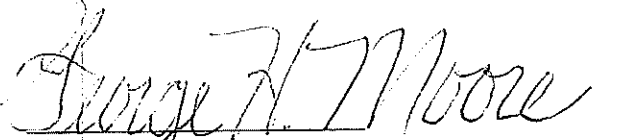
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature
GEORGE H. MOORE
Name (Printed)

Address:

12023 CRNSTVILLE RD.
BIG POOL, MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Linda C. Graham
Name (Printed)

Address:

11431 Big Pool Rd.
Big Pool, MD 21711

Date, 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mavor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Derek M. Harvey
Signature

Derek M. Harvey
Name (Printed)

Address:

16074 Spireman Rd
Williamsport MD 21795

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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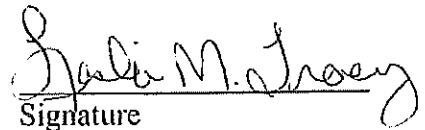
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Leslie M. Tracy Name
(Printed)

Address:

11074 Sprielman Rd.
Wmsport MD 21795

Date: 12-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you votc against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

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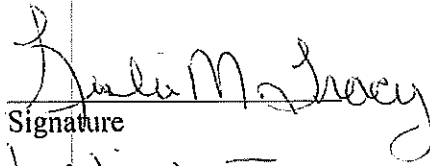
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Leslie M. Tracy
Name (Printed)

Address:

16574 Spierman Rd.
Wmsprt. md. 21795

Date: 12-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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date 11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

16000 Falling Waters Rd

Wmspt. MD 21795

Date: 11-3-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date 11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Robert Boward Name
(Printed)

Address:

16008 Falling Waters Rd
Wmst MD 21795

Date 11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date 11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many.

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Robert Bower

Name (Printed)

Address:

16008 Falling Waters Rd

Winget, MD 21795

Date 11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



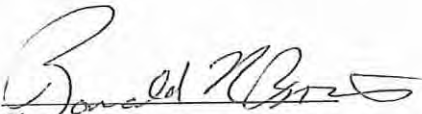
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Ronald N. Braxis
Name (Printed)

Address:

15740 Filling Waters Rd.
Williamsport, MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

ATTACHMENT

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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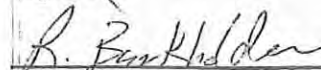
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

15950 Sabreman Rd
Wheat 21795

Date: 12-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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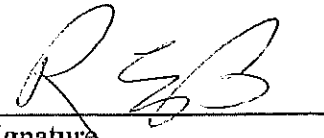
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

R. Barkholder Name
(Printed)

Address:

15950 Spinelmar Rd
Williamsport MD 21795

Date,

12-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman hrooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

R. Bankhead
Name (Printed)

Address:

1550 Springfield Rd
Wmst. 21795

Date - 12-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

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My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

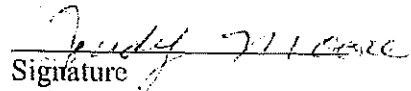
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Judy Moore
Name (Printed)

Address:

13023 EARNSVILLE Rd
Big Pool, MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-00-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Ronald E. Tracy

Signature

RONALD E. TRACY

Name (Printed)

Address:

16074 SPIELMAN Rd.

Williamsport Md.

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 12/12

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Ronald E. Tracy
Signature

RONALD E. TRACY Name
(Printed)

Address:

16074 SPIELMAN Rd.

WILLIAMSPORT Md.

Date: 12-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

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For all of these reasons, please do not adopt RZ 23-03.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Ronald E. Tracy
Signature

RONALD E. TRACY
Name (Printed)

Address:

16074 SPIELMAN Rd,
WILLIAMS PORT Md.

Date: 12-10-23

Cc: Jeffrey A. Cline jcline@washeo-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washeo-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Ralph Young
Name (Printed)

Address:

15737 Jones Chapel Ln

Hagerston Md 21740

Date: 11/12-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Senator Van Hollen
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11-23-23

Sincerely,


Signature

Ragh Young
Name (Printed)

Address:

15737 Jones Chapel Ln
Hagerstown Md 21740

Date: 11-12-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Ruth Ann Burkholder
Signature

Ruth Ann Burkholder
Name (Printed)

Address:

15450 Spielmen Rd.

Williamsport, MD 21795

Date: 12-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Date: 12-8-23

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Ruth Ann Burkholder
Signature

Ruth Ann Burkholder Name
(Printed)

Address:

15450 Spielman Rd.

Williamsport, MD 21795

Date: 12-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Ruth Ann Burkholder

Signature

Ruth Ann Burkholder

Name (Printed)

Address:

15450 Spielman Rd

Williamsport, MD

21795

Date: 12-18-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

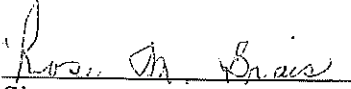
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Rose M. Brais Name
(Printed)

Address:

15740 Falling Waters Road
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Rose M. Brais
Signature

Rose M. Brais
Name (Printed)

Address:

15740 Felling Waters Road.
Williamsport, MO 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derck Harvey dh Harvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-5-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Sandra Gaylor
Signature

Sandra Gaylor
Name (Printed)

Address:

16429 Spielman Rd.

Williamsport, MD 21795

Date: 12-5-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 12-5-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Sandra Gaylor
Signature

Sandra Gaylor Name
(Printed)

Address:

16429 Spielman Rd
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net Date: 12-5-23
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-5-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Sandra Gayler
Signature

Sandra Gayler
Name (Printed)

Address:

16429 Spielman Rd.

Williamsport, MD 21795

Date: 12-5-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Thomas Garrett
Name (Printed)

Address:

18025 Horst Lane
Hagerstown, MD, 21740

11-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
drhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman senator.pdcorderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.l.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Safety Advice | Policy Advice](#)

11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

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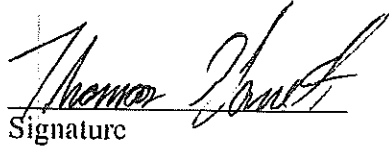
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Thomas Garrett
Name (Printed)

Address:

18025 Horsfall Lane

Hagerstown, MD, 21740

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-8-23

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

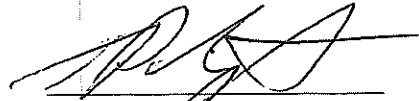
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Thomas P. Spinelli

Name (Printed)

Address:

11934 Earnstville Rd
Big Pool MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

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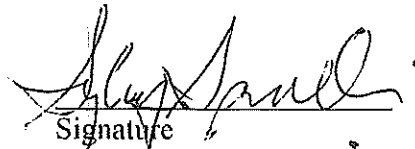
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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Sylvio Spinelli

Name (Printed)

Address:

11934 Ernstville Rd

Big Pool, MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
 Zoning Text Amendment RZ 23-001 Convenience Stores
 PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops “by right” in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a “diamond interchange” (as opposed to a “cloverleaf” interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

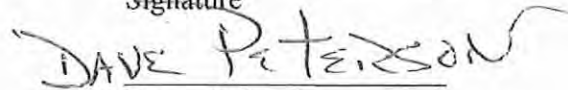
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

15015 FALLINGWATER DR
WILLIAMSPORT, MD. 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Wendy Burkett
Signature

WENDY BURKETT
Name (Printed)

Address:

*13030 Scrabble Lane
Hagerstown, Md*

Date: 11-10-23 21740

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

WENDY BURKETT Name
(Printed)

Address:

13030 Scrabble Lane

Hagerstown, MD 21740
Date: 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Wendy Burkett

Signature

WENDY BURKETT

Name (Printed)

Address:

13030 Scrabble Lane

Hagerstown, MD 21740

Date: 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

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Date - 11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 21 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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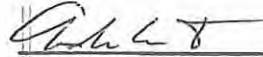
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Andrew M Taylor
Name (Printed)

Address:

4044 Caseytown Rd
Greencastle, PA 17225

Date: 11-17-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

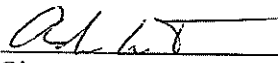
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Andrew M. Taylor Name
(Printed)

Address:

4044 Roseytown Rd

Greencastle, PA 17225

Date: 11-17-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13¹ truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

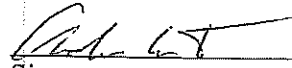
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Andrew M Taylor
Name (Printed)

Address:

4044 Coxeys Rd
Greencastle, PA 17225

Date: 11-17-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11/18/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 21 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendment would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:




Encouraging more truck traffic at the I-81/MD 62 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders to get to more distant locations (e.g., Falling Waters Road) while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle

collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Jeffrey A. Swope
Name (Printed)

Address:

14683 Falling Waters RD

Williamsport MD 21795

Date: 11/18/2023

Cc: David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Dear President Barr and Commissioners:

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

J. A. Swope
Signature

Jeffrey A. Swope Name
(Printed)

Address:

14683 Falling Waters RD

Williamsport MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net

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Washington County Planning Commission askplanning@washco-md.net

Date: 11/18/2023

Date: 11/18/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

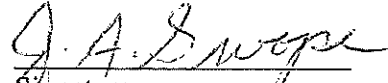
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Jeffrey A. Swope
Name (Printed)

Address:

14683 Falling Waters RD
Williamsport MD 21795

Date: 11/18/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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ATTACHMENT

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Date: 11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 21 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Karin Engstrom

Signature

Karin Engstrom

Name (Printed)

Address:

1219 PEPPER CORNER

Hagerstown, MD 21740

Date: ~~11-17-23~~ 11-17-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Please vote against proposed text amendment RZ 23-001.

Sincerely,

Karin Engstrom
Signature

Karin Engstrom Name
(Printed)

Address:

1219 PEPPER CORN Dr.
Hagerstown, Md. 21740

Date: 11-17-23

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My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Karin Engstrom

Signature

Karin Engstrom

Name (Printed)

Address:

1219 Peppercorn Dr.
Hagerstown MD. 21740

Date: 1-17-2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date:
11/17/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 21 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



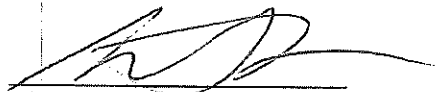
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

STEWART M TORRES
Name (Printed)

Address:

16068 SPIELMAN RD.
WILLIAMSPORT, MD 21795
Date: 11/17/23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Wayne K. Keefer wkeef@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11/17/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

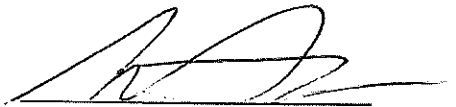
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

STEWART M. TORRES Name
(Printed)

Address:

16068 SPIELMAN RD.

WILLIAMSPORT, MD 21791

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11/17/23

11/17/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13² truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

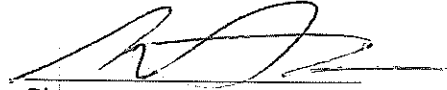
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

STEWART M. TORRES
Name (Printed)

Address:

16068 SPIELMAN RD.
WILLIAMSPORT, MD 21795
Date: 11/17/23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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INTERSTATE 70

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- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date - 11-9-23

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Donna K. Miner
Signature

Donna K. Miner
Name (Printed)

Address:

*14938 Falling Waters Rd.
Williamsport, Md. 21795*

Date: 11-9-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Wayne K. Keefer wkeefer@washco-md.net
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Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Donna K. Minet
Signature

Donna K Minet Name
(Printed)

Address:

14938 Falling Waters Rd
Williamsport, MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Donna K. Miner
Signature

Donna K. Miner
Name (Printed)

Address:

*14938 Falling Waters Rd.
Williamsport, Md. 21795*

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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INTERSTATE 70

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- 2) Big Pool AC&T - fuel and truck parking. Exit #12
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



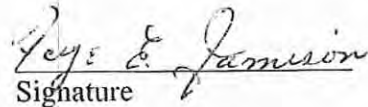
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

FAYE E. JAMISON
Name (Printed)

Address:

15812 Denmark Ln.

Williamsport, MD 21795

Date: 11-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date: 11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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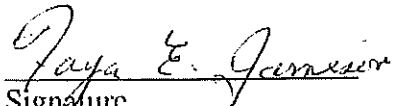
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Faye E. Jamison Name
(Printed)

Address:

15812 Danmar Ln.

Williamsport, MD 21795

Date: 11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Date: 11-8-23

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RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 14 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

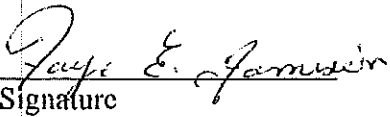
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

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DEPT. OF PLANNING & ZONING

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

FREDERICK A. MIRRA
Name (Printed)

Address:

13818 CRESSWOOD RD
CLEARSPRING, MD

Date: 11-9-23

2172

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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Sincerely,


Signature

FRED MIRRA Name
(Printed)

Address:

13818 CRESSBOND RD

CLEARSPRING MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Date: 11-09-23

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Washington County Administrative Complex
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Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

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Sincerely,


Signature

FRED MIRRA
Name (Printed)

Address:

13818 CRESSPOND RD
CLEAR SPRING 21722

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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ATTACHMENT

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INTERSTATE 81

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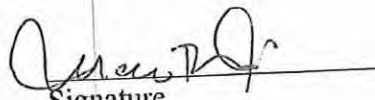
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

M. BENJAMIN JM CSILP PE
Name (Printed)

Address:

14606 BIG BEND WAY

WILLIAMSPORT MD 21795

Date: 11-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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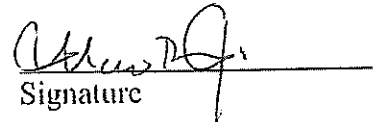
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

M. BENJAMIN JR CSRP Name
(Printed)

Address:

14606 Hwy BEND WAY

WILLIAMSPORT MD 21795

Date: 11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

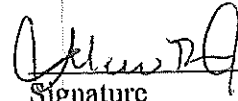
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

M. BENJAMIN PV CSRP PE
Name (Printed)

Address:

14606 FOX HEND WAY
WILLIAMSPORT MD. 21795

Date: 11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-9-23

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

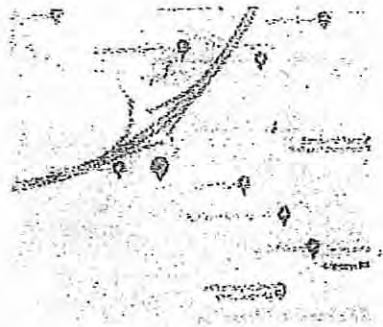
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

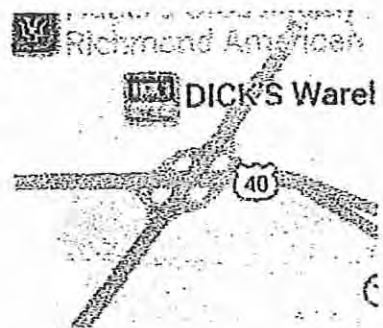
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Paul W. Minert

Signature

PAUL W. MINERT

Name (Printed)

Address:

14938 FALLING WATERS A.
WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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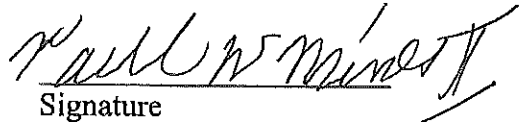
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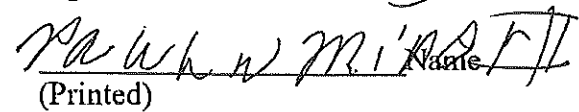
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Sincerely,



Signature



Address:

14938 FALLING WATERS

WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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For all of these reasons, please do not adopt RZ 23-03.

Date: 11-01-23

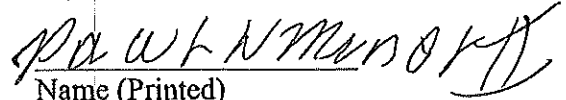
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Sincerely,



Signature



Name (Printed)

Address:

14938 FALLING WATERS RD

WILLIAMS PORT MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Paul W Miner Sr

Signature

PAUL W MINER SR

Name (Printed)

Address:

14938 FALLING WATERS RD

WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
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Washington County Planning Commission askplanning@washco-md.net

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Paul W Miner Sr

Signature

PAUL W MINER SR Name

(Printed)

Address:

14938 FALLING WATERS RD

WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-09-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Paul W Miner Sr

Signature

PAUL W MINER SR

Name (Printed)

Address:

14938 FALLING WATER RD

WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derck Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-11-23

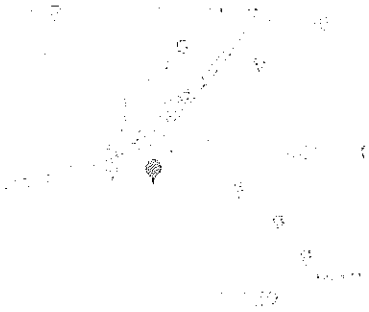
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

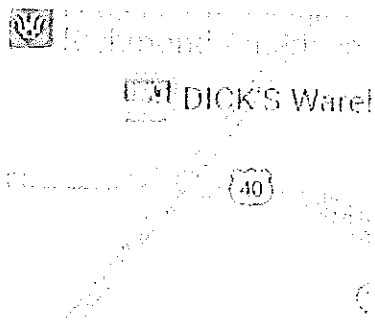
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



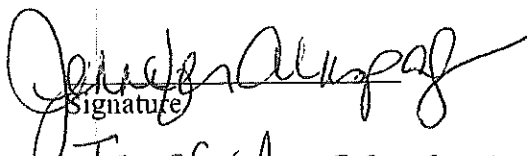
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature
Jennifer Arnsparger
Name (Printed)

Address:

17015 Oakleigh Way
Hagerstown MD 21740

Date:

11-11-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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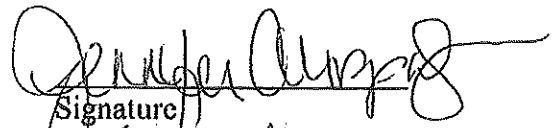
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature
Jennifer Arnspar
(Printed)

Address:

17015 Oakleigh Way
Hagerstown MD 21740
Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

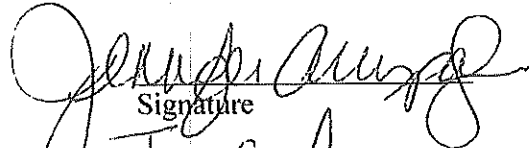
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature
Jennifer Arnsparger
Name (Printed)

Address:

17015 Oakleigh Way
Hagerstown MD 21740

Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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Date: 11-11-23

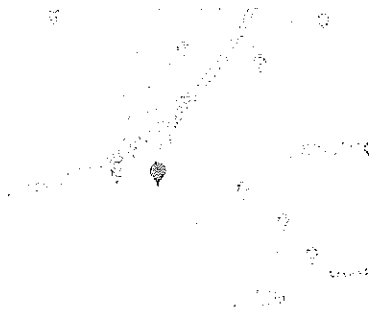
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Russell Arnsparger
Name (Printed)

Address:

14110 Crossard Mill

Rd Hagerstown MD
Date: 11/12/2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information



Sincerely,

Russell Arnspurger
Signature

Russell Arnspurger
Name (Printed)

Address:

14110 Bossard Mill

Rd Hagerstown MD

Date: 11/13/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

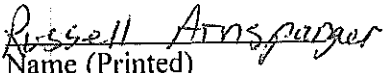
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

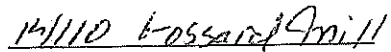
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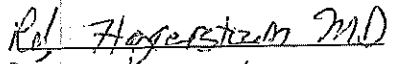
Sincerely,

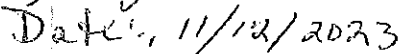

Signature


Name (Printed)

Address:







Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

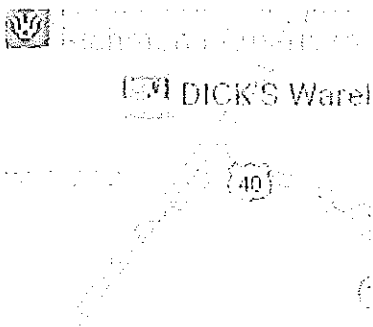
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



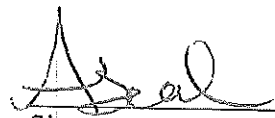
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

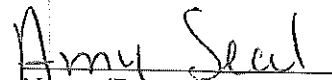
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:

15806 Danmar Lane

Williamsport MD

Date: 11-11-23

21295

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

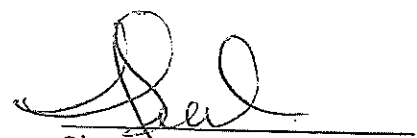
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Amy Seal Name
(Printed)

Address:

15801e Dammur Lane

Williamsport, MD

Date: 11-11-23

21795

- Cc: Jeffrey A. Cline jcline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefe@washco-md.net
- Derek Harvey dharvey@washco-md.net
- Governor Wes Moore
- Senator Van Hollen
- Senator Ben Cardin
- Representative David Trone
- Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
- Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
- Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13¹ truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

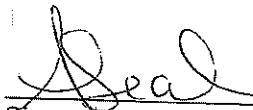
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

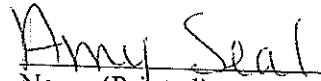
¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature



Name (Printed)

Address:

15806 Danmar Lane
Williamsport, MD
21795

Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



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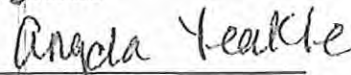
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

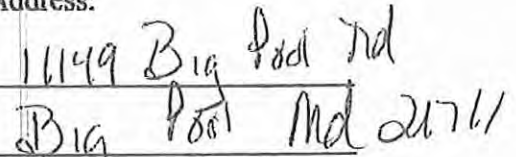
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date:
11-11-23

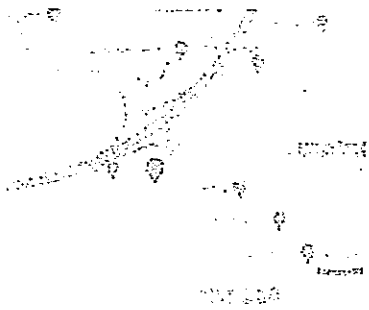
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

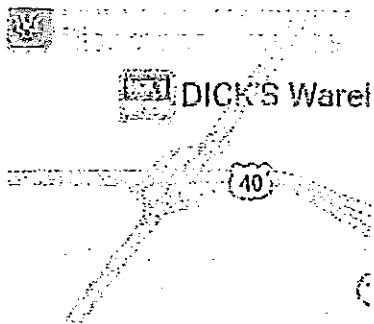
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

James L. Arnsperger
Name (Printed)

Address:

17043 VA AVE

Williamsport, MD 21795

Date: 11/11/27

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

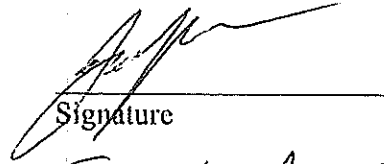
This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice



Sincerely,



Signature

Jamie L. Arnsperger
Name (Printed)

Address:

17045 VA AVE

Williamsport, MD 21795

Date: 11/11/23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Doutel,

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

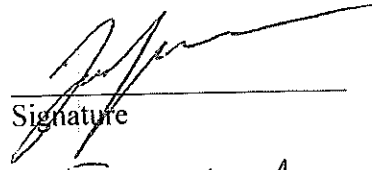
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Jamie L. Arvaspout

Name (Printed)

Address:

17043 VA AVE
Williamsport MD 21795
Date: 11/11/23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date:
11/16/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

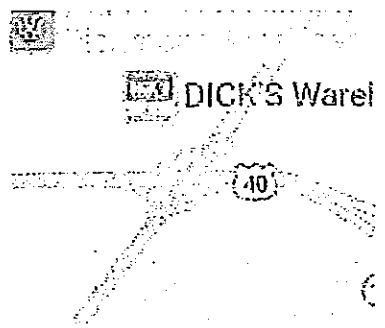
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

BRIAN YOUNGBLOOD

Name (Printed)

Address:

17623 A LAPPANIS RD
ST JAMES MD 21733
Date: 11/16/2022

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mavor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Ben Youngstead Name
(Printed)

Address:

17623 A Lippin Rd
St. James MD 21733
11-18-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 19 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

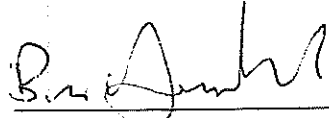
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

BRIAN Youngblood
Name (Printed)

Address:

17623 A Lappas Rd

St James MD 21733

Date: 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefe wkeefe@washco-md.net
Derck Harvey dharvey@washco-md.net
Governor Wes Moore
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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INTERSTATE 70

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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



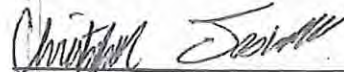
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

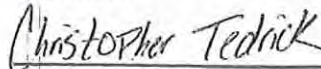
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

11423 Ernsville rd

Big Pool, MD 21741

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Dylan Baber

Signature

Dylan Baber

Name (Printed)

Address:

17043 Virginia
Ave

Date: 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Dylan Baber
Signature

Dylan Baber Name
(Printed)

Address:

17043 Virginia
ave

Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

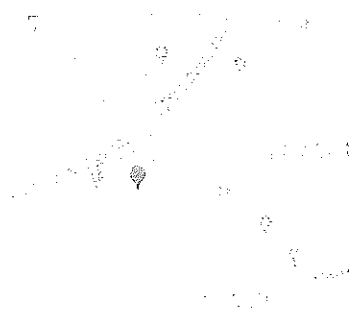
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

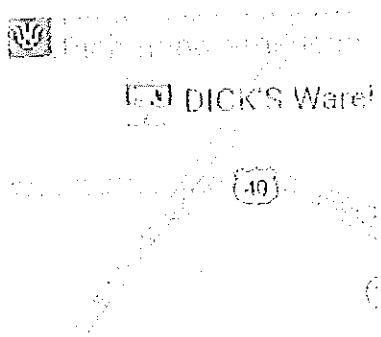
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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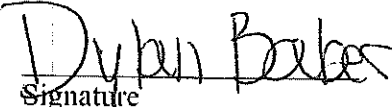
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Dylan Baker
Name (Printed)

Address:

17043 Virginia
Ave

Date: 11-11-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Randall E. Wagner rwagner@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, i believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

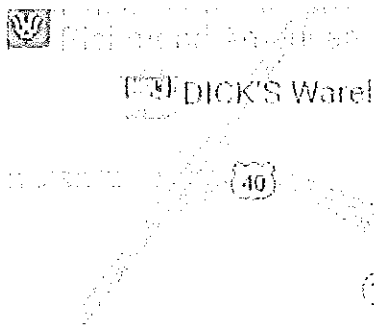
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:




Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Dustin J. Black
Name (Printed)

Address:

1429 Glenwood Ave.

Hagerstown, MD. 21742

Date: 11-16-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkecfer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mavor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-16-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

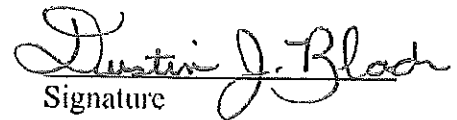
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Justin J. Black Name
(Printed)

Address:

1429 Glenwood Ave.

Hagerstown, MD.

Date: 11-16-23 21742

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-16-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 12² truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Dustin J. Black
Signature

Dustin J. Black Name
(Printed)

Address:

1429 Glenwood Ave.

Hagerstown, MD

Date: 11-16-23 21742

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 2-18/24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

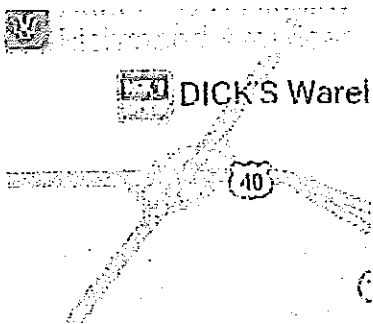
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



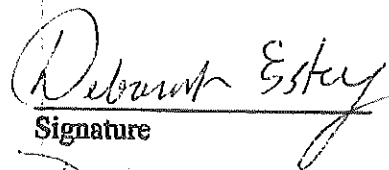
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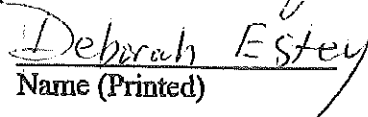
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

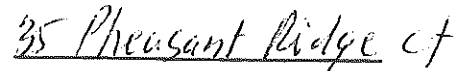
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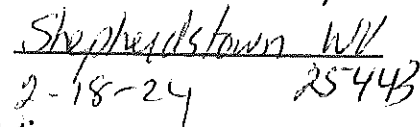
Sincerely,


Signature


Name (Printed)

Address:





Date:



Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askolaning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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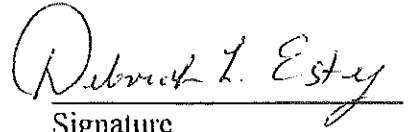
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

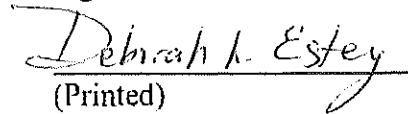
It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

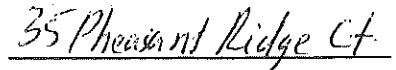
Sincerely,



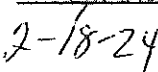
Signature

 Name
(Printed)

Address:





Date,  25443

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

DATE 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

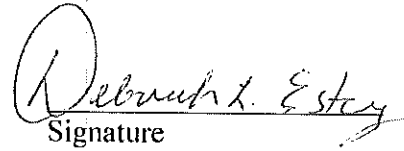
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

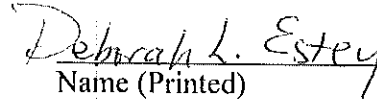
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

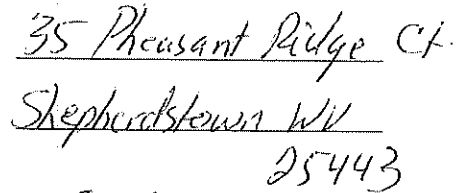
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

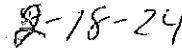
Sincerely,


Signature


Name (Printed)

Address:





Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:




Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Donald Morgan
Name (Printed)

Address:

14539 Hicksville Rd

Clear Spring, Md. 21722

Date: 12-20-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Danna Morgan
Signature

Danna Morgan
Name (Printed)

Address:

14539 Hicksville Rd

Clear Spring, Md. 21722

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

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12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Gerald O. Graham
Name (Printed)

Address:

11431 Big Pool Rd.
Big Pool, Maryland 21710

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date: 11-15-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

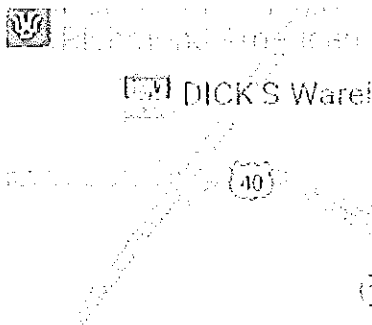
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Ginger Kays
Signature

Ginger Kays
Name (Printed)

Address:

17062 Fairplay Farms Ct
Fairplay, MD 21733

Date: 11-15-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Ginger Kuyf
Signature

Ginger Kuyf Name
(Printed)

Address:

1700 Fairway Farm Ct

Fairway, MD 21733

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 19 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Ginger Keys
Signature

Ginger Keys
Name (Printed)

Address:

17000 Fairplay Farms Ct

Fairplay, MD 21733

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

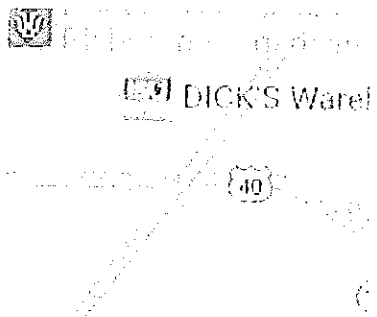
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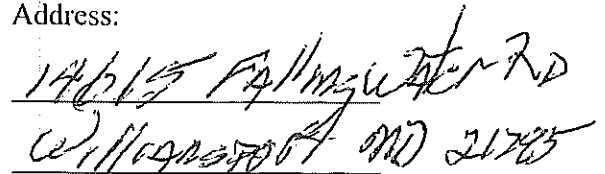
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



Date: 11-16-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-10-23

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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

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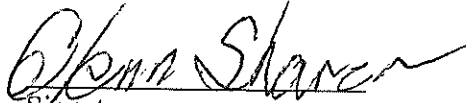
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Glenn Sharon
Name (Printed)

Address:

14615 Falling Waters Tr
Williamsport MD 21295

Date: 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

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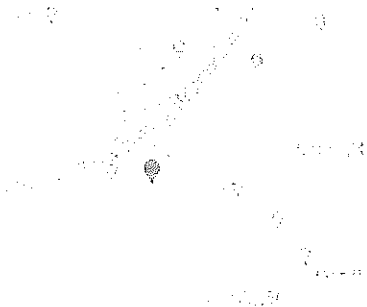
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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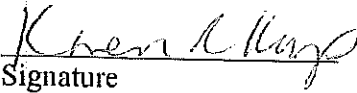
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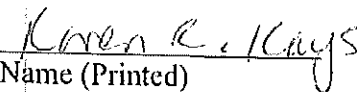
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

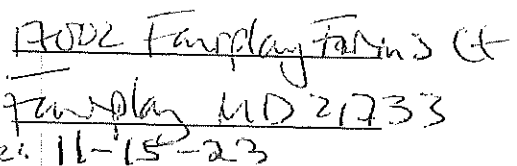
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:


Date: 11-15-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvcy@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-15-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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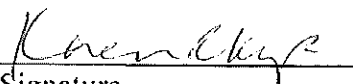
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Loren K. Kays Name
(Printed)

Address:

1702 Farmplay Farm Rd
Farmplay MD 21733

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

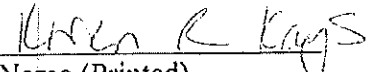
For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

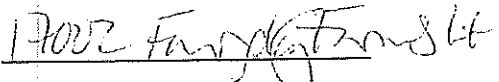
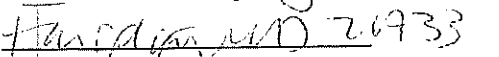
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:

Dates 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Kcefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Kenneth Mills Jr
Name (Printed)

Address:

9834 moaresville Rd

Big Pool md. 21711

Date: 10-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

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Date: 11-11-23

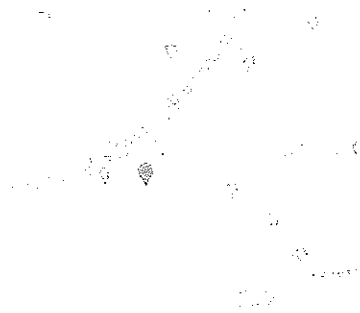
Mr. John F. Barr, President
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100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

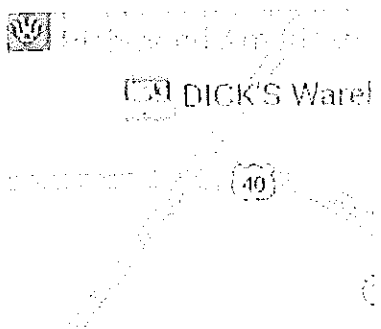
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Lewis H Kreps
Anna J Kreps
Signature
Lewis H Kreps
Anna J Kreps
Name (Printed)

Address:

15800 Danmar Dr
Williamsport, MD 21795
Date: 11-11-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Lewis H. Kreps
Ann J Kreps
Signature

Lewis H Kreps

Ann J Kreps Name
(Printed)

Address:

15800 Danmar Dr

Williamsport, MD 21795

Date - 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 17 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Lewis H Kreps

(Anna J Kreps)
Signature

Lewis H Kreps

Anna J Kreps

Name (Printed)

Address:

15800 Danmar Dr

Williamsport MD 21795

Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-16-23

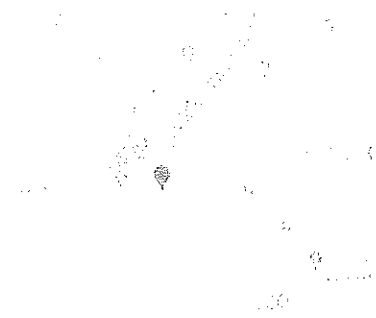
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



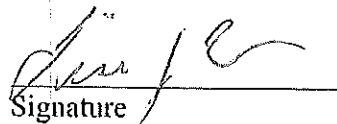
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Lisa J. Turner
Name (Printed)

Address:

14614 Falling Waters Rd
Williamsport, MD 21795

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
- David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
- Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
- Jeffrey A. Cline jcline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefe@washco-md.net
- Derek Harvey dharvey@washco-md.net
- Governor Wes Moore
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- Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
- Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
- Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

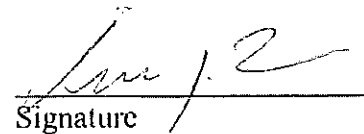
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Lisa J. Farmer Name
(Printed)

Address:

14014 Falling Waters Rd
Williamsport, MD 21793

Date: 11-26-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

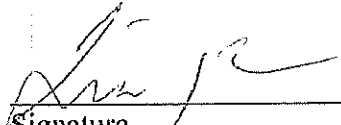
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Lisa V. Turner
Name (Printed)

Address:

14614 Falling Waters Rd
Williamsport, MD 21795

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-15-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of ~~truck~~ stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many.

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Melissa Cooper

Signature

Melissa Cooper

Name (Printed)

Address:

14906 Falling Waters Rd
Williamsport, Md 21795

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-17-25

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

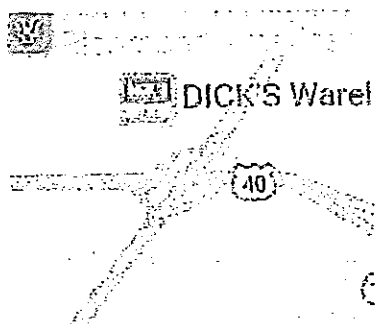
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:




Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Mickell A. Duffield
Name (Printed)

Address:

8028 Dam #4 Rd.

Williamsport, MD 21795

Date: 11/19/2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Wayne K. Keefer wkeefe@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-19-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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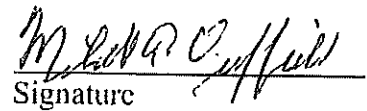
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Mikell A. Doffield Name
(Printed)

Address:

8028 Dam #4 Rd.

Williamsport, MD 21795

Date: 11/19/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date:

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.


Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Mikell A. Duffield
Name (Printed)

Address:

8028 Dam #4 Rd.

Williamsport MD 21795

Date: 11-19-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

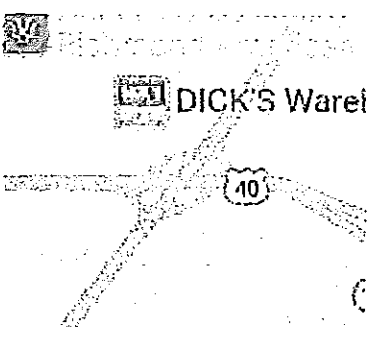
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



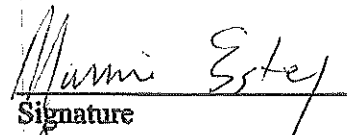
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:

35 Pheasant Ridge Ct
Shepherdstown WV

Date: 2-18-24 25443

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Marnie Estey
Signature

Marnie Estey Name
(Printed)

Address:

35 Pheasant Ridge Ct

Shepherdstown WV.
25443

Date:

2-18-24

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date, 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

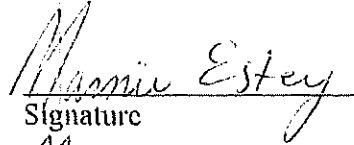
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

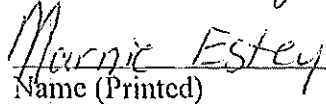
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:

35 Pheasant Ridge Ct

Shepherdstown WV 25443

Date:

2-18-24

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

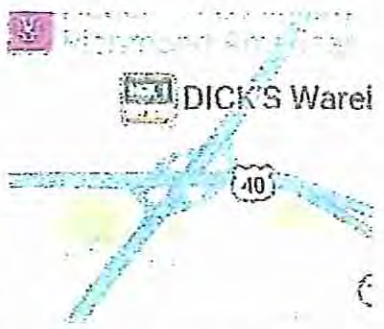
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Michael Tedrick

Signature

MICHAEL TEDRICK

Name (Printed)

Address:

11423 BRINSTOLLE RD

BIG POOL MD 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Doc 11/16/23

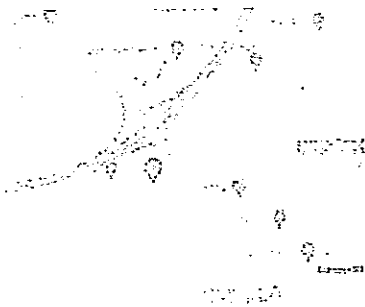
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

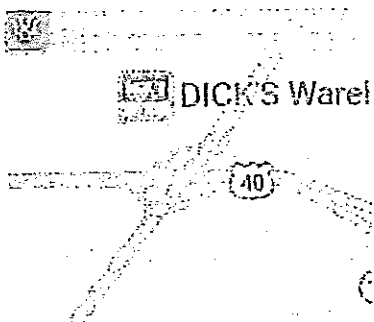
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Mary Jane Youngblood
Signature

MARY JANE Youngblood
Name (Printed)

Address:

17623 A Lappers Rd
St. James, Md. 21733

Date, 11/16/23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11/16/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmailmedia.com/story/news/local/2023/09/01/a-six-vchicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Mary Jane Youngblood
Signature

MARY JANE YOUNGBLOOD
(Printed)

Address:

17623 A Lappers Rd
St. James, Md. 21733
Date: 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Dates
11/16/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Mary Jane Youngblood
Signature

MARY JANE Youngblood
Name (Printed)

Address:

17623 A Leppers Rd
St James, md 21733
Dect 2 4
11/16/23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

APR 02 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

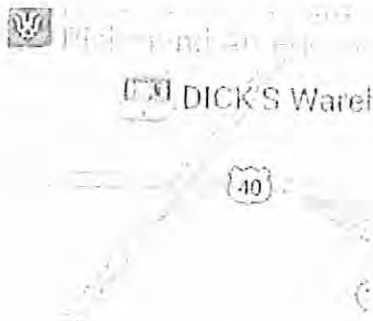
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



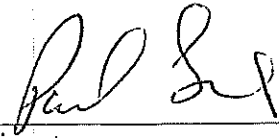
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

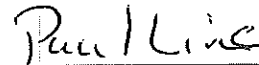
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

17015 Oakleigh Way
Hwy. MD 21740
Date: 11-11-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvcy@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Paul Linc

Name

(Printed)

Address:

17015 Oakley Hwy
Hwy. MD 21740
Dated: 11-11-23

- Cc: Jeffrey A. Cline jcline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefer@washco-md.net
- Derek Harvey dharvey@washco-md.net
- Governor Wes Moore
- Senator Van Hollen
- Senator Ben Cardin
- Representative David Trone
- Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
- Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
- Washington County Planning Commission askplanning@washco-md.net

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

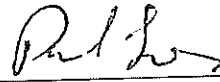
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

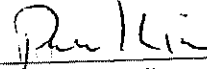
¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature



Name (Printed)

Address:

17015 Onkatersh Way
Hag. MD 21740
Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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Date: 11-16-23

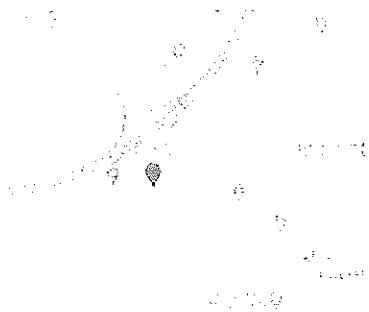
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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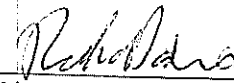
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

17614 FALLING WOOD RD

WIMPTON, MD 21795

Date: 11-16-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-16-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Richard Davis

Signature

RICHARD DAVIS Name
(Printed)

Address:

14614 FALCON WTR. Rd

WMPTA MD 21795

Docket # 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date -11-16-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to 'Truckmaster.com' there are at least ¹³ truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Richard Davis

Signature

RICHARD DAVIS

Name (Printed)

Address:

14614 FALLON & WTS.

WMTS. MD 21785

Dec 21 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11/19/2023

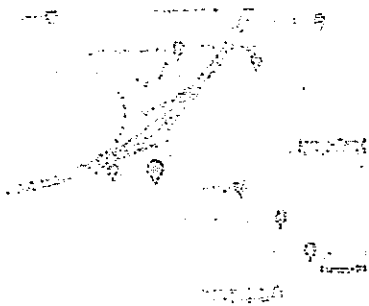
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

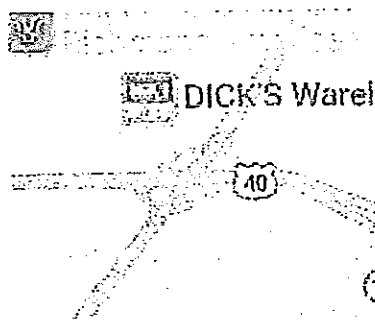
Dear President Barr and Commissioners:

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A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Sue E. Duffield
Signature

Sue E. Duffield
Name (Printed)

Address:

8028 Dam #4 Rd.

Williamsport, MD 21795

Date: 11/19/2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date!
11/19/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Sue E. Duffield
Signature

Sue E. Duffield Name
(Printed)

Address:

8028 Dam #4 Rd.

Williamsport, MD 21795

Date: 11/19/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvcy@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11/19/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Sue E. Duffield
Signature

Sue E. Duffield
Name (Printed)

Address:

8028 Dam #4 Rd.

Williamsport MD 21795

Date: 11/19/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

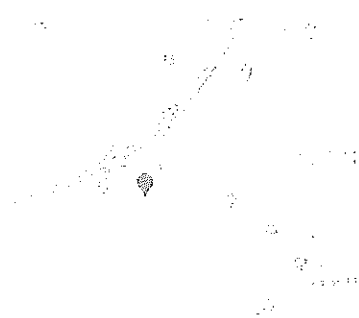
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

M

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Shirley Sharer
Signature

Shirley Sharer
Name (Printed)

Address:

1415 Falling Waters Rd

Williamsport, md

Date: 11-16-23

81795

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11.16.23

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Shirley Sharer
Signature

Shirley Sharer
Name (Printed)

Address:

14615 Falling Waters Rd.
Williamsport, Md.
21795

Date: 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
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Sincerely,


Signature

Tracy Mills
Name (Printed)

Address:

9834 Mooresville Rd
Big Pool, MD 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-1-23

RECEIVED

NOV 17 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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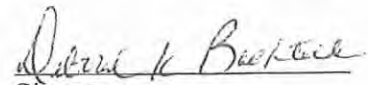
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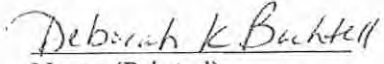
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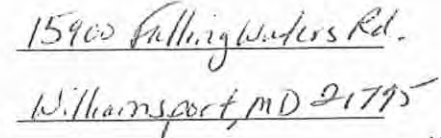
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
- David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
- Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
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- Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Nicole K. Bahtell
Signature

Deborah K Bahtell Name
(Printed)

Address:

15900 Pullingwaters Rd.
Williamsport MD 21795

11-7-23

- Cc: Jeffrey A. Cline jcline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefer@washco-md.net
- Derek Harvey dharvey@washco-md.net
- Governor Wes Moore
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- Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

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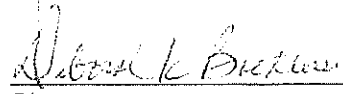
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Sincerely,



Signature

Deborah K Beckell

Name (Printed)

Address:

1590 Falling Waters Rd.

Williamsport, MD 21745

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 17 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Misty D Gettridge
Name (Printed)

Address:

802 Airport Rd

Martinsburg WV 25405

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Misty D Gettridge
Signature

Misty D. Gettridge Name
(Printed)

Address:

802 Airport Rd

Martinsburg WV 25404

11-7-23

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Misty D Geteidge
Signature

misty D Geteidge
Name (Printed)

Address:

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Martinsburg WV 25404

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ATTACHMENT

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WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



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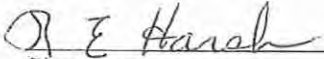
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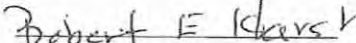
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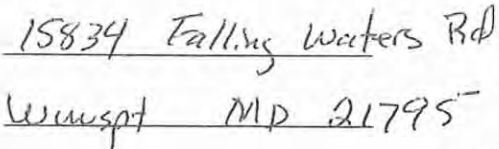
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:


15834 Falling Waters Rd
Wisp MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
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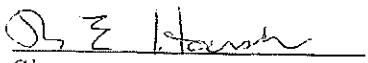
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Robert E. Harsh Name
(Printed)

Address:

15834 Falling Waters Dr
Wisp MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
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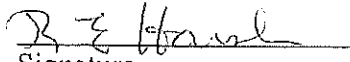
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Robert E. Horsch
Name (Printed)

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RE: Zoning Text Amendment RZ 23-03 Truck Stops
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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Barbara Hovermill
Signature

Barbara Hovermill
Name (Printed)

Address:

*16286 Spielmann Rd.
Williamsport - MD*

21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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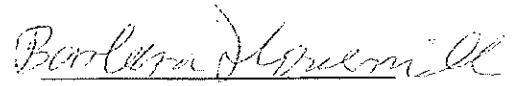
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Barbara Hoover ~~Dyamp~~
(Printed)

Address:

16286 Spielman Rd.
Williamsport - MD
21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

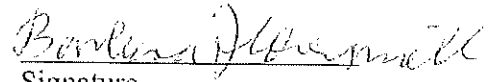
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Barbara Hevermill
Name (Printed)

Address:

16286 Spielman Rd.
Williamsport MD
21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-1-23

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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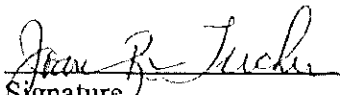
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Joan R. Tucker Name
(Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least /// truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warchouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

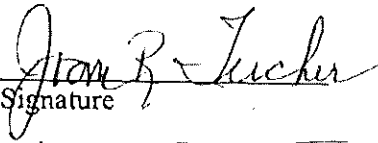
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Joan R. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Dale Fishack, President, Wash. Co. Volunteer Fire + Rescue Ass'n
dfishack@wcvfr.org
Paul J. Wiedfeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 7201 Corporate
Center Drive, Hanover, MD 21076-0548



RECEIVED

DEC - 8 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

December 6, 2023

Mr. Clint Wiley, Chairman
Washington County Planning Commission
747 Northern Ave
Hagerstown, MD 21742

Re: Zoning Text Amendment RZ 23-001 Convenience Stores

WRITTEN SUBMISSION FOR COMPREHENSIVE PLAN RECORD

Dear Mr. Wiley,

Please include the attached letter in the public record for the Comprehensive Plan review that is now underway.

Additionally, for the reasons stated in the attached letter:

1. We ask that the Comprehensive Plan recommend that convenience stores be limited to 5,000 square feet in size within Washington County; and
2. We also ask that the Comprehensive Plan recommend that warehouses 1,000,000 square feet in size or greater be subject to special exception review in all zones.

Sincerely,

Michele McDaniel Rosenfeld

Michele McDaniel Rosenfeld



December 6, 2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Michele McDaniel Rosenfeld

Michele McDaniel Rosenfeld

Cc: Jeffrey A. Cline jcline@washco-md.net
 Randall E. Wagner rwagner@washco-md.net
 Wayne K. Keefer wkeefe@washco-md.net
 Derek Harvey dharvey@washco-md.net
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 Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
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Mr. John F. Barr, President
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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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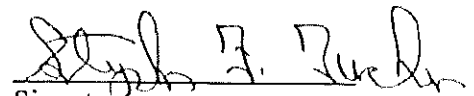
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Stephen F. Tucker Name
(Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

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Randall E. Wagner rwagner@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least /// truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

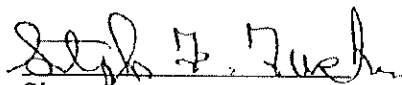
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Stephen F. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkecfer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Paul J. Wiedfeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 7201 Corporate
center Drive - Hanover, MD 21076-0548

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmailmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

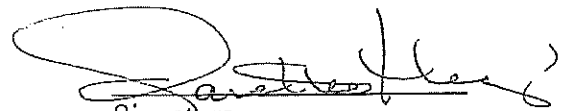
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Senetta Henry Name
(Printed)

Address:

113 Lullabye Lane
Falling Waters
WV

25419

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

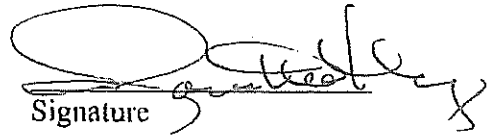
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Janetta Henry

Name (Printed)

Address:

113 Lullaby Lane
Falling Waters WV
25419

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

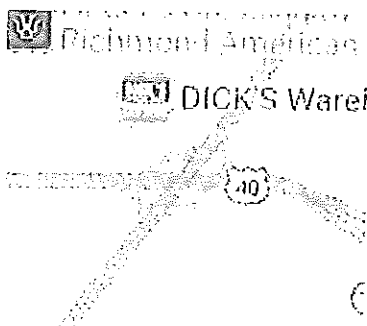
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



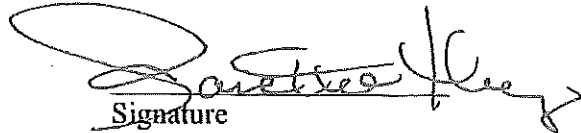
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Janetta Henry
Name (Printed)

Address:

113 Lullaby Lane
Falling Waters WV
25419

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey [dharvey@washco-md.net](mailto:dh Harvey@washco-md.net)
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

James R Monyer Sr.
Name (Printed)

Address:

11410 Ernstrille Rd
Big Pool, MD 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Jan L. Staehlein
Signature

Jan L. Staehlein Name
(Printed)

Address:

7619 Fairplay Rd

Bearsboro, MD 21713

11-12-2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date 11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to 'Truckmaster.com' there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Jan L. Staeblein
Signature

Jan L. Staeblein
Name (Printed)

Address:

1619 Fairplay Rd
Beansboro, MO 21713
11-12-2023

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

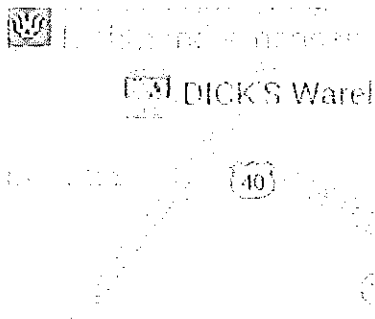
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Jan L. Staeblein
Signature

Jan L. Staeblein
Name (Printed)

Address:

1619 Fairplay Rd.

Boonsboro, MD 21713

Date: 11-12-2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:




Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Steven Staley
Name (Printed)

Address:

10826 Big Pool RD
Big Pool, MD 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

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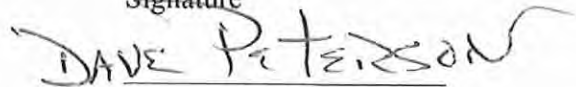
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

15015 FALLINGWATER RD
WILLIAMSPORT, MD. 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

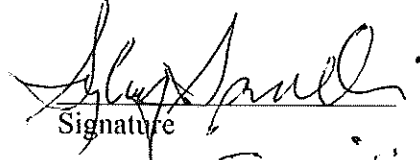
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Sylvain Spinelli

Name (Printed)

Address:

11934 Ernstrville Rd
Big Pool, MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
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100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Joan R. Tucker Name
(Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
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Mr. John F. Barr, President
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100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

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Sincerely,


Signature

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Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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dfishack@wcvfr.org
Paul J. Wiedfeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 7201 Corporate
Center Drive, Hanover, MD 21076-0548

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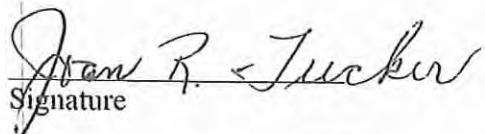
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Sincerely,


Signature

Joan R. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, Md) 21722
Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
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Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Derek Harvey dh Harvey@washco-md.net
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Agenda Report Form

Open Session Item

SUBJECT: PUBLIC HEARING: Application for Zoning Text Amendment RZ-23-003

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Jill Baker, AICP, Director, Department of Planning and Zoning

RECOMMENDED MOTION: The purpose of this public hearing is to take public comment on the rezoning application. The Commissioners may take a consensus vote on whether to approve or deny the request or wait until a later date to deliberate.

REPORT-IN-BRIEF: Application has been made by Washington County Planning Commission to amend several sections of the Zoning Ordinance to change the definition of a truck stop and to provide districts in which said use shall be permitted.

DISCUSSION: According to a grant application produced by the Maryland Department of Transportation (MDOT), the Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day while Interstate 70 (I-70) carries an average of 11,100 trucks per day. According to the report, I-81 alone carries approximately 10% of the gross domestic product of this country equating to about \$1.85 trillion making it one of the most critical freight corridors in the country. This amount of freight movement requires a substantial amount of logistical infrastructure to support the transfer and distribution of these materials.

Washington County's location at the crossroads of Interstate 81 and Interstate 70 provides strategic logistical locations for truck stop facilities. Coupled with a significant amount of truck traffic on these interstates as well as federal regulations regarding limits on how long a truck driver may be on the road, this creates a high demand for truck stop facilities.

This amendment was reviewed by the Planning Commission at a public information meeting held on June 5, 2023. At their August 7, 2023 regular meeting the Planning Commission voted unanimously to recommend approval of this text amendment.

FISCAL IMPACT: n/a

CONCURRENCES: Planning Commission

ALTERNATIVES: n/a

ATTACHMENTS: Staff Report including proposed text amendments, amendment application, PC minutes for public input meeting 6/5/2023, Planning Commission recommendation

AUDIO/VISUAL NEEDS: none



FOR PLANNING COMMISSION USE ONLY
Rezoning No. _____
Date Filed: _____

WASHINGTON COUNTY PLANNING COMMISSION
ORDINANCE TEXT AMENDMENT APPLICATION

Washington County Planning Commission

Applicant
747 Northern Avenue, Hagerstown, MD 21740

Address
Jill Baker, Director

Primary Contact
same

Address

- Property Owner Contract Purchaser
- Attorney Consultant
- Other: Planning Commission

240-313-2430

Phone Number
askplanning@washco-md.net

E-mail Address

- Adequate Public Facilities Ordinance
- Forest Conservation Ordinance
- Subdivision Ordinance
- Solid Waste Plan

- Water and Sewer Plan
- Zoning Ordinance
- Other _____

Articles 19 & 28A
Section No. _____

Please provide the proposed text on a separate sheet of paper as follows: strike-through should be used for deletions [~~deletions~~], unchanged wording in regular type, and new wording should be underlined [new wording].


Applicant's Signature

Subscribed and sworn before me this _____ day of _____, 20____.

My commission expires on _____

Notary Public

FOR PLANNING COMMISSION USE ONLY

- Application Form
- Fee Worksheet
- Application Fee
- Proposed Text Changes
- 30 copies of complete Application



DEPARTMENT OF PLANNING & ZONING
COMPREHENSIVE PLANNING | LAND PRESERVATION | FOREST CONSERVATION | GIS

RZ-23-003

APRIL, 2024

WASHINGTON COUNTY ZONING ORDINANCE
STAFF REPORT AND ANALYSIS
REVISION 1

ARTICLES 19 & 28A

Proposal: Application is being made to amend sections of the Zoning Ordinance related to the location and definition of truck stop uses.

Staff Report:

Electronic commerce (E-commerce) has rapidly expanded in recent years hastened by the social changes brought about by the COVID-19 pandemic. Two primary focus points of e-commerce is having a large supply inventory as well as fast delivery service. This has created increased demand for inventory warehousing, regional distribution facilities, and freight carriers. The focus of this amendment is related to support services necessary to accommodate the needs of truck freight carriers commonly referred to as truck stops or traveler plazas.

As truck freight traffic continues to increase on interstates nationwide, our local interstates are no exception. Increased traffic along with increased regulations on drivers to stop and rest, has developed the need for truck driver amenities and truck parking facilities. Many interstate ramps are currently overrun during peak periods of the day with trucks parked on the shoulders in order to meet their mandatory rest times. Additional opportunities for trucks to get off main routes and out of local residential neighborhoods are needed now and will continue to be in demand.

Proposed Amendments:

Key of Changes:

Planning Commission Recommendations

BoCC updated language

ARTICLE 19 "HI" HIGHWAY INTERCHANGE DISTRICT

Section 19.2. Principal Permitted Uses

- (a) All Principal Permitted Uses allowed in the BL, BG, PB, and ORT Districts. Also permitted are all Principal Permitted Uses in the IR District except heliports and Commercial Communications Towers.

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(b) Agriculture, as defined in Article 28A, including animal husbandry facilities, as defined in Article 28A, which shall be subject to the requirements set forth in Article 22, Division IX.

(c) Truck Stops

Section 19.3. Special Exception Uses (Requiring Board Authorization after Public Hearing)

(g) Truck stops.

ARTICLE 28A – DEFINITIONS

~~Truck Stop: A structure or land used or intended to be used primarily for the sale of fuel for trucks and, usually long-term truck parking, incidental service or repair of trucks, overnight accommodations, or restaurant facilities open to serve the general public; or a group of facilities consisting of such a use and attendant eating, repair, sleeping or truck parking facilities. As used in this definition, the term “trucks” does not include any vehicle whose maximum gross weight is 10,000 pounds or less, as rated by the State Motor Vehicle Administration.~~

Truck Stop: A facility used to serve the trucking industry by providing a location for rest and refueling. The inherent and allowable uses of a truck stop include separate fuel islands with high flow pumps and areas for truck parking. In addition, truck stops may also include one or more of the following: service/repair facilities for trucks and/or trailers, on-site shower facilities, on-site laundry facilities, overnight stay accommodations, on-site truck wash, on-site truck scales, and/or truck parking in excess of the limitation in Section 22.15 for convenience stores. Convenience stores may not offer the additional amenities listed in this definition.

As used in this definition, the term “trucks” does not include any vehicle with a maximum gross weight less than 10,000 pounds, as rated by the State Motor Vehicle Administration. Convenience stores with truck parking in accordance with Section 22.15 are not considered part of this definition.

Analysis:

According to a grant application produced by the Maryland Department of Transportation (MDOT)¹, the Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day while Interstate 70 (I-70) carries an average of 11,100 trucks per day. According to the report, I-81 alone carries approximately 10% of the gross domestic product of this country equating to about \$1.85 trillion making it one of the most critical freight corridors in the country. This amount of freight movement requires a substantial amount of logistical infrastructure to support the transfer and distribution of these materials.

In addition to the volume of freight movement within our region, other logistical factors play a role in the need for support infrastructure for this industry. According to US Department of Transportation rules, a commercial truck driver may only drive 11 hours straight within a 14-hour period provided they have had 10 consecutive hours off. For long haul carriers, this creates a need for areas where commercial truck drivers can safely pull off the road and rest.

Geography plays a significant role in the heightened interest to locate truck stops within Washington County. There are numerous ports along the eastern seaboard that accept incoming

(Maryland Department of Transportation, 2018)

freight delivery with the bulk of the calls coming into mid-Atlantic ports including New York/New Jersey, Baltimore, Philadelphia, and the ports of Virginia (Norfolk and Newport News). Figure 1 below shows the importance of the interstate system in the commodity flow of freight throughout the country. This is also known as a Freight Analysis Framework. As shown in the Figure, Maryland and Pennsylvania have a significant amount of freight traffic coming from eastern seaports travelling through the area for inland distribution.

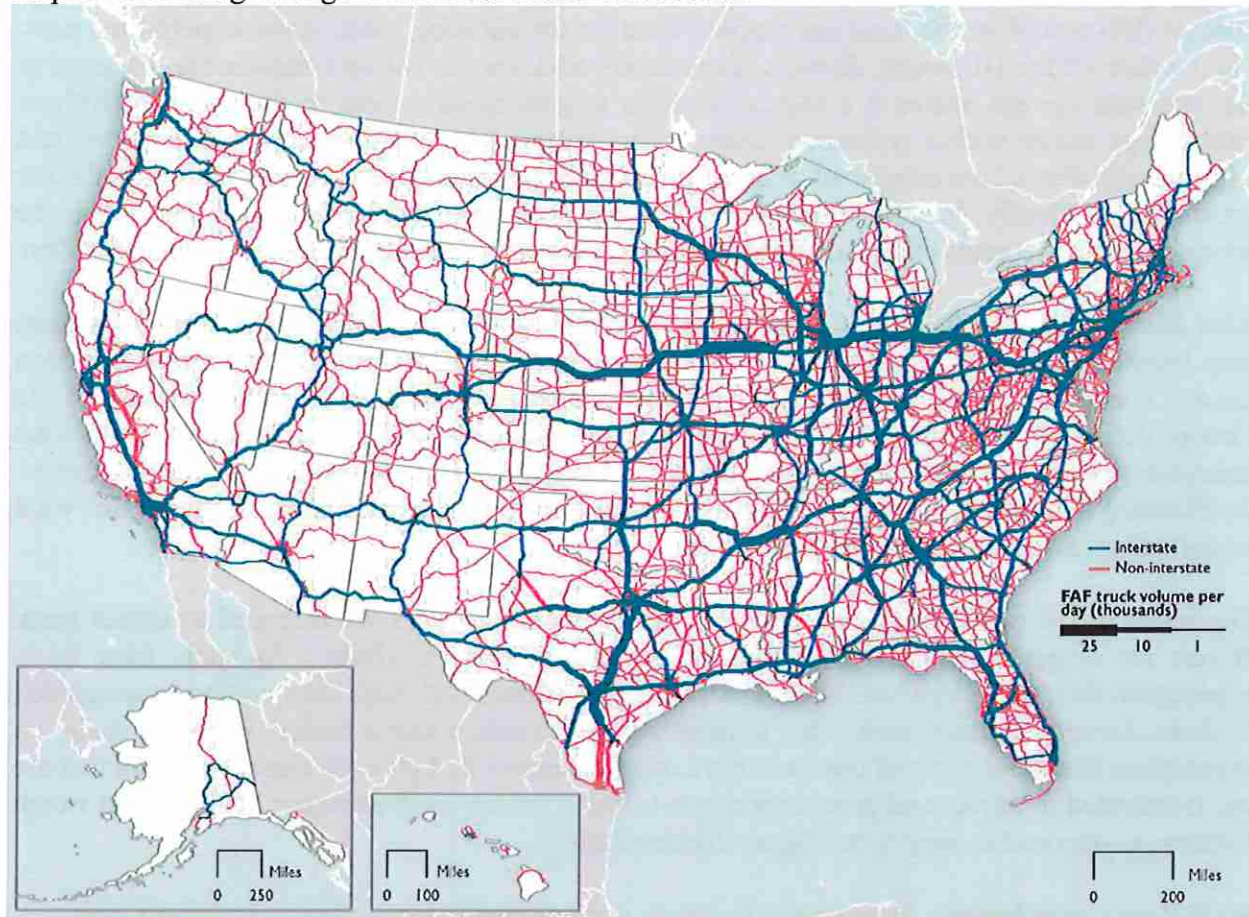


Figure 1: Average Daily Long-Haul Truck Traffic on the National Highway System: 2015 (Source: Bureau of Transportation Statistics, Freight Facts and Figures Figure 3-4)

Another significant factor in drawing this industry to our area is the highway infrastructure. Washington County contains three interstate systems within our small geographic area. As we have already established, I-81 provides a crucial north-south oriented highway that carries a significant amount of freight traffic. In addition, I-70 provides a significant east-west oriented travel route that is increasing in this average daily traffic flows as well. Interstate 68 (I-68) west of Hancock provides a key connection through the Appalachian region of the country and assists with inland distribution to the mid-west. Washington County also consists of several significant Federal non-interstate routes including US 11, 40, and 522. These provide alternate routes of travel throughout our region which are also seeing higher rates of truck traffic than in the past.

All these factors have created an area of high demand for logistical and support services in our area. As a consequence to our prime freight movement location, the demand for uses such as truck

stops has become more prevalent. This demand has in turn raised concerns about traffic congestion, pollution, and other safety concerns within the community.

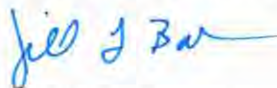
When evaluating these concerns, the Planning Commission discussed appropriate locations for these types of uses as they relate to public concern and the goals and objectives of the Comprehensive Plan. After careful consideration it was determined that the Highway Interchange District (HI) would be the most appropriate location for allowing truck stops as permitted uses. The location of the HI zoning districts immediately adjacent (or within a reasonable distance) to the interstate system makes it a logical location to gain quick access to the highway without interrupting traffic within residential areas. Furthermore, the existing uses that are permitted within the HI district are consistent with the functionality of truck stops (i.e. gas stations and other retail sales). Finally, locating truck stops as a permitted use within the HI district would be consistent with the goals and objections of the transportation element of the Comprehensive Plan.

Also discussed by the Planning Commission was the definition of a truck stop. A previous court case known as *Bowman Spielman LLC v. Jane Hershey et. Al.* (Circuit Court for Washington County Case No. C-21-CV-18-000377) recently called into question the interpretation of the County definition of a truck stop. The judge found ambiguity within the definition as to what amenities associated with such a use would define it as a truck stop. In response to this judgement, the Planning Commission is proposing to amend the definition of a truck stop to better define what amenities are associated with this type of use.

The intent of the proposed definition is to clarify when such uses are intended to attract truck drivers for longer stays than those that are simply refueling facilities. As such, there is an expectation that truck stops will have separate fueling islands with high flow pumps accompanied by areas where trucks may park either individually or in tandem with a trailer. But there is also an expectation that these types of uses will have other amenities that give the clear indication that the use is intended to attract and provide services to truck drivers such as repair facilities and weigh stations, as opposed to simply having a refueling facility.

Staff Recommendation: Based upon feedback and comments from other government agencies, developers, property owners, and the general public, Staff recommends approval of these amendments in order to provide consistent implementation of our land use policies and regulations.

Respectfully submitted,



Jill L. Baker, AICP
Director



DEPARTMENT OF PLANNING & ZONING
COMPREHENSIVE PLANNING | LAND PRESERVATION | FOREST CONSERVATION | GIS

August 9, 2023

RZ-23-003

APPLICATION FOR TEXT AMENDMENT
PLANNING COMMISSION RECOMMENDATION

RECOMMENDATION

On June 5, 2023, the Washington County Planning Commission held a public input meeting to consider a text amendment to Articles 19 and 28A of the Washington County Zoning Ordinance related to the location and definition of truck stop uses.

At its August 7, 2023 regular meeting, the Planning Commission took action to recommend approval of the proposed text amendment to the Board of County Commissioners. A copy of the application, the Staff Report and Analysis prepared by the Department of Planning & Zoning, and minutes of the June 5, 2023 public input meeting are attached.

Respectfully submitted,

Jill L. Baker, AICP
Director, Washington County Department of
Planning & Zoning

JLB/dse

Attachments

**WASHINGTON COUNTY PLANNING COMMISSION
REGULAR MEETING
June 5, 2023**

The Washington County Planning Commission held a public input meeting and its regular monthly meeting on Monday, June 5, 2023 at 6:00 p.m. at the Washington County Administrative Complex, 100 W. Washington Street, Room 2000, Hagerstown, MD.

Planning Commission members present were: David Kline, Vice-Chairman, Denny Reeder, Teresa Shank, Jeff Semler and Ex-officio Randy Wagner. Staff members present were: Washington County Department of Planning & Zoning: Jill Baker, Director; Jennifer Kinzer, Deputy Director; Scott Stotelmyer, Planner I; Heather Williams, Planner; and Debra Eckard, Administrative Assistant.

CALL TO ORDER AND ROLL CALL

Vice-Chairman Kline called the public input meeting to order at 6:00 pm.

RZ-23-003 – Text Amendment – Truck Stops

Staff Presentation

Ms. Baker presented a text amendment application submitted by the Washington County Planning Commission relating to the definition of a truck stop and truck stop uses. The proposed amendment intends to clarify the definition of a truck stop versus a convenience store and other similar uses. The amendment also proposes truck stops as a principal permitted use in the HI (Highway Interchange) zoning district and not a special exception use as currently established in the Zoning Ordinance. Several written comments were received and provided to the members prior to the meeting.

Public Comment

- Jefferson Boyer, 68 South Main Street, Smithsburg – Mr. Boyer is opposed to the proposed amendment and expressed his concern with regard to making truck stops a principal permitted use. He believes a special exception gives the public its right to express their concerns. Mr. Boyer expressed his opinion that this proposal is bad for “smart” growth planning and we are selling out for economic gain.
- Rob Ferree, 16235 Shaffer Road, Sharpsburg – Mr. Ferree is an employee of Bowman Development and he supports the proposed amendment. He noted that MD SHA reports a serious lack of facilities for truck drivers to stop, rest and eat.
- Jimmy Black, 15942 Spielman Road – Mr. Black expressed his concern regarding truck stops and the lack of public input if they are made a principal permitted use in the HI district. This amendment would only benefit developers and would not give the public the opportunity to voice their concerns.
- Barbara Hovermill, 16286 Spielman Road – Ms. Hovermill expressed her opinion that the proposed amendments will affect the safety and well-being of properties and lives in the County as well as historic integrity. [Ms. Hovermill spoke more specifically about a proposed truck stop at the corner of Spielman Road, which is not the subject of this proposed amendment.]
- Michael Tedrick, 11423 Ernstville Road, Big Pool – Mr. Tedrick is opposed to the proposed amendment citing health and safety concerns. He believes the County supports developers at all costs but does very little to protect its citizens and historic properties. He expressed his opinion that the proposed amendment will bring more noise, air pollution, and light pollution to the County.
- Paul Miner, 14938 Falling Waters Road, Williamsport – Mr. Miner expressed his concern regarding pollution, health and safety concerns as well as the disappearance of farmland throughout the County.

The public input meeting closed at 6:28 p.m. and the regular meeting was called to order.

MINUTES

Motion and Vote: Ms. Shank made a motion to approve the minutes of the May 8, 2023 meeting as presented. The motion was seconded by Mr. Reeder and unanimously approved.

OLD BUSINESS

RZ-23-001 – Text Amendment – Convenience Stores – Recommendation

Ms. Baker reminded members that a public input meeting was held in April for a proposed text amendment relative to convenience stores. One change was made as part of the testimony given at that meeting: the statement regarding parking of tractor trailers either separately or in tandem on public or private streets has been removed from the residential zoning districts text and moved to Section 22.15 Truck Parking requirements. Members were sent a copy of the amended language for review. Ms. Baker noted that convenience stores are not currently listed in the Zoning Ordinance; therefore, the definition will now be clarified. Convenience stores will be a principal permitted use in the Business Local (BL) and Business General (BG) zoning districts which will also carry over to the Highway Interchange (HI) zoning district. The public comment period will remain open until the Board of County Commissioners' public hearing closes.

Motion and Vote: Mr. Reeder made a motion to recommend approval, to the Board of County Commissioners, of the text amendment as presented. The motion was seconded by Mr. Semler and unanimously approved with Commissioner Wagner abstaining from the vote.

NEW BUSINESS

PRELIMINARY CONSULTATION

PC-23-001 – Diversified Capital-Martin Property

Mr. Stotelmyer presented for review and comment a concept plan for Diversified Capital. A preliminary consultation was held on April 26, 2023 for a proposed 1 million square foot warehouse at 12440 Burkholder Lane; the property is currently zoned PI (Planned Industrial). Comments from the reviewing agencies were included in the Commission's agenda packets. Mr. Connor McManus of Dynamic Engineering was present at the meeting.

Discussion and Comments: Mr. Reeder asked how Forest Conservation would be met if a portion of the property is sold back to Mr. Martin. Mr. McManus stated that Forest Conservation would be met on-site along the access road and within the storm water management area.

Mr. McManus explained that the entire parcel will be purchased from Mr. Martin and then subdivided with approximately 50% of the property going back to Mr. Martin for farmland. The floodplain area will be shared by both the developer and Mr. Martin.

Existing water and sewer services are currently available and will be extended to the site.

SUBDIVISIONS

Potomac Overlook [PP-22-001]

Mr. Stotelmyer presented a preliminary plat for the Potomac Overlook subdivision located along Keep Tryst Road in Knoxville. The developer is proposing a seven lot subdivision with lots ranging in size from .39 acre to 14.89 acres. The property is currently zoned RV (Rural Village). There will be one access point from Sandy Hook Road. Water and sewer will be provided by private individual wells and septic systems. Forest Conservation will be met by retaining 8.97 acres of forest on-site. A modification was previously approved by the Planning Commission to allow lots without public road frontage. All agency approvals have been received.

Discussion and Comments: Mr. Poffenberger of Fox & Associates, Inc., the consultant, explained that Lots 1 and 2 would have the option to access Keep Tryst Road and Lots 3 and 4 have the option to access Sandy Hook Road if they do not want to use the shared access. He also clarified that the lots would be served by public water and public sewer, not individual well and septic.

Motion and Vote: Mr. Reeder made a motion to approve the preliminary plat as presented. The motion was seconded by Mr. Semler and unanimously approved.

Emerald Pointe PUD [DP-23-001]

Mr. Stotelmyer presented a change to the final development plan for the Emerald Pointe PUD to remove the asphalt pathway connecting the residential portion of the Emerald Pointe neighborhood to the commercial area known as Emerald Square. The proposed pathway would begin on the south side of Sapphire Drive and extend through the Forest Conservation area ending at the commercial area. The pathway was proposed for use by pedestrians and light vehicles. This change is being requested by the Emerald Pointe HOA for the following reasons: security of the neighborhood, damage to the pathway because of tree roots, costs for repair and upkeep of the pathway, and potential for nefarious and noisy, disruptive activities affecting the neighborhood.

Motion and Vote: Mr. Reeder made a motion to approve the change to the development plan as presented. The motion was seconded by Mr. Semler and unanimously approved.

SITE PLANS**Morningside East Trailer Parking Area [SP-22-035]**

Ms. Williams presented for review and approval a site plan for the Morningside East Trailer Parking Area located at 231 East Oak Ridge Drive. The property is currently zoned HI (Highway Interchange). The parcel is 17.64 acres in size with a proposed disturbance area of 3 acres. The developer is proposing the addition of trailer parking and a storm water management area, both located at the front of the property. Fifty-five new truck parking spaces are proposed on the site. Hours of operation will be limited to daylight hours Monday thru Friday. There will be no additional employees and no additional water or sewer usage is anticipated. No new lighting or additional signage is proposed. Tractor trailers will be using the existing entrance. Forest Conservation requirements have been met through on-site retention and payment-in-lieu of planting which has been approved (FP-22-003).

Motion and Vote: Mr. Semler made a motion to approve the site plan as presented. The motion was seconded by Ms. Shank and unanimously approved.

OTHER BUSINESS**Annual Report**

Ms. Kinzer presented the draft Annual Report which is required to be submitted to the Maryland Department of Planning for the prior calendar year under Section 1-207E of the Land Use Article. Ms. Kinzer gave a brief overview of the draft highlighting various sections of the Report. She stated there were 242 new residential permits issued, 188 inside the priority funding area and 54 outside the priority funding area. There were four rezonings, one water and sewer amendment, two annexations and one de-annexation that occurred throughout the County. Ms. Kinzer noted that 1222.80 acres were permanently preserved in the County with a value of \$4,482,403.21. She also noted that 90.4% of development occurred within the growth area and only 9.6% of development occurred in the rural area. Thirty-one commercial site plans were approved in 2022, with 660 acres being developed in the priority funding areas.

Motion and Vote: Mr. Semler made a motion to approve the Annual Report as presented and submit it to the Maryland Department of Planning. The motion was seconded by Ms. Shank and unanimously approved.

Update of Projects Initialized

Ms. Kinzer provided a written report for the land development plan review projects initialized during the month of April. A total of 54 submissions were received including 2 ordinance modifications, 2 preliminary consultations and 3 site plans.

Capital Improvements Plan

Ms. Baker presented a list of line item projects approved by the Board of County Commissioners for the next 10 years. Each project must be consistent with the County's adopted Comprehensive Plan. Staff has reviewed the projects and found them to be consistent with the Comprehensive Plan. Having the Planning Commission's concurrence for consistency helps the County to receive funding for projects.

Motion and Vote: Mr. Semler made a motion to recommend to the Board of County Commissioners that the projects are consistent with the County's adopted Comprehensive Plan. The motion was seconded by Mr. Reeder and unanimously approved with Commissioner Wagner abstaining from the vote.

Comprehensive Plan Update

Ms. Baker noted that four more chapters of the Comp Plan will be forthcoming in the next two weeks. We anticipate having the Plan available for a 90-day public comment period at the beginning of July. We are currently working on distribution lists which we will use to send e-mails to our stakeholders and other interested parties letting them know when the Plan is available for review as well as working with our Public Relations office on social media postings. Hard copies of the Plan will be distributed to libraries around the County and our GIS staff has created a website dedicated solely to the Comp Plan. Ms. Baker anticipates having public meetings with Planning Commission members in attendance in August or September to gain public input. We will discuss dates and locations for public meetings with the Planning Commission at the July meeting.

UPCOMING MEETINGS

1. Washington County Planning Commission regular meeting, July 10, 2023 at 7:00 p.m.

ADJOURNMENT

Mr. Semler made a motion to adjourn the meeting at 7:20 p.m. The motion was seconded by Mr. Reeder and so ordered by the Vice-Chairman.

Respectfully submitted,



David Kline, Vice-Chairman

**WASHINGTON COUNTY PLANNING COMMISSION
REGULAR MEETING
August 7, 2023**

The Washington County Planning Commission held its regular monthly meeting on Monday, August 7, 2023 at 7:00 p.m. at the Washington County Administrative Complex, 100 W. Washington Street, Room 2000, Hagerstown, MD.

Planning Commission members present were: David Kline, Vice Chairman, BJ Goetz, Denny Reeder, Terrie Shank, Jeff Semler and Ex-officio County Commissioner Randy Wagner. Staff members present were: Washington County Department of Planning & Zoning: Jennifer Kinzer, Deputy Director; Scott Stotelmyer, Planner; Travis Allen, Comprehensive Planner; and Debra Eckard, Administrative Assistant; Washington County Division of Engineering: Heather Williams, Senior Plan Reviewer; and Washington County Soil Conservation District: Denise Price and Mark Kendle.

CALL TO ORDER AND ROLL CALL

The Vice-Chairman called the meeting to order at 7:00 pm.

MINUTES

Motion and Vote: Mr. Reeder made a motion to approve the minutes of the July 10, 2023 meeting as presented. The motion was seconded by Mr. Goetz and unanimously approved with Commissioner Wagner abstaining from the vote.

OLD BUSINESS

RZ-23-00 – Text Amendment – Truck Stops – Recommendation

Ms. Kinzer reminded members that a public input meeting was held on June 5, 2023 regarding proposed changes to the definition of and the appropriate zoning districts for truck stops. Several citizens were present at the public input meeting and provided comments.

Motion and Vote: Mr. Reeder made a motion to recommend approval of the proposed text amendment to the Board of County Commissioners. The motion was seconded by Mr. Goetz and unanimously approved with Commissioner Wagner abstaining from the vote.

NEW BUSINESS

PRELIMINARY CONSULTATION

PC-23-005 – Tidal Wave Hagerstown

Ms. Williams presented a concept plan for a proposed car wash with individual towel and vacuum stations to be located at 10320 thru 10400 Sharpsburg Pike. The property is currently zoned HI (Highway Interchange). A preliminary consultation was held on June 29, 2023 with the consultant and various County agencies.

Discussion and Comments: Members made inquiries regarding road improvements and traffic signals along Sharpsburg Pike. Mr. Andrew Stein with Bohler Engineering, the consultant, stated there is a signalized intersection being proposed in conjunction with development across Sharpsburg Pike. Sharpsburg Pike would be widened along the west side of the south bound lane. The site has been configured so there will be no stacking of vehicles on Sharpsburg Pike.

ORDINANCE MODIFICATIONS

Dennis Minnick [OM-23-009]

Ms. Williams presented an ordinance modification request to allow the creation of a lot that does not meet the 25-foot public road frontage requirement. The site is located on Pleasant Valley Road in Smithsburg behind an existing residence at 12345 Pleasant Valley Road. The property is currently zoned EC (Environmental Conservation). The applicant is proposing a single-family home on a 5 acre lot which has been designated for agricultural use only. The property is accessed by a private driveway owned by the applicant.

Motion and Vote: Mr. Semler made a motion to approve the ordinance modification as presented. The motion was seconded by Mr. Goetz and unanimously approved.

PFCU Robinwood Lot 2 [OM-23-007]

Mr. Stotemyer presented an ordinance modification from Subdivision Ordinance Section 405.11.B to allow the creation of a lot without fully functional road frontage. The property is located at 11067 Robinwood Drive and is currently zoned BL (Business Local). The proposed lot would share an existing access with Lot 1. All agency approvals have been received.

Discussion and Comments: There was a brief discussion regarding ingress and egress to the site. Mr. Trevor Frederick of Frederick, Seibert & Associates, stated the right in/right out on Robinwood Drive will be the main point of access for the site. Patriot Federal also has access from the light at the entrance to the Elks Club. Mr. Goetz suggested moving the dumpster located on the Patriot Federal site to a different location to allow better access to the new lot.

Motion and Vote: Mr. Goetz made a motion to approve the ordinance modification as presented. The motion was seconded by Mr. Reeder and unanimously approved.

FOREST CONSERVATION**Crosspoint Residential – Townes at Rockspring [PSP-22-001]**

Mr. Allen presented a request to use the payment-in-lieu option to satisfy the remaining planting requirement for the Townes at Rockspring and a request to remove one specimen tree. He explained that this is a preliminary forest conservation plan for a 123-unit townhouse development. As each phase is implemented, a portion of the forest conservation plan would be shown on each plat submitted for approval. The total planting requirement is 6.36 acres resulting from the disturbance of 17.23 acres for the development. A portion of the forest mitigation will be retained on site. Mr. Allen believes the developer has made a good faith effort to accomplish as much mitigation on site as possible within the constraints of the development.

In regard to the specimen tree removal request, the justification statement cites grading limitations and storm water management requirements that make it difficult to keep the tree. The site layout has been designed to retain as much forest as possible and in conjunction with the street trees and storm water management techniques proposed this will help mitigate water quality impacts.

Motion and Vote: Mr. Semler made a motion to approve the request as presented. The motion was seconded by Ms. Shank and unanimously approved.

12001 Hopewell Road [SP-22-028]

Mr. Allen presented a request to remove 13 specimen trees at 12001 Hopewell Road as part of the proposed office and warehouse development on this site. The applicant's justification letter noted that 12 of 13 trees proposed for removal are Osage Orange, which is a native tree but an invasive species. Staff commends the developer for keeping all forest mitigation on-site and preserving a wetland area.

Motion and Vote: Ms. Shank made a motion to approve the request as presented. The motion was seconded by Mr. Semler and unanimously approved.

SITE PLANS**Crosspoint Residential – Townes at Rockspring [PSP-22-001]**

Mr. Stotemyer presented a preliminary site plan for the Townes at Rockspring townhouse development located along the west side of Massey Boulevard and east side of Hickory School Road. The property is currently zoned RS (Residential Suburban) and RT (Residential Transition). The developer is proposing a 123 unit townhouse development on 17.23 acres. The average lot size will be 2200 square feet. All lots will have access to newly constructed streets. There will be one access to Massey Boulevard and one access to Hickory School Road. Each unit will have two parking spaces and there will be a common parking area with 329 parking spaces available. All lots will be served by public water and public sewer. Open space area will be 4.77 acres in size and will include two play areas. Lighting will be provided along the streets and in common areas. Landscaping will be provided in the open space areas and along the boundary. All agency approvals have been received.

Discussion and Comments: Mr. Reeder expressed his concern regarding the amount of traffic generated by this development onto Hickory School Road as well as Virginia Avenue without any road improvements or the installation of a traffic signal on Virginia Avenue.

Mr. Lauren Stevens owns a blasting business on an adjoining property and expressed his concern regarding the removal of the trees that are currently a buffer for his property. He stated that he stores explosives for the State Fire Marshall's Office and explained there are distances that must be maintained for the underground storage facility that may interfere with the proposed road. He also expressed concern regarding sewer issues in the area.

Consensus: Commission members tabled this agenda item until more details regarding the following issues are addressed: specific clearances for the neighboring explosives business, traffic concerns (i.e. Was a traffic study completed? What are the plans for improving roads and intersections?), and impacts to the school (specifically during construction).

12001 Hopewell Road [SP-22-028]

Mr. Stotelmyer presented a site plan for a proposed 208,000 square foot warehouse on 46 acres located at 12001 Hopewell Road. There will be one access point from Hopewell Road. The site will be served by public water and public sewer. There will be approximately 60 employees; hours of operation will be 24 hours/day, 7 days/week. There will be pole mounted lights around the parking area as well as building mounted lights. Landscaping will be provided throughout the parking area, around the building and at the entrance. There will be one ground mounted sign at the entrance. All agency approvals have been received.

Discussion and Comments: Mr. Reeder asked if the developer has considered solar on the roof of the warehouse. A representative of the developer stated the building will be solar-ready.

Motion and Vote: Mr. Reeder made a motion to approve the site plan as presented. The motion was seconded by Mr. Goetz and unanimously approved.

OTHER BUSINESS

Martin and Colleen Katz [RZ-23-005]

Mr. Allen presented a request from Martin and Colleen Katz to fully terminate the Rural Business floating zone that was applied to their property at 8524 Fahrney Church Road. He explained that this lot was subdivided from the San Mar Children's Home in 2022. The property owners want to construct an addition to their home; however, the RB zoning designation significantly limits the development of this property.

Motion and Vote: Mr. Goetz made a motion to recommend approval to fully terminate the Rural Business floating zone on property located at 8524 Fahrney Church Road to the Board of County Commissioners. The motion was seconded by Mr. Semler and unanimously approved with Commissioner Wagner abstaining from the vote.

Forest Conservation Easement Candidate

Mr. Kendle presented a request to use Forest Conservation payment-in-lieu of funds to purchase forest conservation easements on approximately 64 acres of existing forest. The first parcel is owned by Phil Baker-Shenk located at 6720 Remsburg Road and contains 6.87 acres of existing forest. The Department of Natural Resources dates some of trees on this site to the Civil War era and the Battle of Antietam. This parcel would protect a main drainage channel that discharges directly to the Potomac River and adjoins a C&O Canal NHP easement which would connect to hundreds of acres of wildlife corridors and other protected lands.

Mr. Kendle explained the second parcel is owned by David Foltz and is located at 6500 Sharpsburg Pike. This section of forest (56.4 acres) also contains trees that date to the Civil War era and the Battle of Antietam. This parcel is one of only two documented areas in Washington County known to host the October Ladies' Tresses Orchid (important to pollinators). This easement would protect two perennial streams that discharge directly to the Potomac River, joins the Antietam Battlefield, and adjoins the previously presented Phil Baker-Shenk easement. The cost to purchase these two easements is \$161,748.

Motion and Vote: Mr. Goetz made a motion to recommend approval of the purchase of these two easements using payment-in-lieu funds to the Board of County Commissioners. The motion was seconded by Mr. Semler and unanimously approved with Commissioner Wagner abstaining from the vote.

Update of Projects Initialized

Ms. Kinzer provided a written report for the land development plan review projects (71 total) initialized during the month of June including 3 site plans and 4 preliminary-final plats.

Comprehensive Plan Update

Ms. Kinzer announced the Comprehensive Plan 2040 was released on July 25th with a presentation to the Board of County Commissioners, a press release by the PR Department, and an e-mail to approximately 100 stakeholders. Staff will be making bi-weekly posts on Facebook to remind citizens to make comments.

We discussed a series of public input meetings to be hosted by the Planning Commission around the County. A list of meeting dates, times and locations was distributed to members. A power point presentation will be played at each meeting and will be posted on-line. Maps will be displayed around each meeting room including the Protected Lands Map, Septic Tiers Map, Highway Map and Land Use Map. There will be a minimum of 4 staff members present at each meeting to take comments. Handouts will be available for citizens to take home. These meetings will not be live-streamed. Commission members are highly encouraged to attend these meetings.

UPCOMING MEETINGS

1. Washington County Planning Commission regular meeting, September 11, 2023 at 7:00 p.m.

ADJOURNMENT

Mr. Semler made a motion to adjourn the meeting at 8:05 p.m. The motion was seconded by Ms. Shank and so ordered by Mr. Kline.

Respectfully submitted,



David Kline, Vice-Chairman

From: brendave1@verizon.net
To: [Planning Email](#)
Subject: Against RZ-23-001
Date: Thursday, August 17, 2023 7:37:58 PM

You don't often get email from brendave1@verizon.net. [Learn why this is important](#)

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Any claims of being a County official or employee should be disregarded.

To the Board of County Commissioners:

I am against the Zoning Text Amendment RZ-23-001 that would permit truck parking at any convenience store in Washington County. Washington County has sufficient accommodations for truckers traveling to or passing through our county already and I respectfully request that you vote against this Amendment.

Interstate 81 bisects Washington County for just over 12 miles and in that span, there are at least 5 fueling stations for trucks located just off the interstate. They include: 1) DM Bowman Inc on Governor Lane Blvd; 2 & 3) Pilot Travel Center and AC&T, both on Halfway Blvd; 3) AC&T on Garland Groh Blvd; and 5) Love's Travel Stop on Perini Ave. That's one fueling station for every 2.6 miles of Interstate 81 running through the county. That is a sufficient supply for trucks traveling through the County and we should bear no more burden than that in providing fuel/food/drinks for trucks/truck drivers.

The section of Interstate 81 that runs through Washington County is the most dangerous section of Interstate 81, largely due to the number of exits. Again, we have just over 12 miles of I-81 in the County and there are 9 exits, which equates to one exit every 1.3 miles. To compare, I-81 runs through Virginia for nearly 325 miles and has 91 exits, which equates to one exit every 3.6 miles. In Pennsylvania, the Interstate runs for 233 miles with 74 exits, equating to one exit every 3.2 miles. Washington County has just 3.7% of Virginia's mileage and 5.2% of Pennsylvania's mileage but nearly 3 times the number of exits.

Washington County's direction with respect to land use is already attracting additional truck traffic to our roads. Attracting more by allowing truck parking at all convenience stores is not only ill-conceived, it's irresponsible.

Brenda Shane
16168 Spielman Road
Williamsport MD 21795

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops “by right” in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a “diamond interchange” (as opposed to a “cloverleaf” interchange). These text amendment would allow a highly dangerous traffic pattern to worsen at this location.

A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



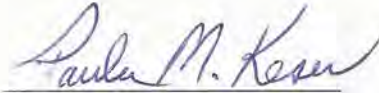
Encouraging more truck traffic at the I-81/MD 62 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders to get to more distant locations (e.g., Falling Waters Road) while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle

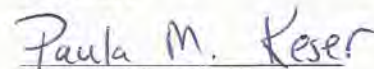
collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

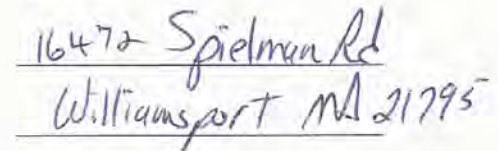


Signature



Name (Printed)

Address:



Cc: David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

From: brendave1@verizon.net
To: [Harvey, Derek](#); [Keefer, Wayne K.](#); [Wagner, Randall](#); [Cline, Jeff](#); [Barr, John](#)
Cc: [Planning Email](#)
Subject: RZ-23-003
Date: Friday, August 18, 2023 12:37:27 PM

You don't often get email from brendave1@verizon.net. [Learn why this is important](#)

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Any claims of being a County official or employee should be disregarded.

Dear Commissioners,

I'm writing in regards to the subject application to amend the zoning ordinance. I've attended hearings, spoken to you in those public meetings, and written regarding similar issues. Please do not allow these changes to occur.

Washington County is a rather unique historical location having a heritage that is slowly being eroded by developers with deeper pockets than the residents have to fight much of the unwanted development and changes to County building/use ordinances. Allowing this amendment, which essentially will allow tractor trailer parking at any convenience store in the county (which seem to be springing up at every cross-road), would again degrade the quality of life of the residents and will distract our county visitors from embracing the history they've come to see. The County has been too willing to entertain and accommodate these changes to zoning and to the all too frequently "rubber stamped" special exceptions.

Washington County shoulders the burden of a very short section of I-81 with a high density of truck facilities and interchanges. This has led to a high incidence of accidents on that section of road. With the recent development of mega warehouses the proposed changes do nothing but exacerbate this problem. Should work ever begin to widen I-81 in Maryland, we're still two to three decades behind in the attempt to handle the traffic volume.

Please don't allow this proposed amendment to happen.

David Shane
16168 Spielmen Rd.
Williamsport MD

From: [Maria Osvald](#)
To: [Planning Email](#)
Subject: Text amendment RZ-23-001
Date: Monday, August 21, 2023 3:46:27 PM

You don't often get email from phillygirl657@yahoo.com. [Learn why this is important](#)

WARNING!! This message originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Any claims of being a County official or employee should be disregarded.

To whom it may concern,

I oppose this text amendment. Building a Sheetz truck stop on Spielman Rd will ruin the quality of life for people in this community. It will bring increased traffic, accidents, pollution, and noise to this community. Build it somewhere else! Also it will lower our property values. And where's the EPA report on the proposed site regarding sink holes etc.? Thank you.

[Sent from Yahoo Mail on Android](#)

From: [Rebecca Jackson](#)
To: [Planning Email](#)
Subject: ZTA #RZ-23-001
Date: Monday, August 21, 2023 1:05:43 PM

You don't often get email from rebeccajackson0314@gmail.com. [Learn why this is important](#)

WARNING!! This message originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Any claims of being a County official or employee should be disregarded.

Dear Commissioners,

I am writing, like many concerned citizens of Washington County, to oppose the proposed zoning ordinance RZ-23-001. Much has been said about the load that Washington County already bears in providing services to the truckers who travel I-81. The burgeoning number of warehouses, truck traffic and along with it road-clogging accidents, have too often made travel everything from a challenge to a misery for county residents. Are added truck stops, bringing congestion, truck exhaust and very possible public safety threats to surrounding residents, worth the money? I would hope that balancing necessary revenue sources with quality of life issues for residents would be of top concern for our public officials. Who else but those who make policy are the caretakers for our lovely county and for its residents?

I ask that you NOT approve the current proposed amendment.

Respectfully,

Rebecca Jackson
16244 Long Delite Lane
Williamsport, MD 21795

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Bonnie D. Hebb
Signature

Bonnie S. Hebb
Name (Printed)

Address:

16079 Spelman Rd
Williamsport, MD 21795

11-3-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

' Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-81, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Bonnie S. Hebb Name
(Printed)

Address:

11079 Spielman Rd.

Williamsport, MD 21795

11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Bonnie S. Hebb
Signature

Bonnie S. Hebb
Name (Printed)

Address:

16079 Spielman Rd
Williamsport, MD 21795
11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delogate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

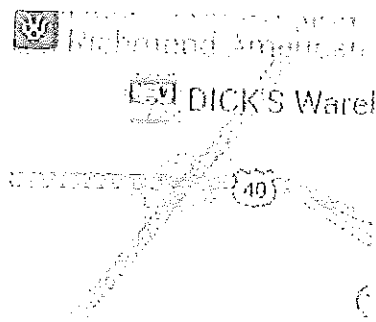
Dear President Barr and Commissioners:

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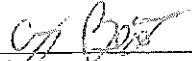
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Cory Beatty

Name (Printed)

Address:

13007 Scenic Valley Lane

Hagerstown MD, 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Chris Harvey
Signature

Chris Harvey Name
(Printed)

Address:

1007 scenic valley rd

Heapsburg MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Cery Beatty
Signature

Cery Beatty
Name (Printed)

Address:

12007 Scenic Valley Lane
Hagerstown MD 21740

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

CHARLES BURGETT
Name (Printed)

Address:

12906 PENNELL DR.

MAGERS TOWN, MD

Date:

11-10-23

21740

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic -- primarily passenger vehicles -- looking to pick up sundries and often gas. The effect of this legislation will be to "back door" truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these "back door" truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve "an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide." March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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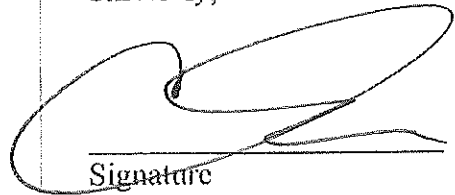
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

CHARLES BURKERT Name
(Printed)

Address:

12906 PINNACLE DR
HOV. MD 21740
Date 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Date 11-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

CHARLES BURKETT
Name (Printed)

Address:

12906 PENNELL DR.
HAY MD 21740
Date: 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
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ATTACHMENT

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11-3-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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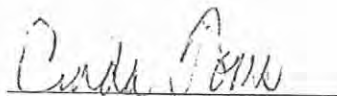
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Cinda Tomg

Name (Printed)

Address:

14401 Marsh Pike

Hag. MD. 21742

11-3-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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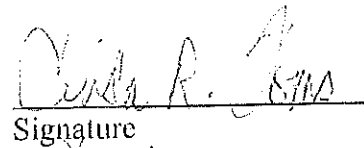
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Cinda Toms Name
(Printed)

Address:

14401 Marsh Pike
Hagg, MD. 21745
0 11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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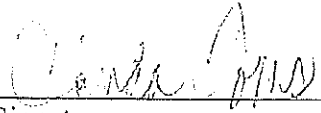
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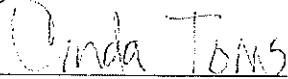
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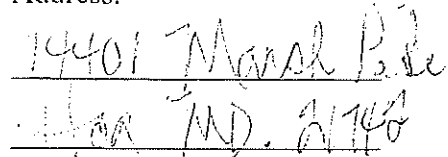


Signature



Name (Printed)

Address:



11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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ATTACHMENT

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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
 Zoning Text Amendment RZ 23-001 Convenience Stores
 PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



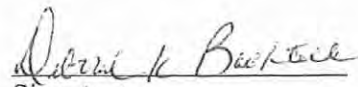
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

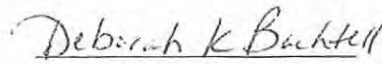
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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

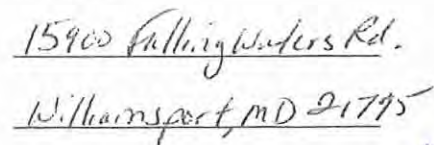
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Duplicates

11-7-23

RZ-23-001

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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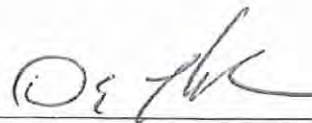
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

DWAYNE E HARSH
Name (Printed)

Address:

15852 Fal. Wtes. Rd
Wmopt MD 21795
11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\)](#) | [Policy Advice](#) | [Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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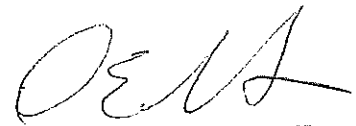
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

DWAYNE HARSH Name
(Printed)

Address:

15852 Fal. Wtts Rd
Wmport MD 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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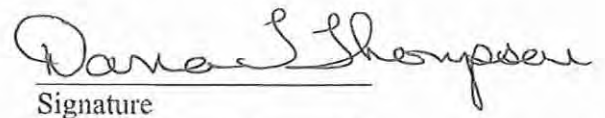
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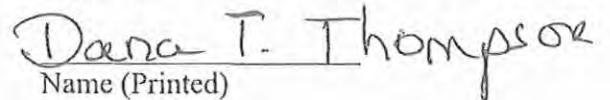
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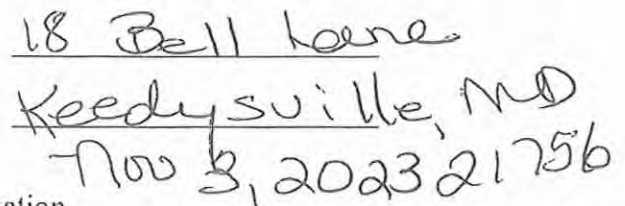
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:


18 Bell Lane
Keedysville, MD
Nov 3, 2023 21756

11-3-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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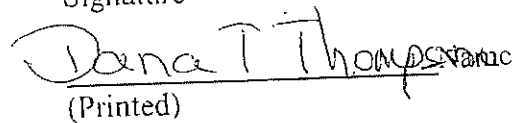
It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature



(Printed)

Address:

18 Bell Lane
Keedysville, MD
21756

Nov 3, 2023

11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.


Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

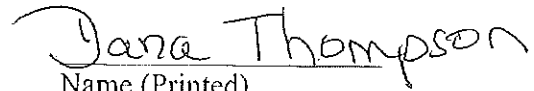
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

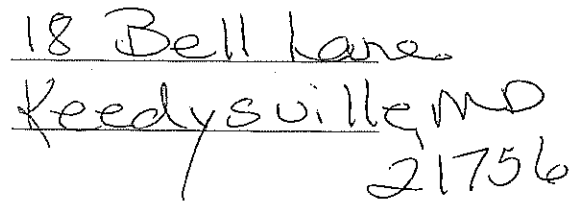
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

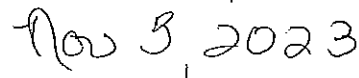
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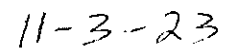

Signature


Name (Printed)

Address:







Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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Mr. John F. Barr, President
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 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
 Zoning Text Amendment RZ 23-001 Convenience Stores
 PUBLIC SAFETY CONCERNS

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Misty D Gettridge
Name (Printed)

Address:

802 Airport Rd

Martinsburg WV 25405

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Misty D Gettridge
Signature

Misty D Gettridge Name
(Printed)

Address:

802 Airport Rd
Maetensburg WV 25404
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Misty D Gettridge
Signature

Misty D Gettridge
Name (Printed)

Address:

802 Airport Rd

Martinsburg WV 25404

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
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11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Hayley DeLoso
Name (Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Hayley DeLoso Name
(Printed)

Address:

8845 Signal Drive
Williamsport, MD
21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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11-7-23

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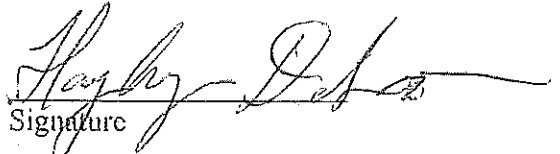
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For all of these reasons, please do not adopt RZ 23-003.

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Sincerely,



Signature

Hayley Deloso
Name (Printed)

Address:

3845 Signal Drive
Williamsport, MD 21795

11-7-23

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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

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RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
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100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
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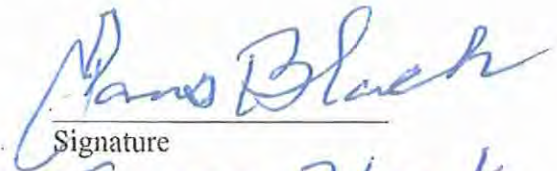
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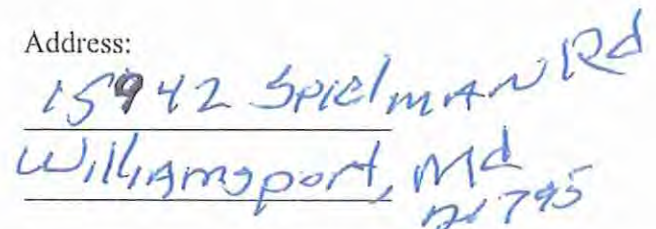


Signature



Name (Printed)

Address:



Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services 11-1-23
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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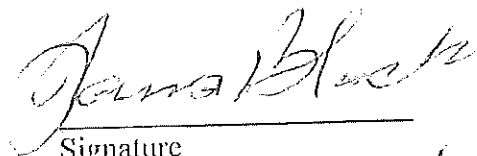
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

JAMES BLACK Name
(Printed)

Address:

15942 Spicewood Rd
Williamsport, MD
21793

11-1-23

Cc: Jeffrey A. Cline jeline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
 DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
 Zoning Text Amendment RZ 23-001 Convenience Stores
 PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



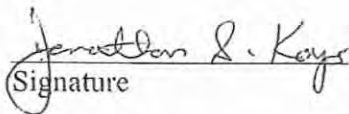
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Jonathan S. Kays
Name (Printed)

Address:

17002 Fairplay Farms Ct
Fairplay, MD 21733

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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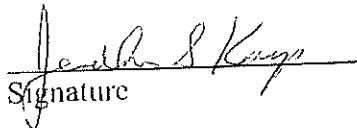
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Jonathan S. Kaye Name
(Printed)

Address:

17002 Fairplay Fms Ct
Fairplay MD 21733

11-1-23

- Cc: Jeffrey A. Cline jeline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefe@washco-md.net
- Derek Harvey dharvey@washco-md.net
- Governor Wes Moore
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- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
- Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
- Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

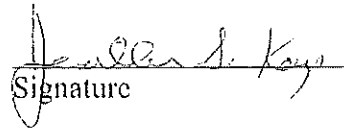
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Jonathan S. Kaye
Name (Printed)

Address:

17002 Fairclay Fms Ct
Fairclay MD 21733

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Jeffrey C. Lush
Name (Printed)

Address:

15620 Falling Waters Rd
Williamsport MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
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11-7-23

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Board of County Commissioners
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100 W. Washington Street
Hagerstown, MD 21740

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Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Jeffrey A. Cline Name
(Printed)

Address:

13620 Fallingbrook Dr
Williamsport MD

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvcy@washco-md.net
Governor Wes Moore
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
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Hagerstown, MD 21740

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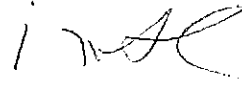
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For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Jeffrey A. Cline
Name (Printed)

Address:

15620 Falling Waters Rd
Williamsport MD 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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ATTACHMENT

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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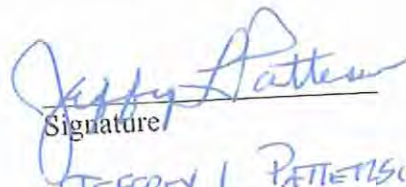
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

JEFFREY L. PATTERSON

Name (Printed)

Address:

12012 S. SCOTTISH CT

HAGERSTOWN MD 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

JEFFREY L. PETERSON Name
(Printed)

Address:

12012 S. GORTON CT

HAGERSTOWN MD 21740

11-7-23

Cc: Jeffrey A. Cline jeline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

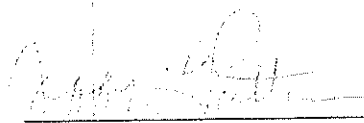
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Jeffrey L. Peterson

Name (Printed)

Address:

12012 S. Greenhill Rd

Williamsport, MD 21790

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
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Washington County Administrative Complex
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Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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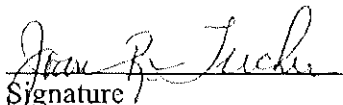
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Joan R. Tucker Name
(Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least /// truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

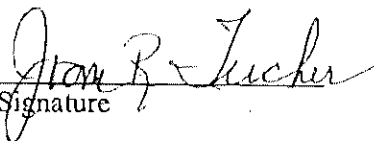
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Joan B. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net
David R. Hays, Director of Wash. Co. Emergency Services
dhays@washco-md.net
Dale Fishack, President, Wash. Co. Volunteer Fire + Rescue Ass'n
dfishack@wcvfr.org
Paul J. Wiedfeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 7201 Corporate
Center Drive, Hanover, MD 21076-0548

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



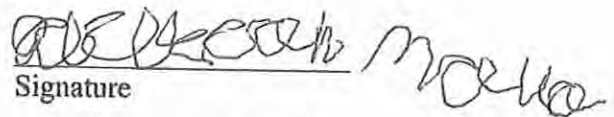
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Jackson Mollo
Name (Printed)

Address:

10906 Larch Ave.

Hag. MD 21740

11-7-23

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
- David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
- Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
- Jeffrey A. Cline jcline@washco-md.net
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- Wayne K. Keefer wkeefer@washco-md.net
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- Governor Wes Moore
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11-7-23

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RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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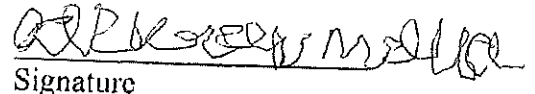
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Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Jackson Mollo Name
(Printed)

Address:

10406 Larch Avenue

Hag MD 21740

11-7-23

- Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

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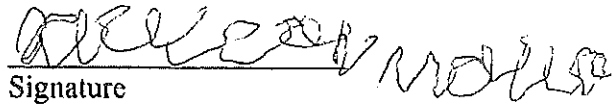
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For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Jackson Melle
Name (Printed)

Address:

10906 Larch Avenue

Hwy MD 21740

11-7-23

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ATTACHMENT

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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



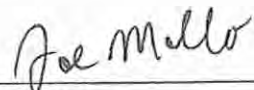
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

JOE MOLLO

Name (Printed)

Address:

18018 PIN OAK RD

HAGERSTOWN MD, 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

JOE MOLLO Name
(Printed)

Address:

18015 PIN OAK RD
HAGERSTOWN MD, 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Joe Mollo

Signature

JOE MOLLO

Name (Printed)

Address:

15018 PIN OAK RD

HAGERSTOWN MD, 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

KEVIN E. ANDERS
Signature

KEVIN E. ANDERS
Name (Printed)

Address:

9735 LOCK TENDER LANE
WILLIAMSPORT MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Kevin E. Anderson
Signature

KEVIN E ANDERSON Name
(Printed)

Address:

9735 LOCK TOWER LANE
WILLIAMSPORT MD 21795

11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

KC Cline
Signature

Kevin E Andrews
Name (Printed)

Address:

9735 WICK TOWN LANE
WILLIAMSPORT MD 21795

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefcr@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

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11-7-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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A typical interchange looks more like this, which allows safer and more generous turning movements:



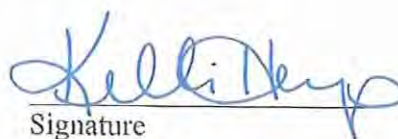
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Kelli Hays

Name (Printed)

Address:

187 Country Rd
Harpers Ferry WV

25425

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Kelli Hays Name
(Printed)

Address:

187 Country Rd
Harpers Ferry WV
25425

11-7-23

Cc: Jeffrey A. Cline jeline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

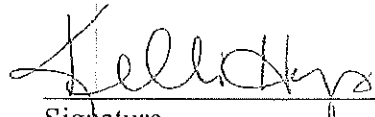
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Kelli Hays

Name (Printed)

Address:

187 Country Rd.

Harpers Ferry W

25425

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



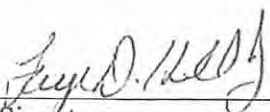
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

David R. Hays Jr
Name (Printed)

Address:

15900 Falling Waters Rd
Williamsport, MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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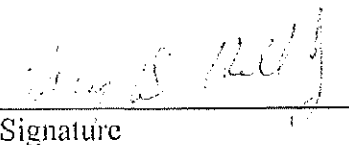
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

David B. Hollen

Name

(Printed)

Address:

15900 Rolling Waters Rd

Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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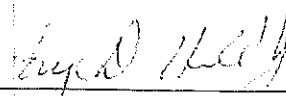
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Lyle D. Hall III

Name (Printed)

Address:

15900 Falling Waters Rd.

Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefcr@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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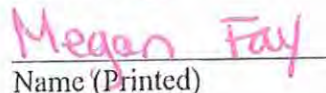
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

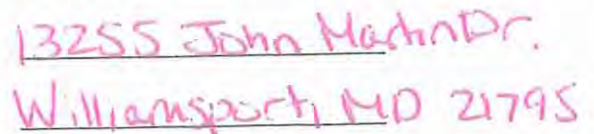


Signature



Name (Printed)

Address:



11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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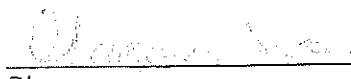
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

William Green Name
(Printed)

Address:

17500 Southwood
Williamsport, MD 21790

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

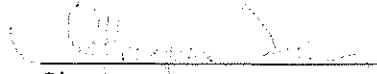
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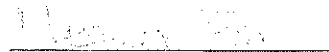
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

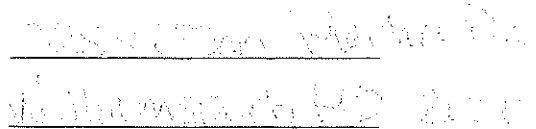
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Marvin J. Harshar
Signature

MARVIN L. HARSHAR
Name (Printed)

Address:

15692 Fal. Wtas. Rd
Wmapt MD 21795
11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Marvin L. Hawk Jr.
Signature

MARVIN L Hawk Name
(Printed)

Address:

15692 Fal. Wtr. Rd
Wmpt MD 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Marvin L. Harsh Sr.
Signature

MARVIN L. Harsh Sr.
Name (Printed)

Address:

15692 Fab. Wtts. Rd
Wm. sp. MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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11-1-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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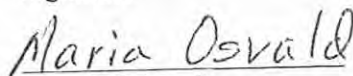
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

16077 Spielman Rd
Williamsport, MD 21795
11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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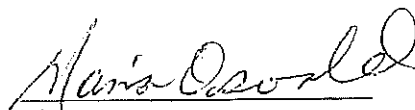
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Marja Oswald Name
(Printed)

Address:

16077 Spielman Rd
Williamsport, MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

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My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

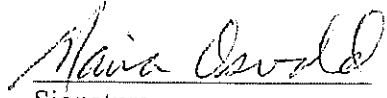
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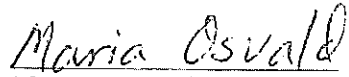
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

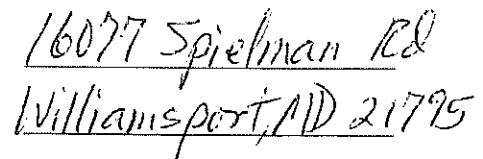
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:



11-1-33

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-12-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Michael J. Welsh
Name (Printed)

Address:

3718 Deming Dr.
Suitland MD, 20146
Date: 11/12/23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

*Frequent Shopper in
Washington County.*

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date 10-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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Dear President Barr and Commissioners:

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My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

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¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date 11-12-23

Sincerely,


Signature

Michael J. Welsh
Name (Printed)

Address:

3718 Deming Dr.
Switland MD, 20746

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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11-7-23

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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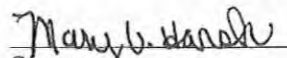
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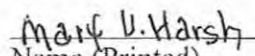
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

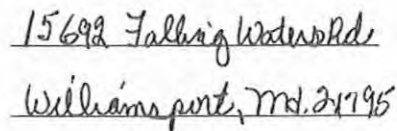
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\)](#) | [Policy Advice](#) | [Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Mary V. Harsh
Signature

Mary V. Harsh Name
(Printed)

Address:

15092 Falling Waters Rd.
Williamsport, Md. 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Mary D. Harsh
Signature

Mary D. Harsh
Name (Printed)

Address:

15692 Falling Waters Rd.
Williamsport, Md. 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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RECEIVED

NOV 27 2023

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DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Nathan DeLiso
Name (Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795
11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Nathan De Loso Name
(Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

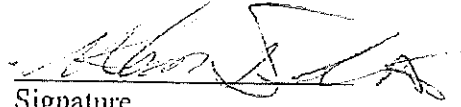
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Nathan DeLoso

Name (Printed)

Address:

8845 Signal Drive

Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



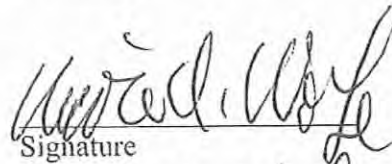
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Nicole D. Wolfe
Name (Printed)

Address:

4135 Antizan St.
Wmgt MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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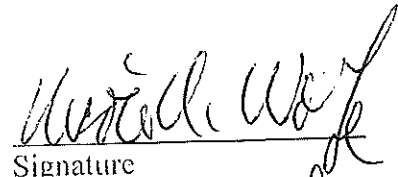
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Michael Wolfe Name
(Printed)

Address:

435 Arizona St.
Wmport, MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

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My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

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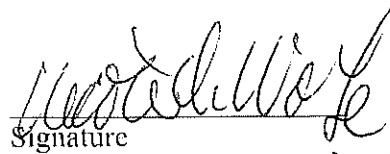
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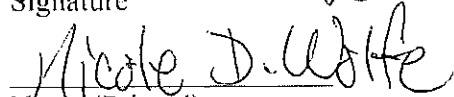
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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature



Name (Printed)

Address:

435 Antzinst.
Wmst. VA 21765

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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ATTACHMENT

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11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Pamela S. Black

Signature

PAMELA S. BLACK

Name (Printed)

Address:

*15942 Spelman Rd.
Williamsport Md
21795*

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

11-1-23

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Pamela S. Black
Signature

PAMELA S. BLACK Name
(Printed)

Address:

15942 Spachman Rd.
Williamsport Md
21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Pamela S. Black

Signature

PAMELA S. BLACK

Name (Printed)

Address:

*1592 Spilman Dr.
Williamsport Md*

2075

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derck Harvey dh Harvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
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11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

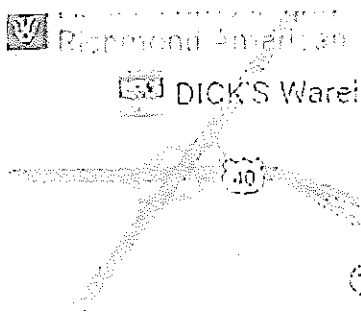
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



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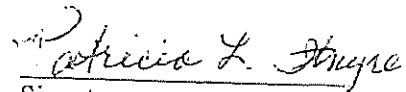
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Patricia L. Itnyre

Name (Printed)

Address:

PO Box 60

Funkstown, MD 21734

11-3-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Patricia L. Itnyre
Signature

Patricia L. Itnyre
Name (Printed)

Address:

P.O. Box 660
Funkstown, MD 21734
11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Dorck Harvey dhartev@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmailmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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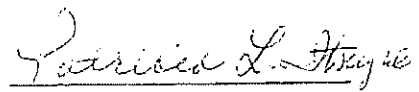
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Patricia L. Itzyppa Name
(Printed)

Address:

P.O. Box 60
Funkstown, MD 21734
11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Rodney McIntyre
Name (Printed)

Address:

20 Richmond St. Apt 11

Hag MD 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
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11-7-23

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Sincerely,



Signature

Rodney McIlhenny Name
(Printed)

Address:

20 Richmond St. Apt 11

Hag MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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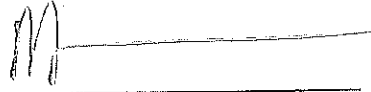
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Rodney McIntyre
Name (Printed)

Address:

20 Richmond St. Apt 11

Hagerstown, MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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ATTACHMENT

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AND/OR PARKING AREAS

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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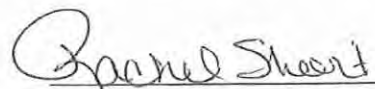
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Rachel Shoet
Name (Printed)

Address:

21630 Pindentuck Rd

Boonsboro MD 21713

11-7-23

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
- David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
- Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public’s health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

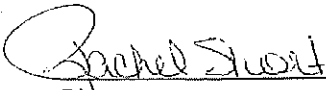
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Rachel Shoet Name
(Printed)

Address:

21636 Pidenour Rd

Buonsorno MD 21713

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

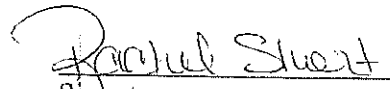
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Rachel Street
Name (Printed)

Address:

21036 Ridensur Rd
Barnsboro MD 21713

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

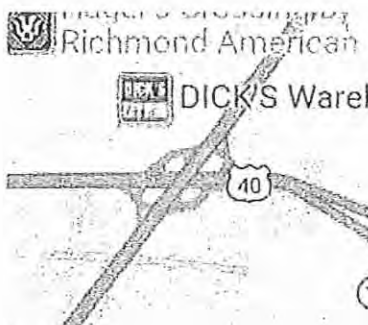
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Robert A. Hays

Name (Printed)

Address:

16814 River WL

Williamsport MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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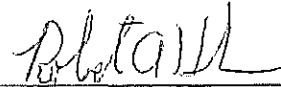
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Robert A. Harsh Name
(Printed)

Address:

16814 River WL
Williamsport, MD 21795
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

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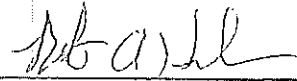
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Robert A. Harsh

Name (Printed)

Address:

16814 River WL

Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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INTERSTATE 70

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11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 17 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

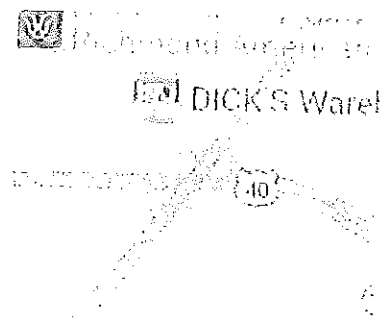
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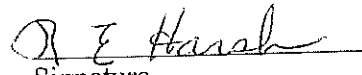
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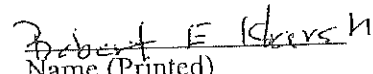
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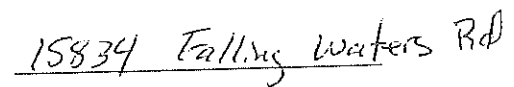
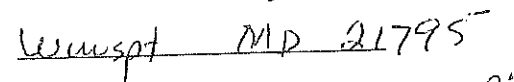
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Robert E. Harsh
Signature

Robert E. Harsh Name
(Printed)

Address:

15834 Falling Waters Dr
Wmstp MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

R E Harvel
Signature

Robert E Harvel
Name (Printed)

Address:

15834 Falling Waters Rd
Williamsport MD

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



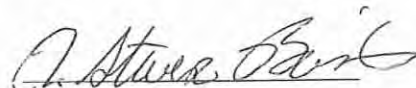
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

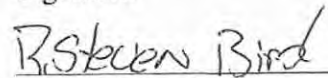
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

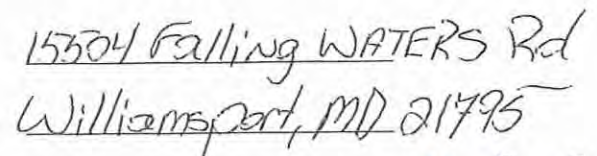
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

R. Steven Bird Name
(Printed)

Address:

15501 Falling Waters Rd
Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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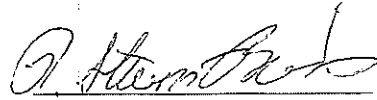
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For all of these reasons, please do not adopt RZ 23-003.

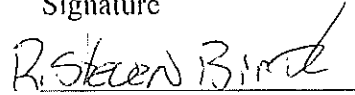
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Sincerely,



Signature



Name (Printed)

Address:

15304 Falling Waters Rd
Williamsport, MD 21795

11-7-23

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Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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Board of County Commissioners
Washington County Administrative Complex
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Hagerstown, MD 21740

RECEIVED

NOV 27 2023

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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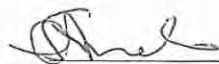
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Shirley Anderson

Name (Printed)

Address:

9735 Lock Tender Ln

Williamsport MD 21755

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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11-7-23

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100 W. Washington Street
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RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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Sincerely,



Signature

Shirley Anderson Name
(Printed)

Address:

9735 Rock Tender Ln
Williamsport MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Shirley Anders

Name (Printed)

Address:

9735 Rock Tender Ln

Williamsport MD 21795

11-7-23

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ATTACHMENT

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- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



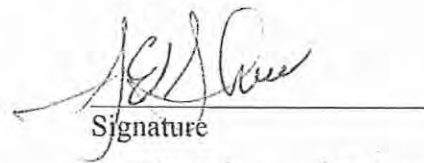
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

S. Edward Shrew
Name (Printed)

Address:

39 E. Potomac St
Williamsport, MD

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

S. Edward Steele Name
(Printed)

Address:

39 E. Potomac St.
Williamsport, MD

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

S. Edward Strawn
Name (Printed)

Address:

39 E. Potomac St
Williamsport, MD

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

SHIRLEY HARSH
Name (Printed)

Address:

15834 Fab. Wks. Rd.
Wmpt MD 21795
11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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dfishack@wcvfr.org
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11-7-23

Mr. John F. Barr, President
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100 W. Washington Street
Hagerstown, MD 21740

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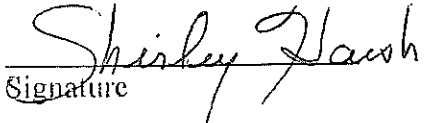
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Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

SHIRLEY HARSH Name
(Printed)

Address:

15834 Fab. Wtes. Rd
Wmpt. MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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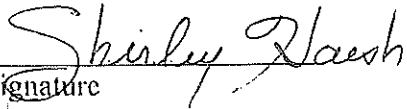
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

SHIRLEY HARSH
Name (Printed)

Address:

15834 Fal. Wtas. Rd
Wmpt MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

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11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Sharon Ruppenthal
Signature

Sharon Ruppenthal
Name (Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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' Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
 Board of County Commissioners
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 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmajlmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

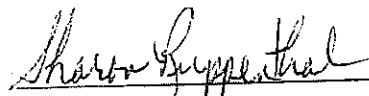
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Sharon Ruppenthal Name
(Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Sharon Ruppenthal

Signature

Sharon Ruppenthal

Name (Printed)

Address:

*8845 Signal Drive
Williamsport, MD. 21795*

11-1-23

Cc: Jeffrey A. Cline jcline@washeo-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washeo-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Susan K. Shaw

Signature

Susan K. Shaw

Name (Printed)

Address:

39 E. Potomac St.

Wmmt, Md 21795

11-123

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
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Mr. John F. Barr, President
Board of County Commissioners
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Dear President Barr and Commissioners:

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Susan K. Skaw
Signature

Susan K. Skaw Name
(Printed)

Address:

39 E. Potomac St.
Williamsport Md.

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
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RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Susan K. Shaw

Signature

Susan K. Shaw

Name (Printed)

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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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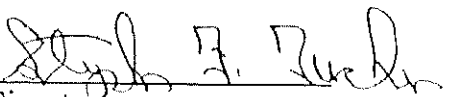
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Stephen F. Tucker
(Printed) Name

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least /// truck stops in Washington County, a higher concentration than in any other County in Maryland.

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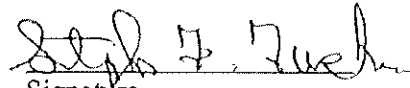
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Sincerely,


Signature

Stephen F. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

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Wayne K. Keefer wkecfer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Paul J. Wiedefeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 1201 Corporate
Center Drive - Hanover, MD 21076-0548

11-1-23

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Zoning Text Amendment RZ 23-001 Convenience Stores
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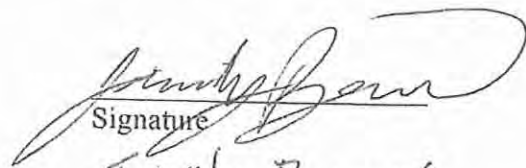
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Trinity Bercau

Name (Printed)

Address:

8845 Signal Drive

Williamsport, MD 21795

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County; as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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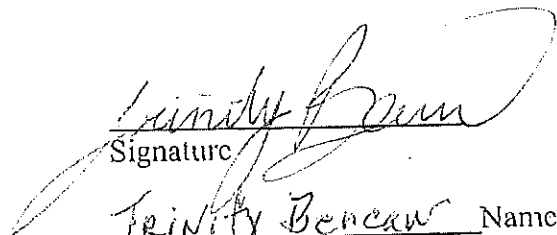
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature
Trinity Bencaw Name
(Printed)

Address:

8845 Signal Drive
Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

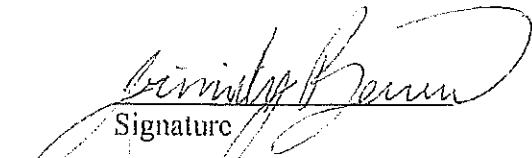
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature
Trinity Bebeau
Name (Printed)

Address:

8845 SIGNAL DRIVE
WILLIAMSPORT, MD 21795

11-7-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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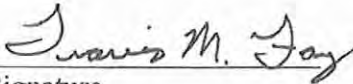
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Travis M. Fay
Name (Printed)

Address:

13255 John Martin Dr.

Williamsport, MD 21795

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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11-1-23

Mr. John F. Barr, President
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100 W. Washington Street
Hagerstown, MD 21740

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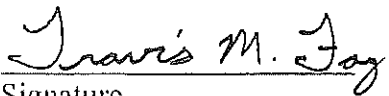
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Travis M. Fay Name
(Printed)

Address:

13255 John Martin Dr
Williamsport, MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Travis M. Fay
Signature

Travis M. Fay
Name (Printed)

Address:

13255 John Martin Dr.
Williamsport, MD 21795

11-7-23

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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 27 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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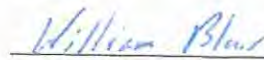
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Sincerely,



Signature



Name (Printed)

Address:



11-7-23

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11-7-23

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Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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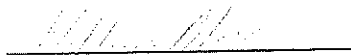
It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

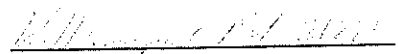
Sincerely,


Signature

 Name
(Printed)

Address:





11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

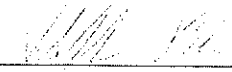
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.


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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

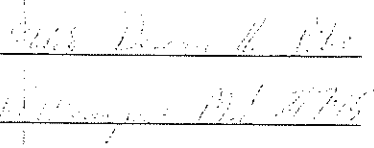
Sincerely,



Signature



Name (Printed)

Address:


11-7-23

- Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Anna K. Mollo

Signature

Anna K. Mollo

Name (Printed)

Address:

10906 Larch Ave

Hagerstown, MD 21740

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Anna K. Mollo
Signature

Anna K. Mollo Name
(Printed)

Address:

10910 Larch Ave
Hagerstown, MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Mr. John F. Barr, President
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100 W. Washington Street
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RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

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For all of these reasons, please do not adopt RZ 23-003.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Anna K. Mollo

Signature

Anna K. Mollo

Name (Printed)

Address:

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11-7-23

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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

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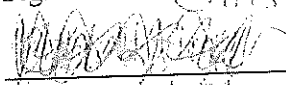
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature Christian Blair
 _____ Name
(Printed) Christian Blair

Address:

2667 Dranesville
Rte. Williamsport MD
11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Jeffrey A. Cline Name
(Printed)

Address:

11000 Williamsport Rd
Williamsport, MD 21790

11-9-23

- Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Dafe:

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Christine Lane
Signature

Christine Lane
Name (Printed)

Address:

12030 Hippan Hill Rd
Smithsburg, MD 21783

Date 11/19/2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

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Sincerely,

Christine Lane
Signature

Christine Lane Name
(Printed)

Address:

12030 Hippan Hill Rd
Smithsburg, MD 21783
Date: 11/19/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Date:

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Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many.

For all of these reasons, please do not adopt RZ 23-03.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

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Christine Lane

Signature

Christine Lane

Name (Printed)

Address:

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Mr. John F. Barr, President
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RE: Zoning Text Amendment RZ 23-03 Truck Stops
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Sincerely,



Signature

Janetta Henry
Name (Printed)

Address:

113 Lullaby Lane
Falling Waters WV
25419

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11-7-23

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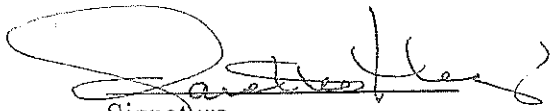
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Janetta Henry Name
(Printed)

Address:

113 Lullaby Lane
Falling Waters
WV

25419

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

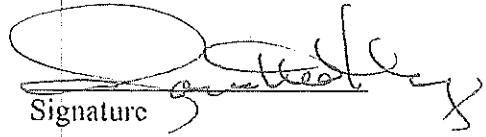
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For all of these reasons, please do not adopt RZ 23-003.

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Sincerely,



Signature

Janetta Henry

Name (Printed)

Address:

113 Lullaby Lane
Falling Waters WV
25419

11-7-23

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Randall E. Wagner rwagner@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
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RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Joseph E. Lane
Name (Printed)

Address:

12030 Hippom Hill Rd
Smithsburg MD
Date: 11-17-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
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Sincerely,



Signature

Joseph Lane

Name (Printed)

Address:

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Date: 11-17-23

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Dactyl

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RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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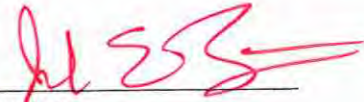
The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Sincerely,



Signature

Joseph Lane

Name (Printed)

Address:

12030 Hyppan Hill Rd

Smithsburg MD 21783

Date:

11-17-13

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

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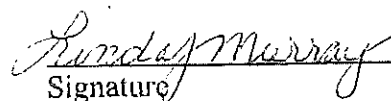
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Linda J. Murray Name
(Printed)

Address:

18018 Pin Oak Road

Hagerstown MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ~~ask that you vote against proposed text amendment RZ 23-003.~~

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Linda J Murray
Signature

Linda J Murray
Name (Printed)

Address:

18018 Pin Oak Road

Hag. MD 21740

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-19-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



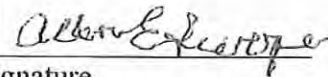
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

ALLEN E SWOPE
Name (Printed)

Address:

14606 FALLING WATERS
ROAD
WILLIAMSPORT, MARYLAND

Date: 11-17-23 2:17 PM

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Allen Edmund Swofford
Signature

ALLEN EDMUND SWOFFORD Name
(Printed)

Address:

10606 FALLING WATERS
ROAD
WILLIAMSPORT, MD
21785

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-19-23

Date: 11-19-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

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For all of these reasons, please do not adopt RZ 23-03.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Allen E. Scarp

Signature

ALLEN E. SCARPE

Name (Printed)

Address:

14606 FALLING WATERS
ROAD,

WILLIAMSPORT
MARYLAND

Date: 11-19-23 2:17 PM

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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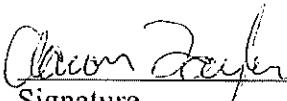
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Aaron Taylor Name
(Printed)

Address:

1027 Files Cross Rd
Martinsburg, WV 25404
11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

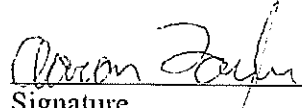
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Aaron Taylor
Name (Printed)

Address:

1627 Files Cross Rd
Martinsburg, WV 25404

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops “by right” in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a “diamond interchange” (as opposed to a “cloverleaf” interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

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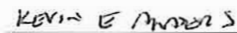
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

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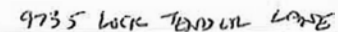


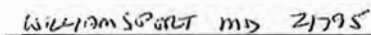
Signature



Name (Printed)

Address:





11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey [dharvey@washco-md.net](mailto:dh Harvey@washco-md.net)
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Senator Van Hollen
Senator Ben Cardin
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

C Cline Frankenberg
Name (Printed)

Address:

413 S Artizani St

Williamsport MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
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dfishack@wcvfr.org
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Governor Wes Moore
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Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Colin Frank Keffer Name
(Printed)

Address:

413 S Artizans St
Williamsport, MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 12-5-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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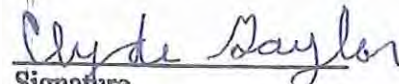
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

CLYDE GAYLOR
Name (Printed)

Address:

16429 SPIELMAN ROAD

WILLIAMSPORT, MD. 21795

Date: 12-5-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Clyde Gaylor
Signature

CLYDE GAYLOR Name
(Printed)

Address:

16429 SPIELMAN RD.

WILLIAMSPORT, MD. 21795

Date: 12-5-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Administrative Complex
100 W. Washington Street
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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Clyde Gaylor
Signature

CLYDE GAYLOR
Name (Printed)

Address:

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WILLIAMSPORT, MD, 21795

Date: 12-5-23

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Derek Harvey dharvey@washco-md.net
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ATTACHMENT

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11/19/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 62 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders to get to more distant locations (e.g., Falling Waters Road) while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle

collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Celia Torres
Signature

Celia Torres
Name (Printed)

Address:

16068 Spielman Rd.

Williamsport, MD 21795

Date: 11-19-23

Cc: David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11/19/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Celia Torres

Signature

Celia Torres Name
(Printed)

Address:

1600 Spelman Rd.

Williamsport, MD 21795

Date: 10-19-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11/19/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Celia Torres
Signature

Celia Torres
Name (Printed)

Address:

16068 Spielman Rd.
Williamsport, MD 21795

Dates 11-19-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefcr@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Cindy Tedrick
Signature

Cindy Tedrick
Name (Printed)

Address:

11423 Ernstville Road
Big Pool, MD 21711

11-8-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.



11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



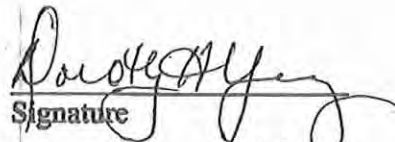
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Dorothy H. Young
Name (Printed)

Address:

15737 Jones Chapel Ln

Hag MD 21740

Date 11-12-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

ATTACHMENT

**PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS**

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Date: 11-28-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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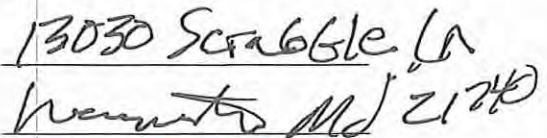
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:


Date: 11-28-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Derek Harvey dkharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date: 11-28-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmailmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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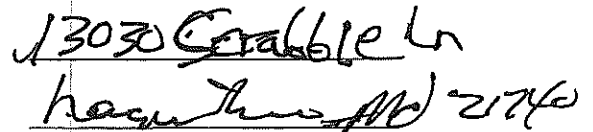
¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:



Date:

11-28-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 7-28-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Elijah Burkett
Signature

ELIJAH BURKETT
Name (Printed)

Address:

13030 Scrabble Ln.
Rowles MD 21740

Date: 11-28-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-29-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

G. F. FRANKS, III
Name (Printed)

Address:

George F. Franks, III
14906 Falling Waters Road
Williamsport, MD 21795

Date: 11-29-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.' With this

Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

G. F. FRANKS, III Name
(Printed)

Address:

George F. Franks, III
14001 Falling Waters Road
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date = 11-29-23

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

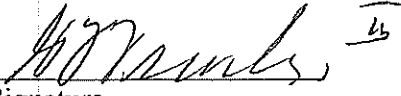
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many.

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

G. F. FRANKS, III
Name (Printed)

Address:

George F. Franks, III
14006 Falling Waters Road
Williamsport, MD 21795

Date: 12 - 29 - 23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-1-23

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

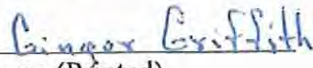
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

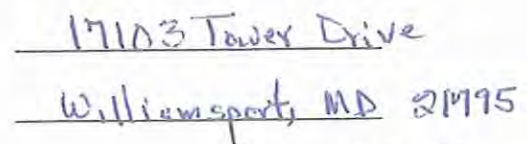
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey [dharvey@washco-md.net](mailto:dh Harvey@washco-md.net)
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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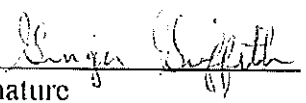
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Ginger Griffith Name
(Printed)

Address:

17103 Tower Drive
Williamsport, MD 21795
11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-13-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Benjamin Griffith
Signature

Benjamin Griffith
Name (Printed)

Address:

17103 Tower Drive
Williamsport, MD 21740

11-13-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-8-23

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

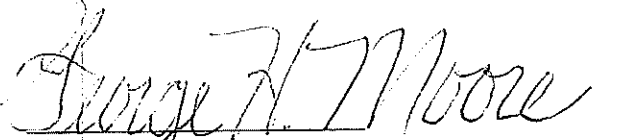
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature
GEORGE H. MOORE
Name (Printed)

Address:

12023 CRNSTVILLE RD.
BIG POOL, MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Linda C. Graham
Name (Printed)

Address:

11431 Big Pool Rd.
Big Pool, MD 21711

Date, 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mavor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Derek M. Harvey
Signature

Derek M. Harvey
Name (Printed)

Address:

16074 Springman Rd
Williamsport MD 21795

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Washington County Planning Commission askplanning@washco-md.net

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Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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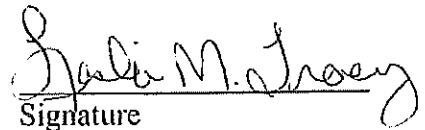
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Leslie M. Tracy Name
(Printed)

Address:

11074 Sprielman Rd.
Wmspt MD 21795

Date: 12-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

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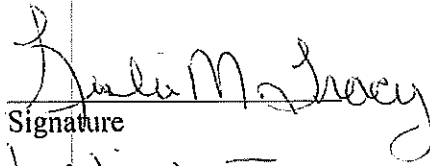
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Sincerely,


Signature

Leslie M. Tracy
Name (Printed)

Address:

16574 Spierman Rd.
Wmsprt. MD. 21795

Date: 12-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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date 11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

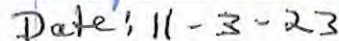
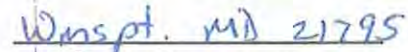
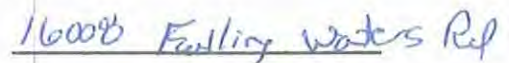


Signature



Name (Printed)

Address:



Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date 11-3-23

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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Robert Boward Name
(Printed)

Address:

16008 Falling Waters Rd
Wmstp MD 21795

Date 11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date 11-3-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

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My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many.

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Robert Bower

Name (Printed)

Address:

16008 Falling Waters Rd

Winget, MD 21795

Date 11-3-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



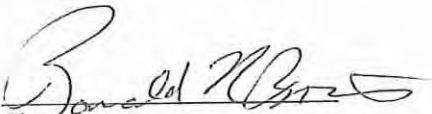
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Ronald N. Braxis
Name (Printed)

Address:

15740 Filling Waters Rd.
Williamsport, MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

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INTERSTATE 70

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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

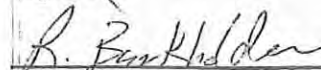
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

15950 Sabreman Rd
Wheat 21795

Date: 12-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

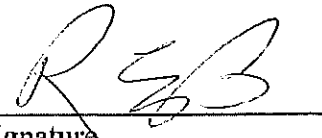
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

R. Barkholder Name
(Printed)

Address:

15950 Spinelmar Rd
Williamsport MD 21795

Date,

12-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman hrooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.


Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

R. Bankhead
Name (Printed)

Address:

1550 Springfield Rd
Wmst. 21795

Date - 12-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

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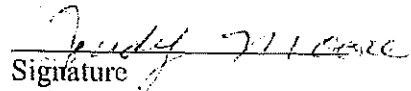
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Judy Moore
Name (Printed)

Address:

13023 EARNSVILLE Rd
Big Pool, MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-00-23

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Ronald E. Tracy

Signature

RONALD E. TRACY

Name (Printed)

Address:

16074 SPIELMAN Rd.

Williamsport Md.

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 12

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Ronald E. Tracy
Signature

RONALD E. TRACY Name
(Printed)

Address:

16074 SPIELMAN Rd.

WILLIAMSPORT Md.

Date: 12-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Ronald E. Tracy

Signature

RONALD E. TRACY

Name (Printed)

Address:

16074 SPIELMAN Rd,

WILLIAMS PORT Md.

Date: 12-10-23

Cc: Jeffrey A. Cline jcline@washeo-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Washington County Planning Commission askplanning@washeo-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



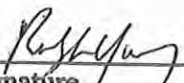
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

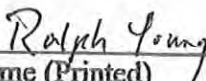
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

15737 Jones Chapel Ln

Hagerstown Md 21740

Date: 11/12/23

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

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Mr. John F. Barr, President
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 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11-23-23

Sincerely,


Signature

Ragh Young
Name (Printed)

Address:

15737 Jones Chapel Ln
Hagerstown Md 21740

Date: 11-12-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Van Hollen
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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Sincerely,

Ruth Ann Burkholder
Signature

Ruth Ann Burkholder
Name (Printed)

Address:

15450 Spielmen Rd.

Williamsport, MD 21795

Date: 12-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Date: 12-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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Please vote against proposed text amendment RZ 23-001.

Sincerely,

Ruth Ann Burkholder

Signature

Ruth Ann Burkholder Name

(Printed)

Address:

15450 Spielman Rd.

Williamsport, MD 21795

Date: 12-8-23

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Randall E. Wagner rwagner@washco-md.net
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Sincerely,

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Signature

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Name (Printed)

Address:

15450 Spielman Rd

Williamsport, MD

21795

Date: 12-18-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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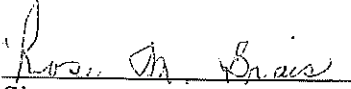
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Rose M. Brais Name
(Printed)

Address:

15740 Falling Waters Road
Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Rose M. Brais
Signature

Rose M. Brais
Name (Printed)

Address:

15740 Felling Waters Road.
Williamsport, MO 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derck Harvey dh Harvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-5-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 05 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Sandra Gaylor
Signature

Sandra Gaylor
Name (Printed)

Address:

16429 Spielman Rd.

Williamsport, MD 21795

Date: 12-5-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 12-5-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Sandra Gaylor
Signature

Sandra Gaylor Name
(Printed)

Address:

16429 Spielman Rd

Williamsport, MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net Date: 12-5-23
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 12-5-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Sandra Gayler
Signature

Sandra Gayler
Name (Printed)

Address:

16429 Spielman Rd.

Williamsport, MD 21795

Date: 12-5-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

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A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



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Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Thomas Garrett
Name (Printed)

Address:

18025 Horst Lane
Hagerstown, MD, 21740

11-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
drhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
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¹ [Truck Accident Statistics \(2021 Edition\) | Safety Advice | Policy Advice](#)

11-8-23

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100 W. Washington Street
Hagerstown, MD 21740

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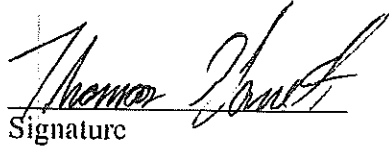
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Thomas Garrett
Name (Printed)

Address:

18025 Horsf Lane

Hagerstown, MD, 21740

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

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11-8-23

RECEIVED

JAN 31 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

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My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

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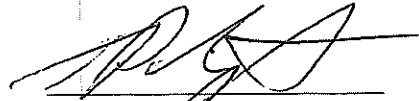
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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Thomas P. Spinelli

Name (Printed)

Address:

11934 Earnstville Rd
Big Pool MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

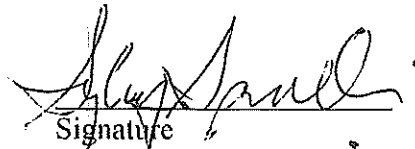
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Sylvain Spinelli

Name (Printed)

Address:

11934 Ernstville Rd

Big Pool, MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
 Zoning Text Amendment RZ 23-001 Convenience Stores
 PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops “by right” in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a “diamond interchange” (as opposed to a “cloverleaf” interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

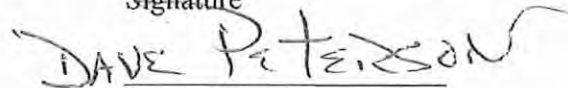
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

15015 FALLINGWATER DR
WILLIAMSPORT, MD. 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

JAN 31 2024

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Wendy Burkett
Signature

WENDY BURKETT
Name (Printed)

Address:

*13030 Scrabble Lane
Hagerstown, Md*

Date: 11-10-23 21740

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

WENDY BURKETT Name
(Printed)

Address:

13030 Scrabble Lane

Hagerstown, MD 21740
Date: 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Wendy Burkett

Signature

WENDY BURKETT

Name (Printed)

Address:

13030 Scrabble Lane

Hagerstown, MD 21740

Date: 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date - 11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 21 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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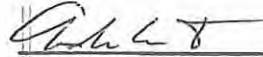
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Andrew M Taylor
Name (Printed)

Address:

4044 Caseytown Rd
Greencastle, PA 17225

Date: 11-17-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
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¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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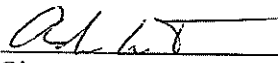
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Andrew M Taylor Name
(Printed)

Address:

4044 Roseytown Rd
Greencastle, PA 17225

Date: 11-17-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13¹ truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

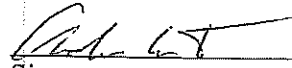
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Andrew M Taylor
Name (Printed)

Address:

4044 Cozytown Rd
Greencastle, PA 17225

Date: 11-17-23

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeofer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11/18/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 21 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendment would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



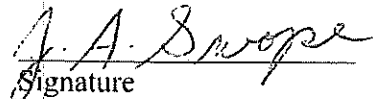
Encouraging more truck traffic at the I-81/MD 62 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders to get to more distant locations (e.g., Falling Waters Road) while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle

collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Jeffrey A. Swope
Name (Printed)

Address:

14683 Falling Waters RD

Williamsport MD 21795

Date: 11/18/2023

Cc: David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date 11/18/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

J. A. Swope
Signature

Jeffrey A. Swope Name
(Printed)

Address:

14683 Falling Waters RD

Williamsport MD 21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net

Governor Wes Moore

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Senator Ben Cardin

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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us

Maryland Delegate Terry L. Baker terry.baker@house.state.md.us

Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us

Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org

Washington County Planning Commission askplanning@washco-md.net

Date: 11/18/2023

Date: 11/18/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

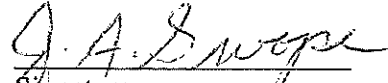
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Jeffrey A. Swope
Name (Printed)

Address:

14683 Falling Waters RD
Williamsport MD 21795

Date: 11/18/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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INTERSTATE 70

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Date: 11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 21 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Karin Engstrom

Signature

Karin Engstrom

Name (Printed)

Address:

1219 PEPPER CORNER

Hagerstown, MD 21740

Date: ~~11-17-23~~ 11-17-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11-17-23
11-17-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Karin Engstrom

Signature

Karin Engstrom Name

(Printed)

Address:

1219 PEPPER CORN Dr.

Hagerstown, Md. 21740

Date: 11-17-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Karin Engstrom

Signature

Karin Engstrom

Name (Printed)

Address:

1219 Peppercorn Dr.
Hagerstown MD. 21740

Date: 1-17-2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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INTERSTATE 70

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Date:
11/17/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



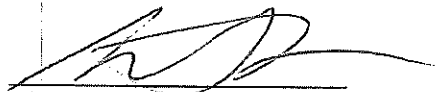
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

STEWART M TORRES
Name (Printed)

Address:

16068 SPIELMAN RD.
WILLIAMSPORT, MD 21795
Date: 11/17/23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

11/17/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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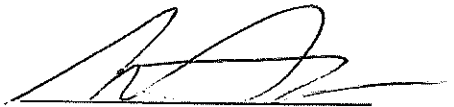
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

STEWART M. TORRES Name
(Printed)

Address:

16068 SPIELMAN RD.

WILLIAMSPORT, MD 21791

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Date: 11/17/23

11/17/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13² truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

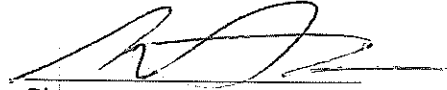
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

STEWART M. TORRES
Name (Printed)

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16068 SPIELMAN RD.
WILLIAMSPORT, MD 21795

Date: 11/17/23

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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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Date - 11-9-23

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Donna K. Miner
Signature

Donna K. Miner
Name (Printed)

Address:

*14938 Falling Waters Rd.
Williamsport, Md. 21795*

Date: 11-9-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
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Sincerely,

Donna K. Minet
Signature

Donna K Minet Name
(Printed)

Address:

14938 Falling Waters Rd
Williamsport, MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
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Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
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100 W. Washington Street
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Signature

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Date: 11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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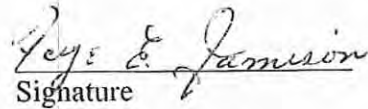
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

FAYE E. JAMISON
Name (Printed)

Address:

15812 Denmark Ln.

Williamsport, MD 21795

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Date: 11-8-23

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Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

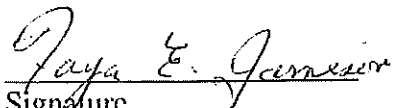
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Faye E. Jamison Name
(Printed)

Address:

15812 Danmar Ln.

Williamsport, MD 21795

Date: 11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-8-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 14 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

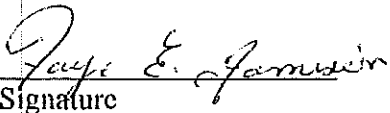
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Faye E. Jamison
Name (Printed)

Address:

15812 Danmar Ln

Williamsport, MD 21795

Date 11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:




Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

FREDERICK A. MIRRA
Name (Printed)

Address:

13818 CRESSWOOD RD
CLEARSPRING, MD

Date: 11-9-23

2/7/24

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

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A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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Date: 11-9-23

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

FRED MIRRA Name
(Printed)

Address:

13818 CRESSBOND RD

CLEARSPRING MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-09-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

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I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 17² truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.


Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

FRED MIRRA
Name (Printed)

Address:

13818 CRESSPOND RD
CLEAR SPRING 21722

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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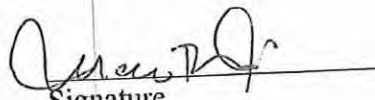
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

M. BENJAMIN JM CSILP PE
Name (Printed)

Address:

14606 BIG BEND WAY

WILLIAMSPORT MD 21795

Date: 11-8-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

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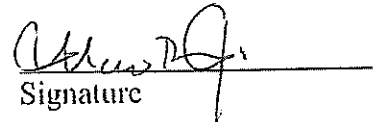
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Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

M. BENJAMIN JR CSRP Name
(Printed)

Address:

14606 Hwy BEND WAY

WILLIAMSPORT MD 21795

Date: 11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

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Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

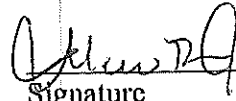
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

M. BENJAMIN PV CSRP PE
Name (Printed)

Address:

14606 FOX HEND WAY
WILLIAMSPORT MD. 21795

Date: 11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
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- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-9-23

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

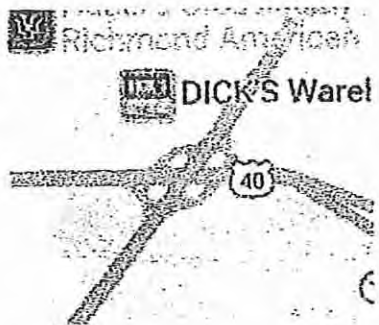
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Paul W. Minert

Signature

PAUL W. MINERT

Name (Printed)

Address:

14938 FALLING WATERS A.
WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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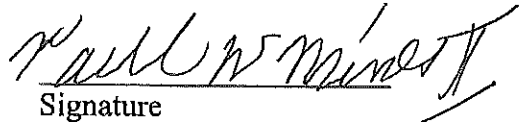
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

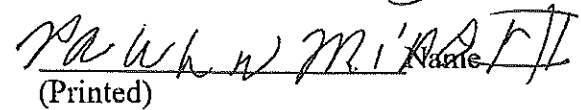
It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature



(Printed)

Address:

14938 FALLING WATERS

WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many,

For all of these reasons, please do not adopt RZ 23-03.

Date: 11-01-23

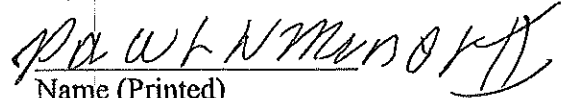
¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature



Name (Printed)

Address:

14938 FALLING WATERS RD

WILLIAMS PORT MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

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INTERSTATE 81

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Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

FEB 26 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Paul W Miner Sr

Signature

PAUL W MINER SR

Name (Printed)

Address:

14938 FALLING WATERS RD

WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-9-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Paul W Miner Sr

Signature

PAUL W MINER SR Name

(Printed)

Address:

14938 FALLING WATERS RD

WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-09-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

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For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Paul W Miner Sr

Signature

PAUL W MINER SR

Name (Printed)

Address:

14938 FALLING WATER RD

WILLIAMSPORT MD 21795

Date: 11-9-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derck Harvey dharvey@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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INTERSTATE 70

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Date: 11-11-23

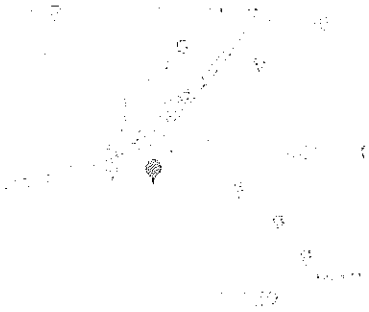
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

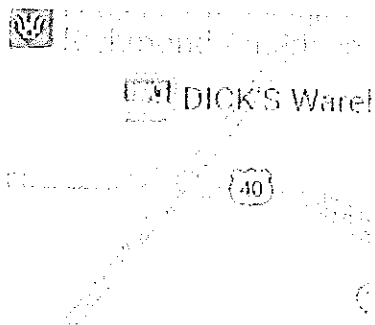
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



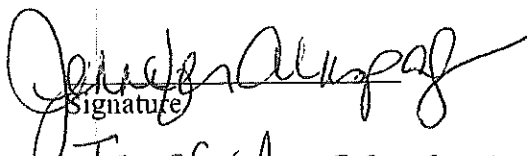
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature
Jennifer Arnsparger
Name (Printed)

Address:

17015 Oakleigh Way
Hagerstown MD 21740

Date:

11-11-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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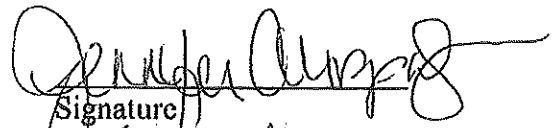
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would encourage shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature
Jennifer Arnspar
(Printed)

Address:

17015 Oakleigh Way
Hagerstown MD 21740
Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

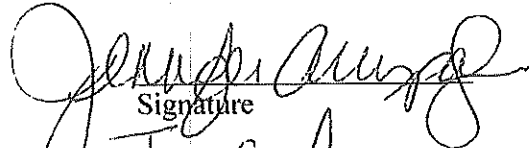
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature
Jennifer Arnsparger
Name (Printed)

Address:

17015 Oakleigh Way
Hagerstown MD 21740

Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-11-23

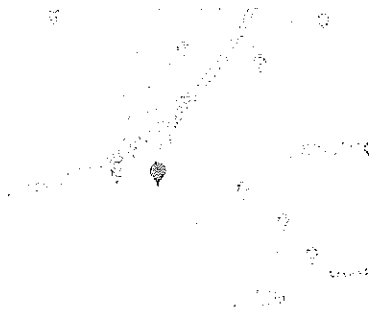
Mr. John F. Barr, President
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Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Russell Arnsperger
Name (Printed)

Address:

14110 Crossard Mill

Rd Hagerstown MD
Date: 11/12/2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Date: 11-12-23

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information



Sincerely,

Russell Arnspurger
Signature

Russell Arnspurger
Name (Printed)

Address:

14110 Bossard Mill

Rd Hagerstown MD

Date: 11/13/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Date: 11-12-23

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Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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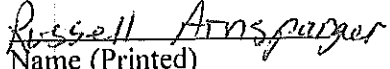
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¹ Truck Stops In Maryland (truckmaster.com)

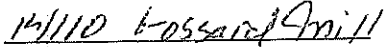
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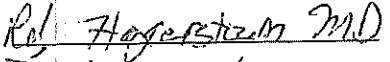
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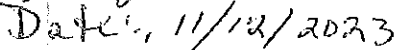

Signature


Name (Printed)

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ATTACHMENT

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INTERSTATE 81

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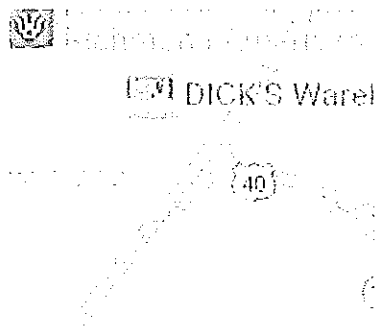
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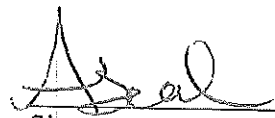
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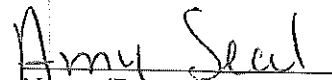
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:

15806 Danmar Lane

Williamsport MD

Date: 11-11-23

21295

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
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Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

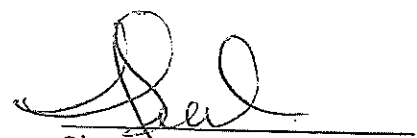
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Amy Seal Name
(Printed)

Address:

15801e Dammur Lane

Williamsport, MD

Date: 11-11-23

21795

- Cc: Jeffrey A. Cline jcline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefe@washco-md.net
- Derek Harvey dharvey@washco-md.net
- Governor Wes Moore
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- Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
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- Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13² truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

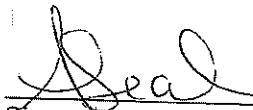
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

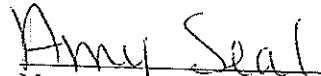
¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature



Name (Printed)

Address:

15806 Danmar Lane
Williamsport, MD
21795

Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Angela Yeakee
Signature

Angela Yeakee
Name (Printed)

Address:

11149 Big Post Rd
Big Post Md 21761

Date: 12-10-23

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date:
11-11-23

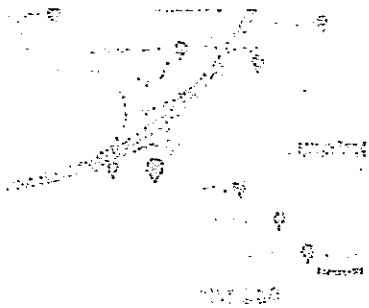
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

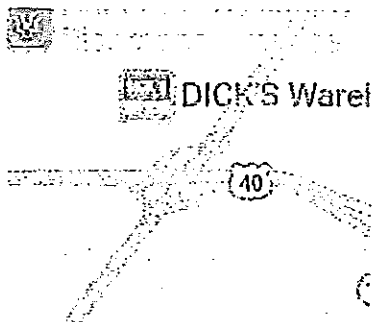
Dear President Barr and Commissioners:

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A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

James L. Arnsperger
Name (Printed)

Address:

17043 VA AVE

Williamsport, MD 21795

Date: 11/11/27

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

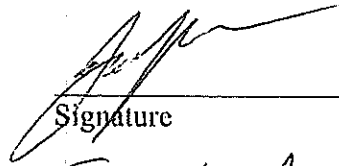
This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice



Sincerely,


Signature

Jamie L. Arnsperger
Name (Printed)

Address:

17045 VA AVE

Williamsport, MD 21795

Date: 11/11/23

- Cc: Jeffrey A. Cline jccline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
- Wayne K. Keefer wkeefer@washco-md.net
- Derek Harvey dharvey@washco-md.net
- Governor Wes Moore
- Senator Van Hollen
- Senator Ben Cardin
- Representative David Trone
- Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
- Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
- Washington County Planning Commission askplanning@washco-md.net

Doutel

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

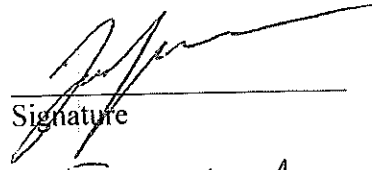
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Jamie L. Arvaspout

Name (Printed)

Address:

17043 VA AVE
Williamsport MD 21795
Date: 11/11/23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date:
11/16/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

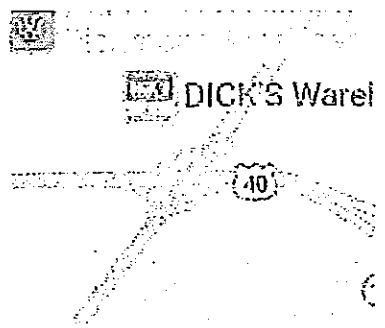
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

BRIAN YOUNGBLOOD
Name (Printed)

Address:

17623 A LAPPANIS RD
ST JAMES MD 21733
Date: 11/16/2022

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mavor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Ben Youngstead Name
(Printed)

Address:

17623 A Lippin Rd
St. James MD 21733
11-18-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 19 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

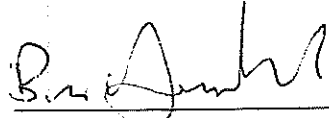
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

BRIAN Youngblood
Name (Printed)

Address:

17623 A Lappas Rd

St James MD 21733

Date: 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefe wkeefe@washco-md.net
Derck Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



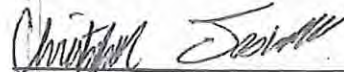
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

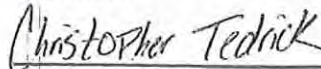
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

11423 Ernsville rd

Big Pool, MD 21741

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report. citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Dylan Baber

Signature

Dylan Baber

Name (Printed)

Address:

17043 Virginia
Ave

Date: 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Dylan Baber
Signature

Dylan Baber Name
(Printed)

Address:

17043 Virginia
ave

Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
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Washington County Planning Commission askplanning@washco-md.net

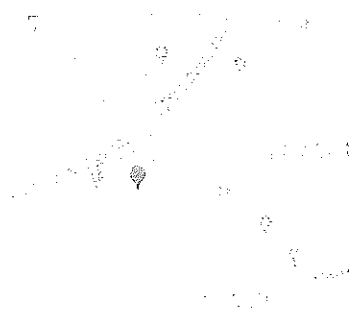
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

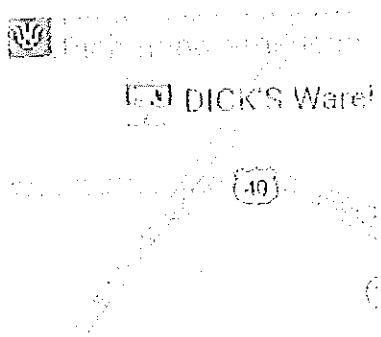
Dear President Barr and Commissioners:

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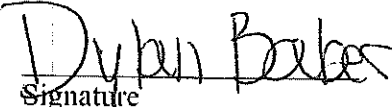
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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Dylan Baker
Name (Printed)

Address:

17043 Virginia
Ave

Date: 11-11-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, i believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

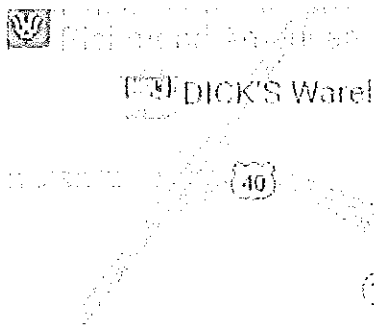
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Dustin J. Black
Name (Printed)

Address:

1429 Glenwood Ave.

Hagerstown, MD. 21742

Date: 11-16-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkecfer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mavor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-16-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

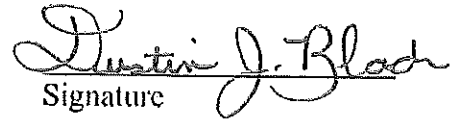
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Justin J. Black Name
(Printed)

Address:

1429 Glenwood Ave.

Hagerstown, MD.

Date: 11-16-23 21742

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-16-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 12² truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Dustin J. Black
Signature

Dustin J. Black Name
(Printed)

Address:

1429 Glenwood Ave.

Hagerstown, MD

Date: 11-16-23 21742

Cc: Jeffrey A. Cline jccline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 2-18/24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

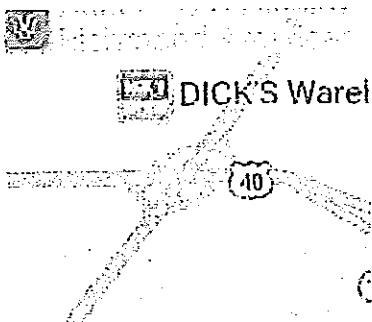
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



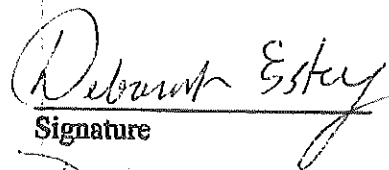
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

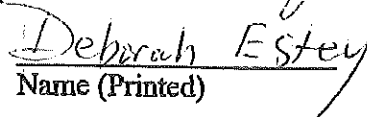
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

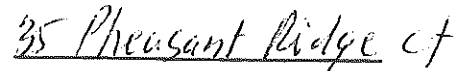
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

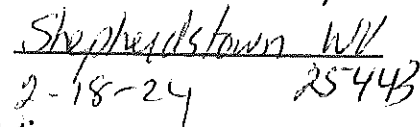
Sincerely,


Signature


Name (Printed)

Address:





Date:



Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askolaning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

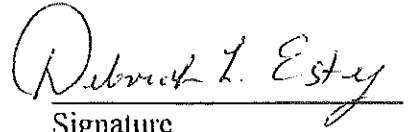
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

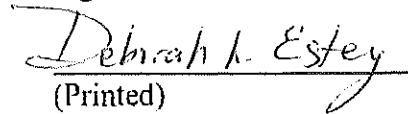
It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

 Name
(Printed)

Address:

35 Pheasant Ridge Ct.

Shepherdstown WV

Date, 2-18-24 25443

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Dates 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

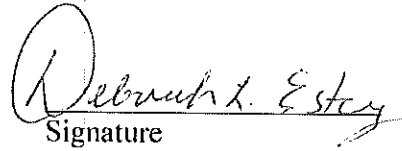
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

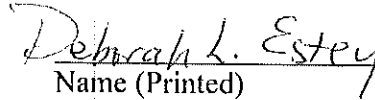
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

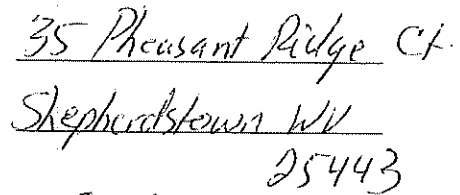
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

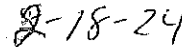
Sincerely,


Signature


Name (Printed)

Address:





Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
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- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Donald Morgan
Name (Printed)

Address:

14539 Hicksville Rd

Clear Spring, Md. 21722

Date: 12-20-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Danna Morgan
Signature

Danna Morgan
Name (Printed)

Address:

14539 Hicksville Rd

Clear Spring, Md. 21722

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



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Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Gerald O. Graham
Name (Printed)

Address:

11431 Big Pool Rd.
Big Pool, Maryland 21710

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date: 11-15-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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Zoning Text Amendment RZ 23-001 Convenience Stores
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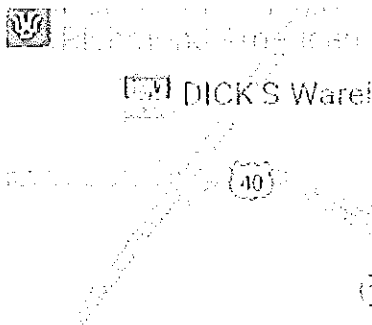
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Ginger Kays
Signature

Ginger Kays
Name (Printed)

Address:

17062 Fairplay Farms Ct
Fairplay, MD 21733

Date, 11-15-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Ginger Kuyf
Signature

Ginger Kuyf Name
(Printed)

Address:

1700 Fairway Farm Ct

Fairway, MD 21733

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Mr. John F. Barr, President
Board of County Commissioners
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100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 19 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Ginger Keys
Signature

Ginger Keys
Name (Printed)

Address:

17000 Fairplay Farms Ct

Fairplay, MD 21733

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

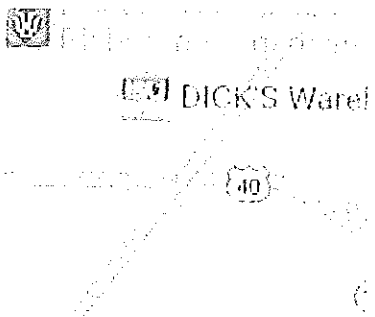
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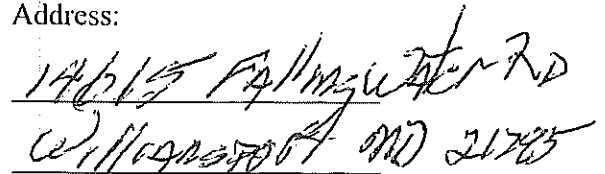
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



Date: 11-16-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-10-23

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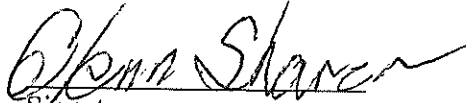
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For all of these reasons, please do not adopt RZ 23-03.

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Glenn Sharon
Name (Printed)

Address:

14615 Falling Waters Tr
Williamsport MD 21295

Date: 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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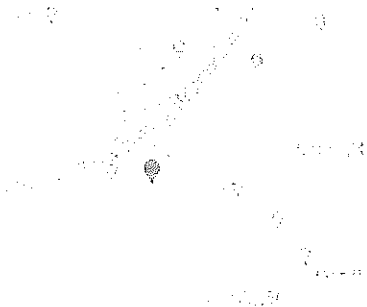
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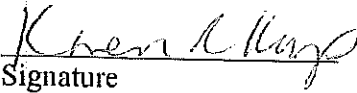
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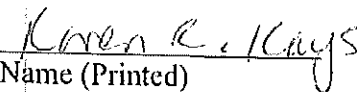
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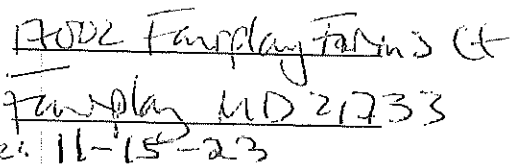
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Signature


Name (Printed)

Address:


Date: 11-15-23

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Date: 11-15-23

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Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

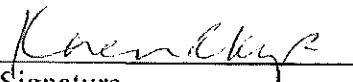
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Loren K. Kays Name
(Printed)

Address:

1702 Farmplay Farm Rd
Farmplay MD 21733

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

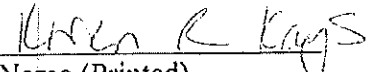
For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

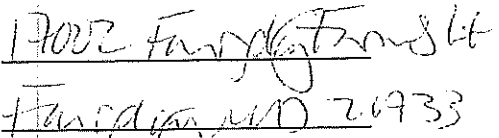
² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:



Dates 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Kcefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Kenneth Mills Jr
Name (Printed)

Address:

9834 moaresville Rd

Big Pool md. 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

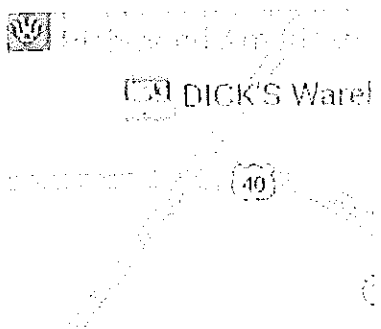
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Lewis H Kreps
Anna J Kreps
Signature
Lewis H Kreps
Anna J Kreps
Name (Printed)

Address:

15800 Danmar Dr
Williamsport, MD 21795
Date: 11-11-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Lewis H. Kreps
Ann J Kreps
Signature

Lewis H Kreps

Ann J Kreps Name
(Printed)

Address:

15800 Danmar Dr

Williamsport, MD 21795

Date - 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 17 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Lewis H Kreps

(Anna J Kreps)
Signature

Lewis H Kreps

Anna J Kreps

Name (Printed)

Address:

15800 Danmar Dr

Williamsport MD 21795

Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

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Date: 11-16-23

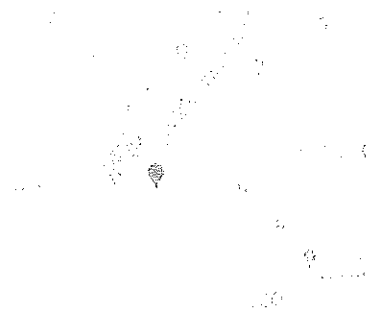
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

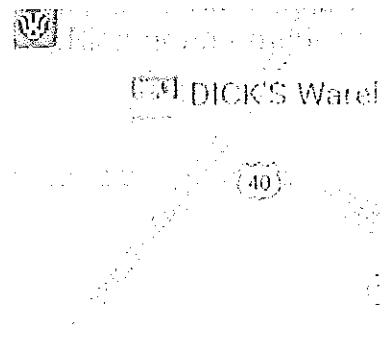
Dear President Barr and Commissioners:

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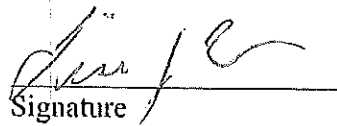
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Lisa J. Turner
Name (Printed)

Address:

14614 Falling Waters Rd
Williamsport, MD 21795

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
- David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
- Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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- Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
- Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
- Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
- Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

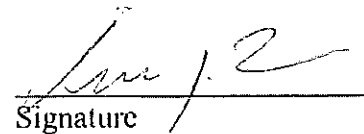
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Lisa J. Farmer Name
(Printed)

Address:

14014 Falling Waters Rd
Williamsport, MD 21793

Date: 11-26-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

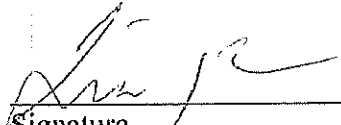
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Lisa V. Turner
Name (Printed)

Address:

14614 Falling Waters Rd
Williamsport, MD 21795

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-15-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of ~~truck~~ stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many.

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Melissa Cooper

Signature

Melissa Cooper

Name (Printed)

Address:

14906 Falling Waters Rd
Williamsport, Md 21795

Date: 11-15-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-17-25

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

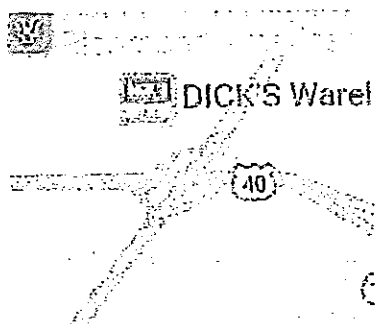
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



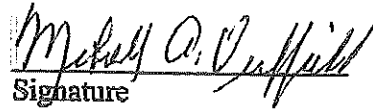
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Mickell A. Duffield
Name (Printed)

Address:

8028 Dam #4 Rd.

Williamsport, MD 21795

Date: 11/19/2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-19-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

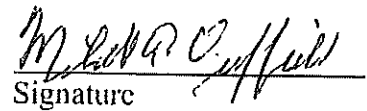
information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Mikell A. Doffield Name
(Printed)

Address:

8028 Dam #4 Rd.

Williamsport, MD 21795

Date: 11/19/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date:

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.


Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Mikell A. Duffield
Name (Printed)

Address:

8028 Dam #4 Rd.

Williamsport MD 21795

Date: 11-19-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

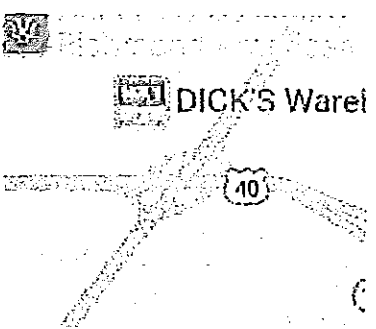
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



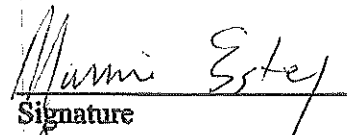
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:

35 Pheasant Ridge Ct
Shepherdstown WV

Date: 2-18-24 25443

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Marnie Estey
Signature

Marnie Estey Name
(Printed)

Address:

35 Pheasant Ridge Ct

Shepherdstown WV.
25443

Date:

2-18-24

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date, 2-18-24

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

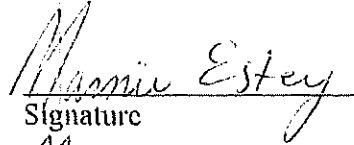
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

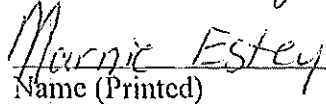
For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature


Name (Printed)

Address:

35 Pheasant Ridge Ct

Shepherdstown WV 25443

Date:

2-18-24

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING
AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

MICHAEL TEDRICK

Name (Printed)

Address:

11423 BRINSTON RD

BIG POOL MD 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Doc 11/16/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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Zoning Text Amendment RZ 23-001 Convenience Stores
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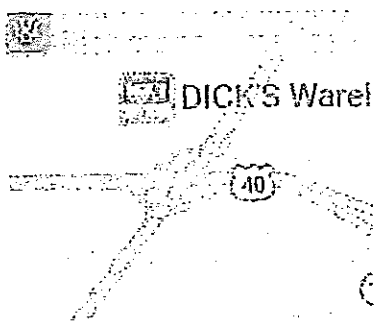
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Mary Jane Youngblood
Signature

MARY JANE Youngblood
Name (Printed)

Address:

17623 A Lappers Rd
St. James, Md. 21733

Date, 11/16/23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Washington County Planning Commission askplanning@washco-md.net

Date: 11/16/23

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100 W. Washington Street
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Mary Jane Youngblood
Signature

MARY Jane Youngblood
(Printed)

Address:

17623 A Lappers Rd
St. James, Md. 21733
Date: 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Dates
11/16/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Mary Jane Youngblood
Signature

MARY JANE Youngblood
Name (Printed)

Address:

17623 A Leppers Rd
St James, md 21733
Dect 2 4
11/16/23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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Date: 11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

APR 02 2024

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

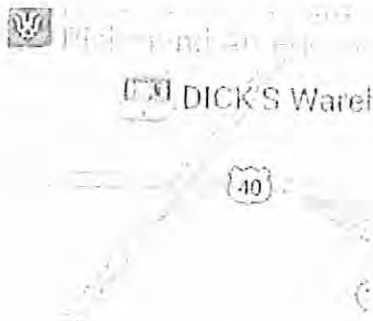
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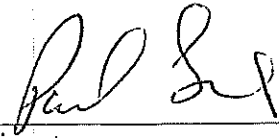
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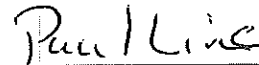
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

17015 Oakleigh Way
Hwy. MD 21740
Date: 11-11-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

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Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,



Signature

Paul Linc Name
(Printed)

Address:

17015 Oakley Hwy
Hwy. MD 21740
Dated: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date:
11-11-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

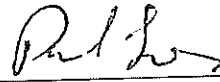
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

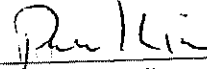
¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature



Name (Printed)

Address:

17015 Onkatersh Way
Hag. MD 21740
Date: 11-11-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11-16-23

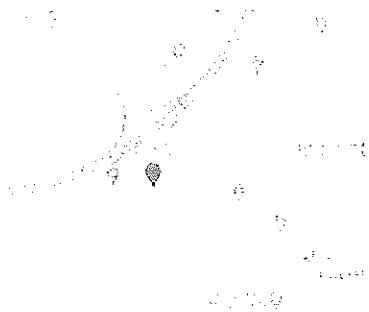
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

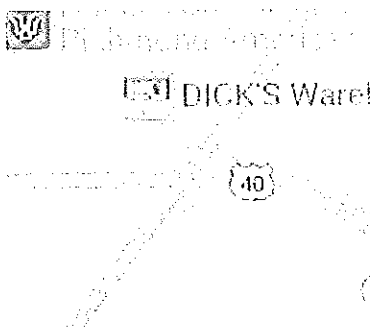
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



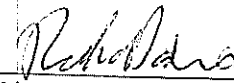
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

17614 FALLING WOOD RD

WIMPTON, MD 21795

Date: 11-16-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Date: 11-16-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Richard Davis

Signature

RICHARD DAVIS Name
(Printed)

Address:

14614 FALCON WTR. Rd

WMPTA MD 21795

Docket # 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date -11-16-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to 'Truckmaster.com' there are at least ¹³ truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Richard Davis

Signature

RICHARD DAVIS

Name (Printed)

Address:

14614 FALLON & WTS.

WMTS. MD 21785

Dec 11-10-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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INTERSTATE 70

- 1) Hancock Truck Stop (under construction, i believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Date: 11/19/2023

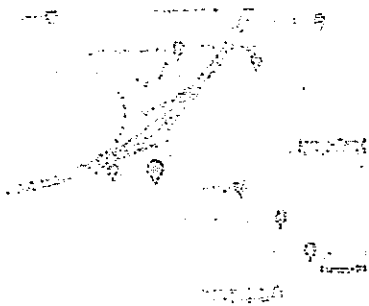
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

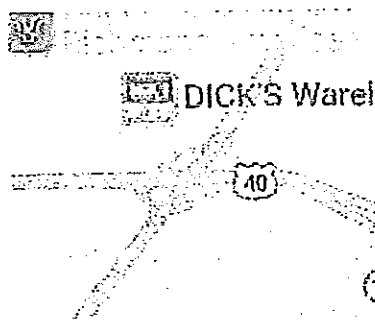
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.' The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Sue E. Duffield
Signature

Sue E. Duffield
Name (Printed)

Address:

8028 Dam #4 Rd.

Williamsport, MD 21795

Date: 11/19/2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date!
11/19/2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

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The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Sue E. Duffield
Signature

Sue E. Duffield Name
(Printed)

Address:

8028 Dam #4 Rd.

Williamsport, MD 21795

Date: 11/19/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvcy@washco-md.net
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11/19/23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11,100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Sue E. Duffield
Signature

Sue E. Duffield
Name (Printed)

Address:

8028 Dam #4 Rd.

Williamsport MD 21795

Date: 11/19/2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Secretary Paul Wiedefeld secretary@mdot.state.md.us
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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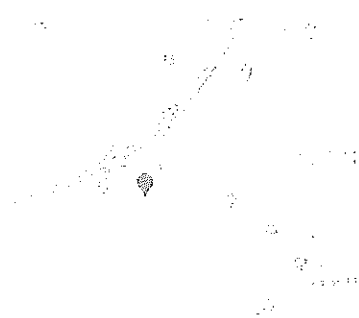
Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

M

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Shirley Sharer
Signature

Shirley Sharer
Name (Printed)

Address:

1415 Falling Waters Rd

Williamsport, md

Date: 11-16-23

81795

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date: 11.16.23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Shirley Sharer
Signature

Shirley Sharer
Name (Printed)

Address:

14615 Falling Waters Rd.
Williamsport, Md.
21795

Date: 11-16-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
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Sincerely,


Signature

Tracy Mills
Name (Printed)

Address:

9834 Mooresville Rd
Big Pool, MD 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-1-23

RECEIVED

NOV 17 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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Zoning Text Amendment RZ 23-001 Convenience Stores
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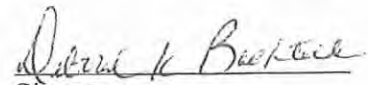
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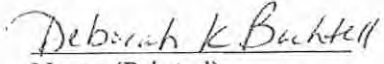
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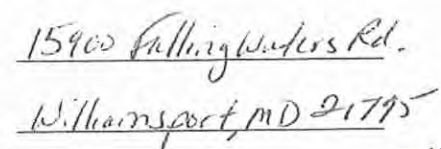
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:



11-7-23

- Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
- David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
- Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
- Jeffrey A. Cline jcline@washco-md.net
- Randall E. Wagner rwagner@washco-md.net
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- Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
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- Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Mr. John F. Barr, President
 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice


information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Deborah K Bahtell Name
(Printed)

Address:

15900 Pullingwaters Rd.
Williamsport MD 21795

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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Senator Ben Cardin
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100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Deborah K. Beckell

Signature

Deborah K Beckell

Name (Printed)

Address:

1590 Falling Waters Rd.

Williamsport, MD 21745

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 17 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Misty D Gettridge
Name (Printed)

Address:

802 Airport Rd

Martinsburg WV 25405

11-7-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
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Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

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information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Misty D Gettridge
Signature

Misty D. Gettridge Name
(Printed)

Address:

802 Airport Rd

Martinsburg WV 25404

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dkharvey@washco-md.net
Governor Wes Moore
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Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Misty D Geteidge
Signature

misty D Geteidge
Name (Printed)

Address:

802 Airport Rd

Martinsburg WV 25404

11-7-23

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Washington County Planning Commission askplanning@washco-md.net

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
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- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
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- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RECEIVED

NOV 17 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops “by right” in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a “diamond interchange” (as opposed to a “cloverleaf” interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A “diamond” interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



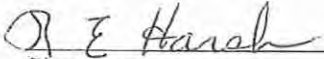
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

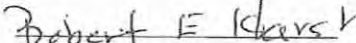
Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

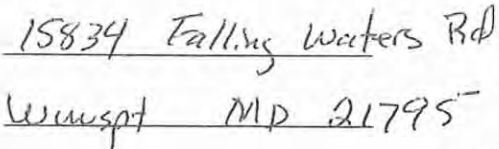
For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature


Name (Printed)

Address:


15834 Falling Waters Rd
Wimsport MD 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
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It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Robert E. Harsh
Signature

Robert E. Harsh Name
(Printed)

Address:

15834 Falling Waters Dr
Wisp MD 21795

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
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Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

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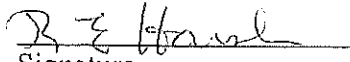
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For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,


Signature

Robert E. Horsch
Name (Printed)

Address:

15834 Falling Waters Rd
Williamsport MD

11-1-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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ATTACHMENT

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11-1-23

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NOV 17 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

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Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Barbara Hovermill
Signature

Barbara Hovermill
Name (Printed)

Address:

*16286 Spielmann Rd.
Williamsport - MD
21795*

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
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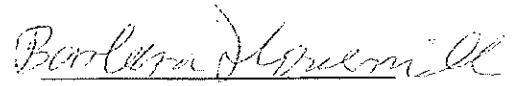
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Signature

Barbara Hoover Hamill
(Printed)

Address:

16286 Spielman Rd.
Williamsport - MD
21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-1-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-003 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Barbara Hevermill
Signature

Barbara Hevermill
Name (Printed)

Address:

16286 Spielman Rd.
Williamsport MD
21795

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkcefer@washco-md.net
Derek Harvey dharvey@washco-md.net
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11-1-23

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

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RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

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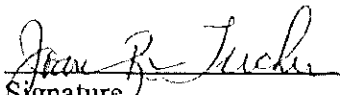
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It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Joan R. Tucker Name
(Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
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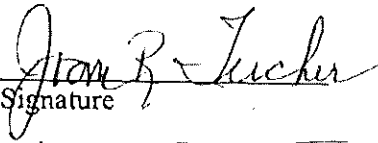
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For all of these reasons, please do not adopt RZ 23-03.

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Sincerely,


Signature

Joan R. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

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David R. Hays, Director of Wash. Co. Emergency Services
dhays@washco-md.net
Dale Fishack, President, Wash. Co. Volunteer Fire + Rescue Ass'n
dfishack@wcvfr.org
Paul J. Wiedfeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 7201 Corporate
Center Drive, Hanover, MD 21076-0548



RECEIVED

DEC - 8 2023

WASHINGTON COUNTY
DEPT. OF PLANNING & ZONING

December 6, 2023

Mr. Clint Wiley, Chairman
Washington County Planning Commission
747 Northern Ave
Hagerstown, MD 21742

Re: Zoning Text Amendment RZ 23-001 Convenience Stores

WRITTEN SUBMISSION FOR COMPREHENSIVE PLAN RECORD

Dear Mr. Wiley,

Please include the attached letter in the public record for the Comprehensive Plan review that is now underway.

Additionally, for the reasons stated in the attached letter:

1. We ask that the Comprehensive Plan recommend that convenience stores be limited to 5,000 square feet in size within Washington County; and
2. We also ask that the Comprehensive Plan recommend that warehouses 1,000,000 square feet in size or greater be subject to special exception review in all zones.

Sincerely,

Michele McDaniel Rosenfeld

Michele McDaniel Rosenfeld



December 6, 2023

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

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There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

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A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Michele McDaniel Rosenfeld

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Cc: Jeffrey A. Cline jcline@washco-md.net
 Randall E. Wagner rwagner@washco-md.net
 Wayne K. Keefer wkeefer@washco-md.net
 Derek Harvey dharvey@washco-md.net
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Hagerstown, MD 21740

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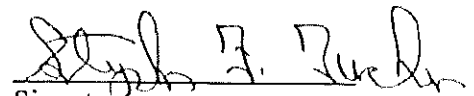
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Sincerely,


Signature

Stephen F. Tucker Name
(Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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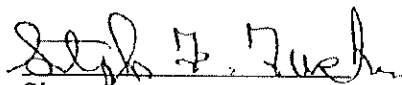
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Name (Printed)

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Clear Spring, MD 21722

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Paul J. Wiedefeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 7201 Corporate
Center Drive - Hanover, MD 21076-0548

11-7-23

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Washington County Administrative Complex
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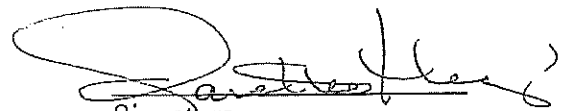
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Sincerely,



Signature

Senetta Henry Name
(Printed)

Address:

113 Lullabye Lane
Falling Waters
WV

25419

11-7-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-003, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-003.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to Truckmaster.com¹ there are at least 13 truck stops or fueling stations that serve as truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-003 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County's road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

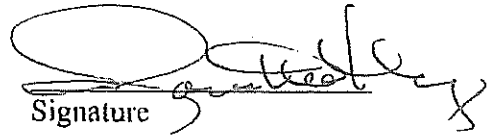
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-003.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Janetta Henry

Name (Printed)

Address:

113 Lullaby Lane
Falling Waters WV
25419

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

11-7-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

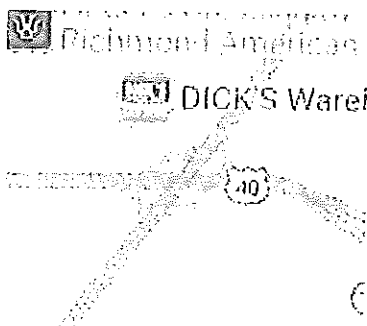
Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



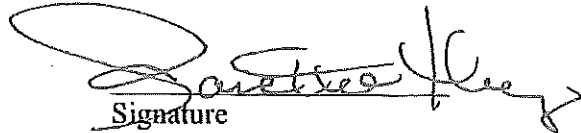
Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature

Janetta Henry
Name (Printed)

Address:

113 Lullaby Lane
Falling Waters WV
25419

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey [dharvey@washco-md.net](mailto:dh Harvey@washco-md.net)
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
Representative David Trone
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

11-7-23

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
- 3) AC&T (Halfway Blvd & Hopewell Rd) - fuel and lots of truck parking; food and services on site or close by. Exit #5
- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
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- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. I ask that you vote against both proposed amendments based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.¹ The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many. And allowing extensive truck parking at convenience stores further worsens the problem.

For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

James R Monahan Sr.
Name (Printed)

Address:

11410 Ernstrille Rd
Big Pool, MD 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
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Derek Harvey dharvey@washco-md.net
Governor Wes Moore
Senator Van Hollen
Senator Ben Cardin
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Date: 11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,

Jan L. Staehlein
Signature

Jan L. Staehlein Name
(Printed)

Address:

7619 Fairplay Rd

Bearsboro, MD 21713

11-12-2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
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Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date 11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops "by right" in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County's local road. According to 'Truckmaster.com' there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the "Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day." March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,

Jan L. Staeblein
Signature

Jan L. Staeblein
Name (Printed)

Address:

1619 Fairplay Rd
Beansboro, MO 21713
11-12-2023

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Senator Paul D. Corderman paul.corderman@senate.state.md.us
Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Date: 11-12-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

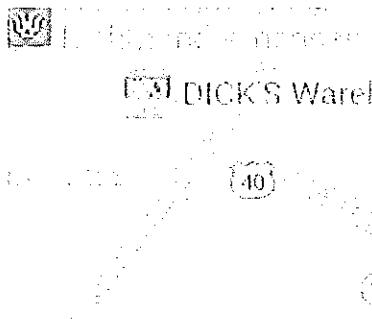
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,

Jan L. Staeblein
Signature

Jan L. Staeblein
Name (Printed)

Address:

1619 Fairplay Rd.

Boonsboro, MD 21713

Date: 11-12-2023

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
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- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
- 5) Roc's Convenience Store & BP Gas (Maugans Ave). Food and services on site or close by. Exit #9
- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
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Date: 12-10-23

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Steven Staley
Name (Printed)

Address:

10826 Big Pool RD
Big Pool, MD 21711

Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Randall E. Wagner rvagner@washco-md.net
Wayne K. Keefer wkeefe@washco-md.net
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Washington County Planning Commission askplanning@washco-md.net

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ATTACHMENT

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 Board of County Commissioners
 Washington County Administrative Complex
 100 W. Washington Street
 Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
 Zoning Text Amendment RZ 23-001 Convenience Stores
 PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

A "diamond" interchange looks like this, with sharp turns and little room to maneuver:



A typical interchange looks more like this, which allows safer and more generous turning movements:



Encouraging more truck traffic at the I-81/MD 63 interchange will simply facilitate additional dangerous turning movements. This intersection already carries a high load of tractor trailer traffic from nearby large warehouses. It serves dozens of daily school bus trips, and in the event of a major accident would prevent first responders from getting to more distant locations (e.g., Falling Waters

Road) in a timely manner while this area is shut down. There is a long history of fatal and non-fatal accidents at this location.

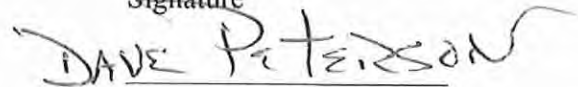
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,



Signature



Name (Printed)

Address:

15015 FALLINGWATER RD
WILLIAMSPORT, MD. 21795

11-1-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Maryland Delegate Terry L. Baker terry.baker@house.state.md.us
Maryland Delegate Brooke Grossman brooke.grossman@house.state.md.us
Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

- 1) Bowman (Gov Lane Blvd) - fuel; no parking. Exit #1
- 2) Pilot Travel Center (Halfway Blvd) - fuel and truck parking; food and services on site or close by. Exit #5
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- 4) AC&T (Garland Groh Blvd) - fuel; very limited parking. Food and services on site or close by. Exit #7
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- 6) Love's Travel Stop (Showalter Rd) - fuel and truck parking; food and services on site or close by. Exit #10

INTERSTATE 70

- 1) Hancock Truck Stop (under construction, I believe) - fuel and truck parking; food and services on site or close by. Exit #3
- 2) Big Pool AC&T - fuel and truck parking. Exit #12
- 3) Clear Spring Liberty - fuel; no truck parking, although there is limited parking at the adjacent Holiday Inn Express. Exit #18
- 4) Pilot Travel Center (Rt 63 Greencastle Pike) - fuel and truck parking; food and services on site or close by. Exit #24
- 5) Sheetz (corner of Rt 63 Greencastle Pike & Rt 40 National Pike) - fuel; no truck parking. Exit #24 (a mile or two from Pilot)
- 6) Sharpsburg Pike - AC&T; Liberty; and Sheetz all offer fuel but no truck parking. Exit #29
- 7) Sheetz (corner of Rt 40 & Mapleville Rd) - fuel; no truck parking.
- 8) Welcome Centers - (Eastbound & Westbound) - no fuel but there are spaces for truck parking.

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03, which will allow truck stops “by right” in the Highway Interchange zone, and ask that you vote against proposed text amendment RZ 23-03.

My opposition is based on several considerations. First, there already is a high concentration of truck stops in Washington County, which results in a high level of large tractor trailer traffic on Washington County’s local road. According to Truckmaster.com¹ there are at least 13 truck stops in Washington County, a higher concentration than in any other County in Maryland.

The Planning Commission report stresses that the “Maryland portion of Interstate 81 (I-81) carries an average of 19,400 trucks per day, which Interstate 70 (I-70) carries an average of 11, 100 trucks per day.” March 20, 2023 Planning staff report, citing 2018 Maryland Department of Transportation figures as the source of these traffic volumes.

Planning staff has encouraged adoption of RA 23-03 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. What the Planning staff has utterly failed to acknowledge, however, is that Washington County already offers a disproportionately high level of service to address this need. Washington County is the last stop before West Virginia, and only a short distance from Frederick County and thereafter Pennsylvania.

Truck stops within Washington County already serve the highly developed network of warehouses within the County, and the combined impact of the already-existing truck stops and warehouses has created a significant burden on the County’s road infrastructure. These burdens include wear-and-tear on the road infrastructure; high levels of traffic congestion at intersections near warehouses and truck stops; and higher fatality rates in vehicular accidents involving tractor trailers.

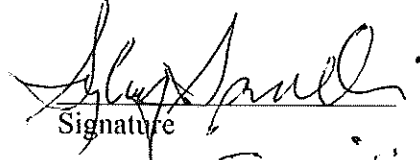
Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

For all of these reasons, please do not adopt RZ 23-03.

¹ Truck Stops In Maryland (truckmaster.com)

² Truck Accident Statistics (2021 Edition) | Policy Advice | Policy Advice

Sincerely,



Signature

Sylvain Spinelli

Name (Printed)

Address:

11934 Ernstrville Rd
Big Pool, MD 21711

11-8-23

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derck Harvey dharvey@washco-md.net
Governor Wes Moore
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Senator Ben Cardin
Representative David Trone
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-001 Convenience Stores

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-001, which will both (a) allow tractor trailer parking in convenience store parking lots; and (b) eliminate all size limits on a convenience store. Planning staff has encouraged adoption of RA 23-001 based on the extremely high volume of truck traffic on I-81 and I-70, stating the need for services to support the trucking industry. Please include this letter in the record for RZ 23-001.

Each of these proposals jeopardizes the public's health and safety, and combined these negative impacts are even worse.

Convenience stores are designed to draw a lot of vehicular traffic – primarily passenger vehicles – looking to pick up sundries and often gas. The effect of this legislation will be to “back door” truck stops throughout the County, not just within the Highway Interchange zone. **With no limit on the size of a convenience store, these “back door” truck stops could become enormous in size. Please keep the current 5,000 square foot limit on the size of convenience stores.**

There already is too much tractor trailer traffic throughout the County, as a result of the millions of square feet of warehouse space that is overtaking our beautiful rural and agricultural land. The Planning staff report urging this amendment makes it clear that the amendment is designed to encourage services for interstate truck traffic, not for local traffic. The goal is to serve “an increased demand for expedient freight and goods movement that has proportionally impacted the amount of truck traffic nationwide.” March 20, 2023 RA 23-001 Staff Report.

The safety concerns that this amendment presents cannot be overstated. It allows tractor trailers and passenger vehicles to use the same entrance to a convenience store. The risk of injury in a collision between a tractor trailer and a passenger vehicle is significantly higher than in a two-passenger vehicle collision.

This fact was painfully underscored by the September 1, 2023 accident on I-8, and another just weeks earlier, the first resulting in the deaths of two people, and the second leaving five people dead. <https://www.heraldmillmedia.com/story/news/local/2023/09/01/a-six-vehicle-crash-on-i-81-in-maryland-leaves-two-new-yorkers-dead/70740972007/>

A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes, with injury in 81 % of those accidents and 76% of those crashes resulting in property damage.¹ With this

¹ [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

information, it is impossible to see how a zoning text amendment that allows tractor trailers and passenger vehicles to share a common entrance to a convenience store would help public safety. The risk involved – death to passengers in a passenger vehicle – cannot be overstated.

It is common knowledge that Washington County already has a huge number of truck stops, and there is no need to create a second-class level of truck stops at convenience store. This amendment would **encourage** shared usage of a common entrance, increasing tractor trailer/passenger vehicle cross movements into and out of the store, and across turning lanes. This only puts people running every day errands at risk.

It is hard to imagine a worse idea.

Please vote against proposed text amendment RZ 23-001.

Sincerely,


Signature

Joan R. Tucker Name
(Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

Cc: Jeffrey A. Cline jcline@washco-md.net
Randall E. Wagner rwagner@washco-md.net
Wayne K. Keefer wkeefer@washco-md.net
Derek Harvey dharvey@washco-md.net
Governor Wes Moore
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Mr. John F. Barr, President
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Dear President Barr and Commissioners:

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Adding more tractor trailer traffic to our County roads only increases the likelihood of accident fatalities, as truck/car accidents are far more likely to result in death to passengers in cars. A vehicle collision with a tractor trailer results in a fatality in 74% of all crashes.² The lives of Washington County residents are far more important than adding yet more truck stops in an area that already has too many

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² [Truck Accident Statistics \(2021 Edition\) | Policy Advice | Policy Advice](#)

Sincerely,


Signature

Joan R. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722

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Randall E. Wagner rwagner@washco-md.net
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dhays@washco-md.net
Dale Fishack, President, Wash. Co. Volunteer Fire + Rescue Ass'n
dfishack@wcvfr.org
Paul J. Wiedfeld
Office of Secretary
Department of Transportation
Harry R. Hughes Department of
Transportation Building, 7201 Corporate
Center Drive, Hanover, MD 21076-0548

Mr. John F. Barr, President
Board of County Commissioners
Washington County Administrative Complex
100 W. Washington Street
Hagerstown, MD 21740

RE: Zoning Text Amendment RZ 23-03 Truck Stops
Zoning Text Amendment RZ 23-001 Convenience Stores
PUBLIC SAFETY CONCERNS

Dear President Barr and Commissioners:

I am writing in opposition to RZ 23-03 and RZ 23-001. The first would allow truck stops "by right" in the Highway Interchange zone and the second would allow for expanded tractor trailer parking in connection with convenience stores. **I ask that you vote against both proposed amendments** based on significant safety concerns in connection with any proposed new truck stop or convenience store serving as a truck stop anywhere in the County, but in particular at or near the interchange between I-81 and MD 63, a.k.a. a "diamond interchange" (as opposed to a "cloverleaf" interchange). These text amendments would allow a highly dangerous traffic pattern to worsen at this location.

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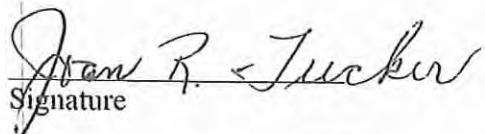
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For all of these reasons, please do not adopt RZ 23-03 or RZ 23-001.

Sincerely,


Signature

Joan R. Tucker
Name (Printed)

Address:

11025 National Pike
Clear Spring, MD 21722
Date: 12-10-23

Cc: Paul J. Weidefeld, Maryland Secretary of Transportation
David R. Hays, Director of Washington County Emergency Services
dhays@washco-md.net
Dale Fishack, President, Washington County Volunteer Fire & Rescue Ass'n
dfishack@wcvfr.org
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Honorable William Green, Mayor of Williamsport mayor@williamsportmd.org
Washington County Planning Commission askplanning@washco-md.net

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ATTACHMENT

PRIVATE AND PUBLIC FACILITIES THAT SERVE AS TRUCK STOP FUELING AND/OR PARKING AREAS

INTERSTATE 81

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- 8) Welcome Centers – (Eastbound & Westbound) - no fuel but there are spaces for truck parking.



Open Session Item

SUBJECT: Proclamation for Donate Life Month

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Board of County Commissioner of Washington County to Sonja Hoover, Programs Administrator, Emergency Services; Heidi Pullara, Family Services Coordinator, Infinite Legacy/Donate Life

RECOMMENDED MOTION: N/A

REPORT-IN-BRIEF: Proclamation Presentation

WHEREAS, more than 100,000 Americans await lifesaving or life-enhancing organ transplants, of which nearly 4,000 reside in Maryland and the Metro DC area; and

WHEREAS, the need for organ, eye, and tissue donation remains critical as a new patient is added to the national waiting list for an organ transplant every eight (8) minutes, and, on average, seventeen (17) people die each day while waiting for a lifesaving organ transplant; and

WHEREAS, the most effective way to address this health crisis is to educate and to encourage citizens to commit to actions: register your decision to be an organ, eye, and tissue donor at donatelifenet.net or at your local Motor Vehicle Administration. By becoming an organ, eye, and tissue donor, one individual can save and heal the lives of more than seventy-five people. During National Donate Life Month, we honor the compassion and generosity of registered donors, donor families and living donors. We recognize the commitment of medical professionals, researchers, national partners, and all those who work tirelessly to save and heal lives through donation and transplantation.

NOW THEREFORE, we, the Board of County Commissioners of Washington County, Maryland, do hereby proclaim April 2024 as “Donate Life Month” and encourage all citizens to register their decision to be an organ, eye, and tissue donor at donatelifenet.net or register or at their local Motor Vehicle Administration.



Open Session Item

SUBJECT: FY24 Budget Adjustment

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Gina Cirincion, State's Attorney

RECOMMENDED MOTION: Move to approve the budget adjustment as presented.

REPORT-IN-BRIEF: Move \$243,000 from Computer/Software Equipment – State's Attorney account to the General Fund CIP account for FY24.

DISCUSSION: State's Attorney had budgeted for a software program intended to replace several other pieces of software which would streamline operations. The process to obtain a contract has taken longer than anticipated and will mean installation will not be completed before 6/30/24.

Per the recommendation of Budget and Finance, a budget adjustment has been completed to move the money for the purchase of the software from the Computer/Software Equipment – State's Attorney account to the General Fund CIP account.

FISCAL IMPACT: \$243,000 moved from State's Attorney budget to General Fund CIP budget.

CONCURRENCES: Kelcee Mace, Chief Financial Officer

ALTERNATIVES: None

ATTACHMENTS: Budget Adjustment Form

AUDIO/VISUAL NEEDS: None



Washington County, Maryland
Budget Adjustment Form

(?) Budget Amendment
 Budget Transfer

BOCC Approval Date (if known)

Preparer, if applicable

Debra Dickey x

signed by Dickey, Debra on:
3/15/2024, 2:11:55 PM

Department Head Authorization

Sign

Division Director / Elected Official Authorization

Sign

Expenditure / Account Number *	Fund Number *	Department Number *	Project Number	Grant Number	Activity Code	Department and Amount Description *	Increase (Decrease) +/- *
600600	10	10220				Computer/Software Equipment - State	-243,000.00
502000	10	91230				Operating Transfer - CIP	243,000.00
600600	30	10500	VEH008		COMP	Computer Equipment	243,000.00
498710	30	00000				Operating Transfer - General Fund	243,000.00

[Add another row](#)

Explain Budget Adjustment

To move funding for the State's Attorney Prosekutor software from the department's operating budget to CIP budget due to purchase and installation delays.

Attach Additional Items

Upload

Submit

Save as Draft



Agenda Report Form

Open Session Item

SUBJECT: FY25 Golf Course Budget

PRESENTATION DATE: April 09, 2024

PRESENTATION BY: Ryan Crabtree, Golf Course Manager; Andrew Eshleman, Director of Public Works

RECOMMENDED MOTION(S): For informational purposes

REPORT-IN-BRIEF: Black Rock Golf Course provides 18 holes of quality golf for the residents of Washington County and surrounding areas. There are three departments within the Black Rock organization being overseen by a Board of Directors consisting of seven members. Policies and procedures are set by this committee and implemented by the Manager and the Golf Course Superintendent.

DISCUSSION: The Golf Course budget increased over FY24 by \$143,660 or 10.59%. The increase is mainly the result of the proposed step and COLA and salary scale realignment. Additional increase is due to the cost of chemicals and utilities. Decrease in restaurant operations is due to restaurant services being contracted out.

The General Fund contribution to the Golf Course decreased by \$320,760 due to increased green fees and cart budgets as well as use of \$158,820 of the golf course fund balance reserve.

FISCAL IMPACT: \$1,500,380

CONCURRENCES: N/A

ALTERNATIVES: N/A

ATTACHMENTS: FY25 Golf Course Budget

AUDIO/VISUAL TO BE USED: N/A

**Washington County, Maryland
Golf Course Fund Operating Budget
Detailed Summary
Fiscal Year 2025**

Page	Category	FY 2025 Requested Budget	Adjustment	FY 2025 Proposed Budget	\$ Change	Note	% Change	FY 2024 Original Budget
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Golfing Revenues:

28-3	Golfing Fees	1,050,760	0	1,050,760	281,020	1	36.51%	769,740
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1 Golfing Revenues:

- The golfing fee revenue budget is determined by expected number of rounds times the fees charged. Budgeted rounds have increased for FY25, in addition to green fee rates resulting in increased revenues from FY24. This budget assumes actual rounds played for FY25 will remain relatively constant with current trends. A detail of the revenue is included in the budget packet.

Pro-Shop Revenues:

28-3	Pro-Shop Sales	86,000	0	86,000	21,000	2	32.31%	65,000
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2 Pro-Shop Revenues:

- The pro-shop revenue budget is based on current and prior year actuals. Sales have continued to increase over the past few years allowing for significant increase from the FY24 budget.

Restaurant Revenues:

28-3	Food Sales	0	0	0	0		0.00%	0
28-3	Soft Drink Sales	9,000	0	9,000	(5,000)		(35.71%)	14,000
28-3	Beer & Wine Sales	25,000	0	25,000	(20,000)		(44.44%)	45,000
28-3	Misc. Restaurant Sales	3,500	0	3,500	(1,500)		(30.00%)	5,000
		37,500	0	37,500	(26,500)	3	(41.41%)	64,000

3 Restaurant Revenues:

- The budget decreased significantly due to leasing restaurant services out to a third party. Remaining budget may be used to supplement the startup of restaurant services if needed.

Miscellaneous Revenues:

28-3	General Fund Appropriation	267,150	(154,220)	112,930	(320,760)		(73.96%)	433,690
28-3	Fund Balance Reserve	0	158,820	158,820	152,900		2582.77%	5,920
28-3	Fuel	1,700	0	1,700	0		0.00%	1,700
28-3	Rental/Other	52,670	0	52,670	36,000		215.96%	16,670
		321,520	4,600	326,120	(131,860)	4	(28.79%)	457,980

4 Miscellaneous Revenues:

- The request from the general fund has decreased primarily due to increased green fees and associated cart budgets as well as the use of golf course fund balance reserve of \$150,000.

Total Revenues		1,495,780	4,600	1,500,380	143,660		10.59%	1,356,720
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**Washington County, Maryland
Golf Course Fund Operating Budget
Detailed Summary
Fiscal Year 2025**

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Golfing Expenses:

28-10	General Operations	99,420	(38,410)	61,010	(13,060)	5	(17.63%)	74,070
28-14	Club House Operations	462,420	13,140	475,560	113,710	6	31.42%	361,850
28-20	Course Maintenance	861,980	27,610	889,590	44,600	7	5.28%	844,990
28-27	Restaurant Operations	71,960	2,260	74,220	(1,590)	8	(2.10%)	75,810

Total Expenses		1,495,780	4,600	1,500,380	143,660	9	10.59%	1,356,720
-----------------------	--	------------------	--------------	------------------	----------------	----------	---------------	------------------

5 General Operations:

- The increase is due to salary scale adjustments for the proposed scale and a reduced wage reserve based on actual wage history for Black Rock.

6 Club House Operations:

- Increased operating expenses are associated with pro shop purchased and lease payments for the new golf cart lease as well as a projected increase in wages and benefits.

7 Course Maintenance:

- The increase in operating expenses is due to increased chemicals and utilities. Wages and benefits budgets decreased primarily due to two maintenance staff opting out of health insurance.

8 Restaurant Operations:

- The decrease is primarily due to restaurant services being contracted out reducing cost of sales.

9 Category Summary:

Salaries and Benefits	932,980	4,600	937,580	65,910	7.56%	871,670
Operating	562,800	(10,000)	552,800	67,750	13.97%	485,050
Capital	0	10,000	10,000	10,000	100.00%	0
	1,495,780	4,600	1,500,380	143,660	10.59%	1,356,720

**Washington County, Maryland
Black Rock Golf Course Fund
FY25 Revenues**

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
404200 - Pavilion Fee	750	0	750	0	0.00%	750	0	1,050
404500 - Rental - Land	4,620	0	4,620	0	0.00%	4,620	4,625	4,625
404510 - Rental - Building	46,800	0	46,800	36,000	333.33%	10,800	12,600	9,450
446000 - Green Fees - 18 Holes	362,670	0	362,670	88,180	32.13%	274,490	312,436	295,663
446010 - Green Fees - 9 Holes	14,420	0	14,420	(14,930)	(50.87)%	29,350	12,527	27,810
446020 - Green Holes - Twilight	53,300	0	53,300	16,100	43.28%	37,200	43,296	37,778
446030 - Cart Rentals - 18 Holes	377,550	0	377,550	55,350	17.18%	322,200	375,945	361,098
446040 - Cart Rentals - 9 Holes	40,680	0	40,680	2,680	7.05%	38,000	46,881	45,817
446050 - Cart Rentals - Twilight	11,700	0	11,700	900	8.33%	10,800	13,004	10,260
446060 - Frequent Player Card	173,790	0	173,790	129,230	290.01%	44,560	47,105	50,493
446070 - Driving Range	10,000	0	10,000	0	0.00%	10,000	10,140	9,915
446080 - Golf Simulator	6,650	0	6,650	3,510	111.78%	3,140	2,006	3,817
446100 - Pro-Shop Sales	86,000	0	86,000	21,000	32.31%	65,000	97,577	83,955
446200 - Food Sales	0	0	0	0	0.00%	0	0	5,998
446210 - Soft Drink Sales	9,000	0	9,000	(5,000)	(35.71)%	14,000	19,302	22,587
446220 - Beer & Wine Sales	25,000	0	25,000	(20,000)	(44.44)%	45,000	53,591	47,058
446230 - Misc Restaurant Sales	3,500	0	3,500	(1,500)	(30.00)%	5,000	7,124	6,538
446300 - Advertising - Hole Markers	500	0	500	0	0.00%	500	0	0
490000 - Miscellaneous	0	0	0	0	0.00%	0	409	426
490010 - Gain or Loss on Sale of Asset	0	0	0	0	0.00%	0	1,043	0
490045 - Oper Transfer - General Fund	267,150	(154,220)	112,930	(320,760)	(73.96)%	433,690	319,710	358,440
490090 - Fund Balance Reserve	0	158,820	158,820	152,900	2,582.77%	5,920	0	0
498410 - Capital Grant - State	0	0	0	0	0.00%	0	157,526	64,474
498710 - Capital Transfer - General	0	0	0	0	0.00%	0	471,505	48,000
499420 - Fuel	1,700	0	1,700	0	0.00%	1,700	1,677	2,057
Revenues	1,495,780	4,600	1,500,380	143,660	10.59%	1,356,720	2,007,943	1,497,309

**Washington County, Maryland
Black Rock Golf Course Fund
FY25 Revenues**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
404200 - Pavilion Fee	750	750		
404500 - Rental - Land	4,620	4,620		
404510 - Rental - Building	46,800	46,800	Anticipated lease agreement for the restaurant rental at Black Rock - \$36,000 annually.	
446000 - Green Fees - 18 Holes	362,670	362,670	15,060 rounds are budgeted FY25. Frequent Player Card (FPC) 18 hole rounds of 6,350 were recategorized to account 446060. The FY24 budget was 19,250 rounds. This represents an increase of 2,160 rounds from the FY24 budget. Green fee rates were also increased for Calendar Year 2024.	
446010 - Green Fees - 9 Holes	14,420	14,420	1,000 rounds are budgeted for FY25. FPC 9 hole rounds of 3,440 were recategorized to account 446060. The FY24 budget was 3,650 rounds representing a total increase of 790 rounds from the FY24 budget. Rates were also increased for calendar year 2024.	
446020 - Green Holes - Twilight	53,300	53,300	2,600 rounds are budgeted for FY25. FPC Twilight rounds of 180 were recategorized to account 446060. The FY24 budget was 1,700 rounds representing a total increase of 1,080 rounds from the FY24 budget. Rates were also increased for calendar year 2024.	
446030 - Cart Rentals - 18 Holes	377,550	377,550	Expecting 20,975 18 Hole cart rentals. An increase of 3,075 from the FY24 budget.	

**Washington County, Maryland
Black Rock Golf Course Fund
FY25 Revenues**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
446040 - Cart Rentals - 9 Holes	40,680	40,680	Expecting 4,645 9 Hole cart rentals. An increase of 145 from the FY24 budget.	
446050 - Cart Rentals - Twilight	11,700	11,700	Expecting 1,300 Twilight Cart Rentals. An increase of 100 from the FY24 budget.	
446060 - Frequent Player Card	173,790	173,790	The purchase of 600 FPC are budgeted in FY25 along with the above mentioned green fees that were recategorized to this account. 6,350 + 3,440 + 180 = 9,970 total FPC rounds budgeted.	
446070 - Driving Range	10,000	10,000		
446080 - Golf Simulator	6,650	6,650	Simulator leagues are starting, increasing revenue.	
446100 - Pro-Shop Sales	86,000	86,000	Pro shop sales continue to increase.	
446210 - Soft Drink Sales	9,000	9,000	Maintaining a small budget here until restaurant tenant gets onboarded completely.	
446220 - Beer & Wine Sales	25,000	25,000	Maintaining a small budget here until restaurant tenant gets onboarded completely.	
446230 - Misc Restaurant Sales	3,500	3,500	Maintaining a small budget here until restaurant tenant gets onboarded completely.	
446300 - Advertising - Hole Markers	500	500		
490045 - Oper Transfer - General Fund	267,150	112,930	Due to increased green fee rates for calendar year 2024 and increased cart rental budgets, the general fund allocation has decreased significantly.	Decrease from requested due to change in pension % and Time to Care Act implementation costs. Also the use of golf fund balance reserve is being used to balance the budget.

**Washington County, Maryland
Black Rock Golf Course Fund
FY25 Revenues**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
490090 - Fund Balance Reserve	0	158,820	No fund balance reserve is recommended to balance the budget at this time.	Due to strong FY2022 and FY2023 actuals a portion of the golf fund balance reserve is being used to balance the budget for FY25.
499420 - Fuel	1,700	1,700		
Total	1,495,780	1,500,380		

Black Rock Golf Course Revenue Budgets for FY25

18 Hole Green Fees Account 446000

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Weekday	884	550	32	17,325	720	36	25,920
Senior/Winter Walking	90	50	22	1,100	90	25	2,250
Weekend	1,155	1,500	37	55,500	1,300	41	53,300
Tournament	2,869	1,600	23	36,800	2,800	34	93,800
Senior/Winter w/ Cart	3,758	4,500	14	63,000	4,000	16	64,000
Weekend Winter Rate	0	650	25	16,250	0	0	0
Aerification Special	648	250	9	2,250	625	16	10,000
High School Tournament	109	200	17	3,400	175	20	3,500
Military Weekday	600	300	14	4,200	450	16	7,200
Military Weekend	345	500	25	12,500	500	26	13,000
Frequent Player - Low \$	5,902	3,700	6	22,237	Recategorized	0	0
Frequent Player - High \$	248	1,450	15	21,489	Recategorized	0	0
Specials - High \$	1,939	500	18	9,125	3,800	22	84,900
Specials - Low \$	2,568	3,500	3	9,310	600	8	4,800
		Average	19		Average	24	
Employee comp. & donated rounds	2,996						
Total	24,111	19,250		274,490	15,060		362,670
Budgeted (rounded)	\$ 285,130			274,490			362,670
Actual	\$ 312,436						

9 Hole Green Fees Account 446010

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Regular	105	175	22	3,763	120	28	3,300
Winter/Sr	0	600	9	5,664	0		0
Winter/Sr Walking	178	325	14	4,550	180	16	2,880
League/Winter WEnd w/ Cart	210	450	16	6,975	225	16	3,488
Frequent Player	50	0	13	0	Recategorized		0
Frequent Player - Sr	3,104	2,100	4	8,400	Recategorized		0
9 Hole Replay	719	0	0	-	475	10	4,750
Total	4,366	3,650		29,350	1,000		14,420
Budgeted (rounded)	\$ 31,020			29,350			14,420
Actual	\$ 12,527						

Black Rock Golf Course Revenue Budgets for FY25

Twilight Account 446020

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Regular	2,621	1,200	26	31,200	2,600	20.5	53,300
Frequent Player	197	500	12	6,000	Recategorized		
Total	2,818	1,700		37,200	2,600		53,300
Budgeted (rounded)	\$ 39,300			37,200			53,300
Actual	\$ 43,296						

Cart Rentals - 18 hole Account 446030

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Total	21,036	17,900	18	322,200	20,975	18	377,550
Budgeted (rounded)	\$ 288,000			322,200			377,550
Actual	\$ 375,945						

9 Hole Cart Account 446040

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Regular	4,876	4,000	9	36,000	4,420	9	39,780
League	210	500	4	2,000	225	4	900
Total	5,086	4,500		38,000	4,645		40,680
Budgeted (rounded)	\$ 31,000			38,000			40,680
Actual	\$ 46,881						

Twilight Cart Account 446050

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Total	1,380	1,200	9	10,800	1,300	9	11,700
Budgeted (rounded)	\$ 13,500			10,800			11,700
Actual	\$ 13,004						

Black Rock Golf Course Revenue Budgets for FY25

Frequent Player Card & Associated Green Fees Account 446060

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Frequent Player Card Reduced	134	20	50	1,000	20	60	1,200
Frequent Player Card	455	440	99	43,560	580	120	69,600
Player Card Total	589	460			600		70,800
FPC Green Fees Recategorized							
FPC 18 Hole Rounds					6,350	11.9	75,390
FPC 9 Hole Rounds					3,440	7.1	24,390
FPC Twilight Rounds					180	17.8	3,210
FPC Green Fee Total	-	460		44,560	9,970	10.33	102,990
Budgeted (rounded)	\$ 30,200			44,560			173,790
Actual	\$ 47,105						

Driving Range Account 446070

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Total	2,028	2,000	5	10,000	2,000	5	10,000
Budgeted (rounded)	\$ 10,000			10,000			10,000
Actual	\$ 10,140						

Simulator Account 446080

	FY23 Actual Rounds	Budgeted Rounds	FY24 Actual Rate	Budgeted Revenue	Budgeted Rounds	FY25 Actual Rate	Budgeted Revenue
Weekday/FPC Weekend	29	40	30	1,200	40	35	1,400
Weekend	14	30	40	1,200	30	40	1,200
FPC Weekday	18	30	22	660	30	30	900
Range Session/FPC Range Session	25	10	8	75	10	15	150
Simulator League					150	20	3,000
Total	86	110		3,140	260		6,650
Budgeted (rounded)	\$ 3,140			3,140			6,650
Actual	\$ 2,006			3,140			

Total Actuals	\$ 863,340						
Total revenue budget	\$ 731,290			\$ 769,740			\$ 1,050,760

Washington County, Maryland
 Black Rock Golf Course Fund
 Department 46010 - General Operations
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2022 Actuals Final	2021 Actuals Final
500145 - Time to Care	0	3,340	3,340	3,340	100.00%	0	0	0
500150 - Unemployment Compensation	0	0	0	0	0.00%	0	712	178
500155 - Personnel Requests	46,080	(46,080)	0	0	0.00%	0	0	0
500160 - Other Post Employment Benefits	2,760	0	2,760	0	0.00%	2,760	2,150	0
500161 - Wage Reserve	(4,330)	4,330	0	25,030	(100.00)%	(25,030)	0	0
500170 - Personal Development	720	0	720	(120)	(14.29)%	840	0	0
500171 - Employee Recognition	520	0	520	(10)	(1.89)%	530	376	0
500172 - Team Building	150	0	150	(30)	(16.67)%	180	0	0
Wages and Benefits	45,900	(38,410)	7,490	28,210	(136.15)%	(20,720)	3,238	178
505010 - Advertising	5,800	0	5,800	0	0.00%	5,800	4,820	1,730
505050 - Dues & Subscriptions	750	0	750	0	0.00%	750	150	150
505140 - Office Supplies	550	0	550	0	0.00%	550	110	238
505150 - Other - Miscellaneous	1,800	0	1,800	0	0.00%	1,800	2,099	1,837
505180 - Printing Expenses	300	0	300	0	0.00%	300	0	268
510010 - Fleet Insurance	6,430	0	6,430	(880)	(12.04)%	7,310	4,904	4,837
510020 - Property & Casualty Insurance	2,610	0	2,610	70	2.76%	2,540	2,866	2,330
510030 - Public & Gen Liability Insurance	3,020	0	3,020	40	1.34%	2,980	2,780	2,676
515000 - Contracted/Purchased Service	1,000	0	1,000	1,000	100.00%	0	0	0
515010 - Auditing Services	600	0	600	40	7.14%	560	562	546
515270 - Maintenance Contract Services	0	0	0	(1,000)	(100.00)%	1,000	941	5,388
525000 - Supplies/Material - Operating	500	0	500	0	0.00%	500	0	100
525020 - Janitorial Supplies	1,000	0	1,000	0	0.00%	1,000	1,001	1,012
526020 - Building Maintenance	3,500	0	3,500	0	0.00%	3,500	3,851	3,620
526040 - Equipment Maintenance	300	0	300	0	0.00%	300	33	0
540020 - Telephone Expenses	0	0	0	0	0.00%	0	0	180
545010 - Electric	25,360	0	25,360	5,860	30.05%	19,500	17,722	18,398
Operating Expenses	53,520	0	53,520	5,130	10.60%	48,390	41,839	43,310
599999 - Controllable Assets	0	0	0	0	0.00%	0	0	300
Capital Outlay	0	0	0	0	0.00%	0	0	300
Total	99,420	(38,410)	61,010	33,340	120.49%	27,670	45,077	43,788

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46010 - General Operations
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500145 - Time to Care	0	3,340		Expense added in anticipation of Time to Care Act implementation.
500155 - Personnel Requests	46,080	0	For possible salary scale adjustment.	Adjustment due to salary scale adjustment and reallocation.
500160 - Other Post Employment Benefits	2,760	2,760		
500161 - Wage Reserve	(4,330)	0	To budget for vacancy savings.	Adjustment due to salary scale adjustment and reallocation.
500170 - Personal Development	720	720	The personal development incentive budget is \$120 per full-time employee per year. Employees are afforded the opportunity to request annual training of some kind. Training may include physical training and exercise.	
500171 - Employee Recognition	520	520	The employee recognition incentive for a total of \$77,000 is to be distributed equitably by department size. Department heads and division directors may recognize full-time employees who strive to overachieve. Funds may be used for additional training; attendance to industry events; and related travel.	
500172 - Team Building	150	150	The team building incentive budget is \$25 per full-time employee per year. This allows a department head or division director to offer the occasional celebration or recognize employee achievements in the office setting.	
505010 - Advertising	5,800	5,800		

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46010 - General Operations
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
505050 - Dues & Subscriptions	750	750		
505140 - Office Supplies	550	550		
505150 - Other - Miscellaneous	1,800	1,800		
505180 - Printing Expenses	300	300		
510010 - Fleet Insurance	6,430	6,430		
			There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage decrease/increase varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analyst projected cost of premiums based on industry trends and discussions with industry experts and current service providers.	
510020 - Property & Casualty Insurance	2,610	2,610		
			There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage decrease/increase varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analyst projected cost of premiums based on industry trends and discussions with industry experts and current service providers.	

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46010 - General Operations
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
510030 - Public & Gen Liability Insurance	3,020	3,020		
There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage decrease/increase varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analyst projected cost of premiums based on industry trends and discussions with industry experts and current service providers.				
515000 - Contracted/Purchased Service	1,000	1,000		
515010 - Auditing Services	600	600		
515270 - Maintenance Contract Services	0	0		
525000 - Supplies/Material - Operating	500	500		
525020 - Janitorial Supplies	1,000	1,000		
526020 - Building Maintenance	3,500	3,500		
526040 - Equipment Maintenance	300	300		
545010 - Electric	25,360	25,360		
The electric budget is based on four prior year actuals, forecasted rate changes, and other known circumstances. The projection also considers current year actuals with annualized estimations.				

Total	99,420	61,010
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Washington County, Maryland
 Black Rock Golf Course Fund
 Department 46020 - Club House Operations
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Approved	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	71,900	3,380	75,280	5,860	8.44%	69,420	65,379	61,736
500005 - Wages - Part Time	104,650	10,080	114,730	26,970	30.73%	87,760	70,088	51,397
500010 - Wages - Overtime	300	0	300	(100)	(25.00)%	400	85	6
500040 - Other Wages	360	0	360	0	0.00%	360	360	270
500100 - FICA - Employer	14,650	330	14,980	2,650	21.49%	12,330	10,284	8,182
500120 - Health Insurance	25,150	0	25,150	0	0.00%	25,150	24,561	8,917
500125 - Other Insurance	440	20	460	30	6.98%	430	255	371
500130 - Pension	21,590	(670)	20,920	2,030	10.75%	18,890	16,709	16,155
500140 - Workers Compensation	2,270	0	2,270	620	37.58%	1,650	1,660	1,352
Wages and Benefits	241,310	13,140	254,450	38,060	17.59%	216,390	189,381	148,386
501080 - Debt Lease Interest	0	0	0	0	0.00%	0	2,349	4,476
505140 - Office Supplies	100	0	100	0	0.00%	100	27	72
505150 - Other - Miscellaneous	300	0	300	0	0.00%	300	428	134
505160 - Personal Mileage	1,400	0	1,400	1,400	100.00%	0	0	0
515000 - Contracted/Purchased Service	2,000	0	2,000	2,000	100.00%	0	0	0
515270 - Maintenance Contract Services	0	0	0	(2,000)	(100.00)%	2,000	1,826	1,895
525000 - Supplies/Material - Operating	50	0	50	0	0.00%	50	789	0
526000 - Supplies/Material-Maintenance	320	0	320	0	0.00%	320	198	256
526020 - Building Maintenance	1,760	0	1,760	0	0.00%	1,760	2,095	1,026
526040 - Equipment Maintenance	0	0	0	0	0.00%	0	134	0
527060 - Auto Gasoline	14,000	0	14,000	0	0.00%	14,000	13,798	14,061
535010 - Copy Machine Rental	0	0	0	0	0.00%	0	0	0
535055 - Lease Payments	93,870	0	93,870	30,360	47.80%	63,510	0	0
535057 - Non-Lease Components	0	0	0	0	0.00%	0	60	60
535058 - Lease-Variable Payments	0	0	0	0	0.00%	0	27	89
545050 - Waste/Trash Disposal	3,610	0	3,610	610	20.33%	3,000	3,420	3,000
592010 - Commission - Pro Shop Sales	5,200	0	5,200	1,950	60.00%	3,250	5,404	2,757
592020 - Cost of Sales	72,000	0	72,000	17,000	30.91%	55,000	77,550	72,927
592030 - Oper Exp - Golf Carts	1,500	0	1,500	500	50.00%	1,000	1,597	833
592060 - Service Charges	25,000	0	25,000	3,000	13.64%	22,000	22,518	22,518
Operating Expenses	221,110	0	221,110	54,820	32.97%	166,290	109,702	124,104

Total	462,420	13,140	475,560	92,880	24.27%	382,680	299,083	272,490
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**Washington County, Maryland
Black Rock Golf Course Fund
Department 46020 - Club House Operations
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	71,900	75,280	Based on 1% Cola and 2.5% Step.	Adjustment due to salary scale adjustment and reallocation.
500005 - Wages - Part Time	104,650	114,730	Two previously approved part time positions were not budgeted for in the FY2024 budget. They are included in the FY25 budget. One cart attendant and one pro shop worker based on increased demand and to supplement volunteers.	Adjustment due to salary scale adjustment and reallocation.
500010 - Wages - Overtime	300	300	Overtime is based on actual usage in recent years.	
500040 - Other Wages	360	360	Other wages are based on anticipated sick pay and holiday pay.	
500100 - FICA - Employer	14,650	14,980	FICA is based on 7.65% of total wages plus the anticipated FICA for the Golf Course Manager's pro shop commission.	Adjustment due to salary scale adjustment and reallocation.
500120 - Health Insurance	25,150	25,150	No changes in health insurance elections are expected. The cost for health insurance this year will remain consistent with FY2024.	
500125 - Other Insurance	440	460	Other Insurance is based on actual history.	Adjustment due to salary scale adjustment and reallocation.
500130 - Pension	21,590	20,920	Pension is calculated by taking full time wages and pro shop commission times 28%.	Reduced Pension Contribution from 28% to 26% based on Actuarial Defined Contribution.
500140 - Workers Compensation	2,270	2,270	Based on anticipated wages times workers compensation percentage.	
505140 - Office Supplies	100	100		

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46020 - Club House Operations
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
505150 - Other - Miscellaneous	300	300		
505160 - Personal Mileage	1,400	1,400	Bank deposits expected 4 days per week at 10 miles round trip. 40 miles x 52 weeks = 2,080 miles at \$0.67 per mile.	
515000 - Contracted/Purchased Service	2,000	2,000	Expense reallocated from 515270 - Maintenance Contract Services.	
515270 - Maintenance Contract Services	0	0	Expense reallocated to 515000 - Maintenance Contract Services.	
525000 - Supplies/Material - Operating	50	50		
526000 - Supplies/Material-Maintenance	320	320		
526020 - Building Maintenance	1,760	1,760		
527060 - Auto Gasoline	14,000	14,000	Projected budget is 4,000 gallons x \$3.50 = \$4,000 (includes state gas tax), which is based on bids and short-term energy outlook forecasts. Rate per gallon is discounted with bid price as compared to retail prices.	
535055 - Lease Payments	93,870	93,870	The lease payments budget includes eight monthly payments of \$11,585 for the golf cart lease totaling \$92,680. The copier lease is also included at a monthly cost of \$84.88 with an allocation of \$170 for extra color copies totaling \$1,190 for the copier during FY25.	
545050 - Waste/Trash Disposal	3,610	3,610	\$300.41 x 12 months = \$3,605 for trash service.	

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46020 - Club House Operations
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
592010 - Commission - Pro Shop Sales	5,200	5,200	Commission is based on 25% of anticipated pro shop profit and historical commission paid in recent years.	
592020 - Cost of Sales	72,000	72,000	This is based on the four year average cost of pro shop sales. which is 83% of anticipated sales.	
592030 - Oper Exp - Golf Carts	1,500	1,500	Cost to repair golf carts that's not covered in the cart lease agreement.	
592060 - Service Charges	25,000	25,000	As revenue increases our service charges to process payments will increase proportionally.	

Total	462,420	475,560
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Washington County, Maryland
 Summary of Installment and/or Lease Purchases
 FY 2025

Department Number: 46020 Department Name: Black Rock Golf Course

Account Description: Lease and Installment Payments

Item	Qty	Straight Purchase Price	Number of Years Financed	Final Year of Lease	Annual Payment Due Starting in Proposed Budget Year	Total Financed Price (total of all lease payments)	Implied Interest Rate	Explanation	
N New Golf Cart Lease	1	N/A	N/A	N/A	92,680	N/A	N/A	For the rental of 72 Golf Carts for eight months out of the year. A new lease will begin April 2024. The monthly payment will be \$11,584.31.	
N									
N									
Total					1	\$0	\$92,680	\$0	

Agree to Budget

N New Installment Purchase
 E Existing Installment Purchase

Washington County, Maryland
 Summary of Installment and/or Lease Purchases
 FY 2025

Department Number: 46020

Department Name: Club House Operations

Account Description: Lease and Installment Payments

Item	Machine Rental	CopyPak (monthly maintenance)	Black & White Overage	Color Overage	Total	Explanation
E Ricoh Copier	1,020	0	0	170	1,190	Copy Machine Rental = \$84.88 per month Black & White Overages - 0 copies/ \$.0067 per copy Color Overages - 2,881 copies/\$.059 per copy

Total \$1,190

Agree to Budget

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46030 - Course Maintenance
FY25 Expenses**

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	292,360	15,590	307,950	4,170	1.37%	303,780	273,815	255,485
500005 - Wages - Part Time	113,480	11,560	125,040	2,630	2.15%	122,410	98,585	82,508
500010 - Wages - Overtime	19,000	0	19,000	7,000	58.33%	12,000	19,255	8,015
500040 - Other Wages	3,560	110	3,670	720	24.41%	2,950	3,634	2,508
500100 - FICA - Employer	32,770	2,090	34,860	1,570	4.72%	33,290	29,663	25,254
500120 - Health Insurance	59,190	(60)	59,130	(17,550)	(22.89)%	76,680	75,715	83,885
500125 - Other Insurance	1,830	110	1,940	90	4.86%	1,850	1,048	1,578
500130 - Pension	81,860	(1,790)	80,070	1,090	1.38%	78,980	67,831	67,115
500140 - Workers Compensation	6,650	0	6,650	1,050	18.75%	5,600	6,616	5,409
500150 - Unemployment Compensation	0	0	0	0	0.00%	0	0	2,108
Wages and Benefits	610,700	27,610	638,310	770	0.12%	637,540	576,162	533,865
505120 - Licenses & Certifications	0	0	0	0	0.00%	0	0	2,314
505140 - Office Supplies	660	0	660	0	0.00%	660	142	474
505200 - Safety Equipment	2,000	0	2,000	0	0.00%	2,000	2,588	1,906
515000 - Contracted/Purchased Service	4,000	0	4,000	1,000	33.33%	3,000	2,716	2,619
515270 - Maintenance Contract Services	0	0	0	(1,000)	(100.00)%	1,000	342	0
520040 - Seminars/Conventions	300	0	300	0	0.00%	300	0	270
525020 - Janitorial Supplies	250	0	250	0	0.00%	250	0	235
525030 - Medical Supplies	0	0	0	0	0.00%	0	0	195
525040 - Small Tools & Equipment	1,500	0	1,500	0	0.00%	1,500	240	375
526000 - Supplies/Material-Maintenance	13,760	0	13,760	0	0.00%	13,760	21,164	12,686
526020 - Building Maintenance	5,500	0	5,500	0	0.00%	5,500	10,088	1,158
526040 - Equipment Maintenance	36,000	0	36,000	0	0.00%	36,000	48,109	40,474
526060 - Irrigation	10,760	0	10,760	0	0.00%	10,760	20,642	15,479
526070 - Landscaping Supplies	1,000	0	1,000	0	0.00%	1,000	820	693
526100 - Seed/Sod	12,000	0	12,000	0	0.00%	12,000	12,589	12,755
526120 - Top Dressing Materials	7,500	0	7,500	0	0.00%	7,500	0	1,645
527030 - Diesel Fuel	15,760	0	15,760	760	5.07%	15,000	13,383	14,839
527040 - Diesel Fuel Tax	30	0	30	0	0.00%	30	17	0

Washington County, Maryland
 Black Rock Golf Course Fund
 Department 46030 - Course Maintenance
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
527060 - Auto Gasoline	5,510	0	5,510	(490)	(8.17)%	6,000	7,601	5,454
528010 - Fertilizer	18,000	0	18,000	0	0.00%	18,000	24,275	6,151
528020 - Fungicide	58,000	0	58,000	10,000	20.83%	48,000	63,868	44,145
528030 - Herbicide	16,500	0	16,500	0	0.00%	16,500	20,648	12,376
528040 - Insecticide	2,500	0	2,500	0	0.00%	2,500	2,657	2,621
535000 - Rentals	1,000	0	1,000	0	0.00%	1,000	616	1,243
540010 - Wireless Communication	2,300	0	2,300	0	0.00%	2,300	2,167	3,455
540022 - Cable TV & Internet Services	930	0	930	0	0.00%	930	930	997
545010 - Electric	1,890	0	1,890	1,890	100.00%	0	1,319	964
545012 - Electric - Irrigation	16,690	0	16,690	5,690	51.73%	11,000	11,850	10,223
545013 - Electric - Building	5,230	0	5,230	(1,770)	(25.29)%	7,000	3,654	3,189
545015 - Heating Oil	5,500	0	5,500	2,000	57.14%	3,500	4,969	2,646
545060 - Water	6,210	0	6,210	180	2.99%	6,030	5,854	5,796
Operating Expenses	251,280	0	251,280	18,260	7.84%	233,020	283,248	207,377
599999 - Controllable Assets	0	0	0	0	0.00%	0	1,263	2,861
600100 - Land & Improvements	0	0	0	0	0.00%	0	52,531	0
Capital Outlay	0	0	0	0	0.00%	0	53,794	2,861
Total	861,980	27,610	889,590	19,030	2.19%	870,560	913,204	744,103

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46030 - Course Maintenance
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Approved	2025 Variance Comments Requested	2025 Variance Comments Approved
500000 - Wages - Full Time	292,360	307,950	The budget is based on a proposed step of 2.5% and a 1% COLA for FY25. In addition to adjustments based on the new Golf Course Superintendent salary. The overall effect decreased wages and benefits for FY25.	Adjustment due to salary scale adjustment and reallocation.
500005 - Wages - Part Time	113,480	125,040	The budget is based on a proposed step of 2.5% and a 1% COLA for FY25. Additionally adjustments were made based on the salary scale adjustments from the prior year, and turnover.	Adjustment due to salary scale adjustment and reallocation.
500010 - Wages - Overtime	19,000	19,000	Overtime is based on actual usage over the past several years.	
500040 - Other Wages	3,560	3,670	The Other Wages category includes amounts for sick pay bonus and holidays worked for operations that require coverage on holidays. The sick pay bonus is based on prior year actuals with a small increase for employees receiving additional pay for accumulating more consecutive years without using sick time. The holiday worked was increased for the 3.5% wage increases for FY25.	Adjustment due to salary scale adjustment and reallocation.
500100 - FICA - Employer	32,770	34,860	Budget is based on total wages times 7.65%.	Adjustment due to salary scale adjustment and reallocation.

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46030 - Course Maintenance
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Approved	2025 Variance Comments Requested	2025 Variance Comments Approved
500120 - Health Insurance	59,190	59,130	The Health Insurance budget was not increased. This is based on the projected trend analysis in the market, discussions with the County's health insurance administrators, an analysis of the County's self-insured reserve trends and the anticipated reserve balance.	
500125 - Other Insurance	1,830	1,940	This category includes County paid premiums for employee life insurance, dependent life insurance, and long-term disability. The majority of these premiums are based on wages. Due to the proposed wage increase the other insurance increased by approximately 3.5%.	Adjustment due to salary scale adjustment and reallocation.
500130 - Pension	81,860	80,070	The budgeted amount for employer pension is based on full-time wages times 28%.	Reduced pension contribution from 28% to 26% based on actuarial defined contribution.
500140 - Workers Compensation	6,650	6,650	Workers Compensation is based on projected employee wages times their assigned classification rates.	
505140 - Office Supplies	660	660		
505200 - Safety Equipment	2,000	2,000		
515000 - Contracted/Purchased Service	4,000	4,000	\$1,000 reallocated from 515270 - Maintenance Contract Services	
515270 - Maintenance Contract Services	0	0	\$1,000 reallocated to 515000 - Contracted/Purchased Services.	
520040 - Seminars/Conventions	300	300		

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46030 - Course Maintenance
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Approved	2025 Variance Comments Requested	2025 Variance Comments Approved
525020 - Janitorial Supplies	250	250		
525040 - Small Tools & Equipment	1,500	1,500		
526000 - Supplies/Material-Maintenance	13,760	13,760		
526020 - Building Maintenance	5,500	5,500		
526040 - Equipment Maintenance	36,000	36,000		
526060 - Irrigation	10,760	10,760		
526070 - Landscaping Supplies	1,000	1,000		
526100 - Seed/Sod	12,000	12,000		
526120 - Top Dressing Materials	7,500	7,500		
527030 - Diesel Fuel	15,760	15,760		Estimated budget is 3,940 gallons x \$4.00 = \$15,760.00 (excludes taxes), which is based on bids and short-term energy outlook forecasts. Rate is discounted with new bid price including delivery as compared to retail prices.
527040 - Diesel Fuel Tax	30	30		
527060 - Auto Gasoline	5,510	5,510		Projected budget is 1,575 gallons x \$3.50 = \$5,512 (includes state gas tax), which is based on bids and short-term energy outlook forecasts. Rate per gallon is discounted with bid price as compared to retail prices.
528010 - Fertilizer	18,000	18,000		

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46030 - Course Maintenance
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Approved	2025 Variance Comments Requested	2025 Variance Comments Approved
528020 - Fungicide	58,000	58,000		Request based on current overall price increase in Fungicides and recent weather trends. Recent weather trends have expanded the spray schedule which requires budgeting for March and November applications. (3-4 applications averaging \$2,000-\$2,500 per application)
528030 - Herbicide	16,500	16,500		
528040 - Insecticide	2,500	2,500		
535000 - Rentals	1,000	1,000		
540010 - Wireless Communication	2,300	2,300		
540022 - Cable TV & Internet Services	930	930		
545010 - Electric	1,890	1,890		The electric budget is based on four prior year actuals, forecasted rate changes, and other known circumstances. The projection also considers current year actuals with annualized estimations.
545012 - Electric - Irrigation	16,690	16,690		The electric budget is based on four prior year actuals, forecasted rate changes, and other known circumstances. The projection also considers current year actuals with annualized estimations.

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46030 - Course Maintenance
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Approved	2025 Variance Comments Requested	2025 Variance Comments Approved
545013 - Electric - Building	5,230	5,230	The electric budget is based on four prior year actuals, forecasted rate changes, and other known circumstances. The projection also considers current year actuals with annualized estimations.	
545015 - Heating Oil	5,500	5,500	The Heating oil budget is based on four prior year actuals, forecasted rate changes, and other known circumstances.	
545060 - Water	6,210	6,210	Estimating a 3% increase from the prior Fiscal Year.	
Total	861,980	889,590		

Washington County, Maryland
 Black Rock Golf Course Fund
 Department 46040 - Restaurant Operations
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Approved	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500005 - Wages - Part Time	32,300	2,020	34,320	(1,050)	(2.97)%	35,370	0	8,852
500010 - Wages - Overtime	0	0	0	0	0.00%	0	0	55
500100 - FICA - Employer	2,470	160	2,630	(80)	(2.95)%	2,710	0	681
500140 - Workers Compensation	300	80	380	0	0.00%	380	0	109
Wages and Benefits	35,070	0	37,330	(1,130)	(2.94)%	38,460	0	9,697
505120 - Licenses & Certifications	1,500	0	1,500	0	0.00%	1,500	19	150
525020 - Janitorial Supplies	1,500	0	1,500	500	50.00%	1,000	662	896
526020 - Building Maintenance	0	0	0	0	0.00%	0	47	0
526040 - Equipment Maintenance	3,000	0	3,000	1,800	150.00%	1,200	1,290	3,353
545030 - Propane Gas	3,000	0	3,000	1,070	55.44%	1,930	0	1,818
592020 - Cost of Sales	17,890	0	17,890	(13,830)	(43.60)%	31,720	33,766	41,322
Operating Expenses	26,890	0	26,890	(10,460)	(28.01)%	37,350	35,784	47,539
599999 - Controllable Assets	10,000	0	10,000	10,000	100.00%	0	0	0
Capital Outlay	10,000	0	10,000	10,000	100.00%	0	0	0
Total	71,960	0	74,220	(1,590)	(2.10)%	75,810	35,784	57,236

**Washington County, Maryland
Black Rock Golf Course Fund
Department 46040 - Restaurant Operations
FY25**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500005 - Wages - Part Time	32,300	34,320	These positions are currently vacant pending the possibility of leasing the space out to a third party. No increase was allotted due to the uncertainty of the positions being filled in FY2025.	Adjustment due to salary scale adjustment and reallocation.
500100 - FICA - Employer	2,470	2,630	Budget is based on total wages times 7.65%.	Adjustment due to salary scale adjustment and reallocation.
500140 - Workers Compensation	300	380	Workers Compensation is based on projected employee wages times their assigned classification rates.	Adjustment due to salary scale adjustment and reallocation.
505120 - Licenses & Certifications	1,500	1,500		
525020 - Janitorial Supplies	1,500	1,500	Costs to help restart the restaurant and maintain a clean facility.	
526040 - Equipment Maintenance	3,000	3,000	Anticipated cost to maintain various restaurant equipment.	
545030 - Propane Gas	3,000	3,000	Restaurant operations should resume in FY2025.	
592020 - Cost of Sales	17,890	17,890	FY25 Sales budgeted at \$37,500 * 47.7%. The reduction is due to anticipated restaurant tenant taking over sales.	
599999 - Controllable Assets	10,000	10,000	Patio fans, microphone and speaker, patio tables and seating, and Cafe TV's.	

Total	71,960	74,220
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Washington County, Maryland
Other Capital Outlay (≥\$1 and <\$10,000)
FY 2025

Controllable Assets

Department Number: 46040 Department Name: Restaurant Operations

Account Number: 599999

Account Description: Controllable Assets (≥\$1 and <\$10,000 per item)

Priority Number *	Descriptions	Qty	Unit Cost	Total Cost		N or R	Explain Reason for Request
				Dept. Request			
1	12 speaker system with microphone	1	5,000	5,000		N	Using microphone for 50+ days a year for announcements, also with the restaurant coming in it would be nice to have the ability to play music throughout the day.
2	Patio Seating High top tables and chairs(4)	6	575	3,450		N	New restaurant and the golf course would benefit from new high top tables and chairs instead of the falling apart picnic tables that we currently have.
4	56" Patio Fans	3	100	300		N	Patio Fans would be a great addition to the patio, to create air flow on the warmer temperature days.
3	55" TV's in the café	5	250	1,250		N	TV's would create more of a sport/ modern feel in the club house, could potentially draw more business for the golf course and for the new café lease.
				0			
				0			
Total					\$10,000		

* Requests in accounts 599999 - 600800 need to be prioritized in order of need (highest to lowest) as a whole, with 1 being the highest priority. If there are requests in two or more accounts, there can only be a priority 1, priority 2, priority 3, etc. among all the accounts combined. A priority number can not be repeated throughout the accounts.

• The County maintains assets that are considered capital assets in nature but are classified as controllable assets, due to the fact that they fall under the capitalization limits, i.e., the cost of each item is ≥\$1 and <\$10,000 (Transit or Golf Course <\$5,000). Examples of controllable items are, but not limited to, chairs, desks, printers, equipment, machinery, weapons, computers. Controllable assets purchases are not a recurring expenditure and are to be purchased in accordance with the approved items by the County Commissioners. Emergency purchases may be supplanted if warranted.



Agenda Report Form

Open Session Item

SUBJECT: FY2025 Transit Budget

PRESENTATION DATE: April 09, 2024

PRESENTATION BY: Kevin Cerrone, Director of Transit; Andrew Eshleman, Director of Public Works

RECOMMENDED MOTION(S): For informational purposes.

REPORT-IN-BRIEF: The Transit Department provides safe, affordable, dependable, and accessible public transportation that enhances the mobility of our customers. Budgeted revenue fund sources include Federal Transit Administration (FTA), Maryland Department of Transportation/Maryland Transit Administration (MDOT/MTA), Washington County Board of County Commissioners, and Washington County Department of Social Services (WCDSS), along with rider fares. These revenue sources support annual operational expenses for Fixed-Route service, American Disability Act (ADA) Complementary Paratransit, Statewide Special Transportation Assistance Program (SSTAP) vouchers, and employment-based demand-response transportation known as the Job Opportunity Bus Shuttle (JOBS).

DISCUSSION: The Transit budget increased over FY24 by \$455,430 or 14.53%. The increase is mainly the result of the proposed step and COLA and salary scale alignment. Additional increases due to the cost of gas and diesel fuels and utilities/insurance.

The General Fund contribution to Transit decreased this year due to using fund balance to support operations instead of General Funds.

FISCAL IMPACT: \$3,589,210

CONCURRENCES: N/A

ALTERNATIVES: N/A

ATTACHMENTS: FY25 Transit Budget

AUDIO/VISUAL TO BE USED: N/A

Washington County, Maryland
Transit Fund Operating Budget
Detailed Summary
Fiscal Year 2025

Page	Category by Function	FY 2025 Requested Budget	Adjustment	FY 2025 Proposed Budget	\$ Change	Note	% Change	FY 2024 Original Budget
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Revenues:

Fixed Route Revenues:

26-2	Fare Box Collections	200,000	0	200,000	0		0.00%	200,000
26-2	Advertising	10,000	0	10,000	0		0.00%	10,000
26-2	Americans with Disabilities Act Client Fees	20,000	0	20,000	0		0.00%	20,000
26-2	Dept of Social Services Program	109,000	0	109,000	0		0.00%	109,000
26-2	Reimbursed Expenses - STAP	30,750	0	30,750	0		0.00%	30,750
26-2	Operating Transfer - General Fund	1,004,780	(158,950)	845,830	(157,740)	1	(15.72%)	1,003,570
26-2	Fund Balance Reserve	0	446,590	446,590	446,590	2	100.00%	0
26-2	Operating Federal Grant	1,442,780	0	1,442,780	160,070		12.48%	1,282,710
26-2	Operating State Grant	251,860	0	251,860	0		0.00%	251,860
		3,069,170	287,640	3,356,810	448,920		15.44%	2,907,890

1 Operating Transfer - General Fund

- Decrease due to using fund balance to support operations rather than General Fund support.

2 Fund Balance Reserve

- Increase is needed to fund excess expenses over revenues.

Ride Assistance Revenues:

26-2	Statewide Transportation Assistance Program	146,920	0	146,920	0		0.00%	146,920
26-2	STAP Program Client Fees	30,000	0	30,000	0		0.00%	30,000
	Oper Transfer - General Fund	47,760	7,720	55,480	6,510		13.29%	48,970
		224,680	7,720	232,400	6,510		2.88%	225,890

Total Revenues	3,293,850	295,360	3,589,210	455,430	14.53%	3,133,780
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Expenses:

26-7	Fixed Route Service	3,228,650	128,160	3,356,810	448,920		15.44%	2,907,890
26-22	Ride Assistance Program	225,890	6,510	232,400	6,510		2.88%	225,890

Total Expenses	3,454,540	134,670	3,589,210	455,430	2	14.53%	3,133,780
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2 Total Expenses

- Expenditures increased due to proposed step and COLA; salary scale alignment and budgeting for the implementation of the Time to Care Act. Other increases were in the cost of gas and diesel; uniforms; and utilities/insurance.

Category Summary:

Salaries and Benefits	2,626,190	127,700	2,753,890	384,890		16.25%	2,369,000
Operating	828,350	6,970	835,320	70,540		9.22%	764,780
	3,454,540	134,670	3,589,210	455,430		14.53%	3,133,780

**Washington County, Maryland
Public Transit Fund Revenues
FY25**

	2025	2024	2023	2022
	Operating Budget Proposed	Operating Budget Approved	Actuals Final	Actuals Final
	\$ Change	% Change		
44020 - Fixed Route Service				
404420 - Interest, Penalties & Fees	0	0	0	(9)
444030 - Fare Box Collections	200,000	200,000	207,197	189,539
444040 - Advertising	10,000	10,000	7,830	12,345
444110 - ADA Client Fees	20,000	20,000	9,989	12,447
444300 - DSS Program	109,000	109,000	109,000	109,000
486120 - Reimbursed Expenses - STAP	30,750	30,750	30,750	30,750
490000 - Miscellaneous	0	0	1,245	170
490005 - Insurance Recovery	0	0	13,009	2,862
490010 - Gain or Loss on Sale of Asset	0	0	4,173	0
490045 - Oper Transfer - General Fund	853,550	1,003,570	1,080,470	1,086,700
490090 - Fund Balance Reserve	446,590	0	0	0
490080 - Bad Check Fees	0	0	0	(25)
495100 - Operating - Federal Grants	1,442,780	1,282,710	1,332,477	1,338,613
495110 - Operating - State Grants	251,860	251,860	337,675	311,990
498400 - Capital Grant - Federal	0	0	2,508,006	1,710,357
498410 - Capital Grant - State	0	0	70,845	139,715
498710 - Capital Transfer - General	0	0	0	75,000
444200 - STAP Program	146,920	146,920	120,474	114,618
444210 - STAP Client Fees	30,000	30,000	24,461	18,953
490045 - Oper Transfer - General Fund	47,760	48,970	51,440	44,889
Public Transit Fund Revenues	3,589,210	3,133,780	5,909,040	5,197,914
		14.53%		

**Washington County, Maryland
Public Transit Fund Revenues
FY25**

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
400270 - Cash Drawer over/under	0	0	0	0	0.00%	0	0	0
404420 - Interest, Penalties & Fees	0	0	0	0	0.00%	0	0	(9)
444030 - Fare Box Collections	200,000	0	200,000	0	0.00%	200,000	207,197	189,539
444040 - Advertising	10,000	0	10,000	0	0.00%	10,000	7,830	12,345
444110 - ADA Client Fees	20,000	0	20,000	0	0.00%	20,000	9,989	12,447
444200 - STAP Program	146,920	0	146,920	0	0.00%	146,920	120,474	114,618
444210 - STAP Client Fees	30,000	0	30,000	0	0.00%	30,000	24,461	18,953
444300 - DSS Program	109,000	0	109,000	0	0.00%	109,000	109,000	109,000
486120 - Reimbursed Expenses - STAP	30,750	0	30,750	0	0.00%	30,750	30,750	30,750
490000 - Miscellaneous	0	0	0	0	0.00%	0	1,245	170
490005 - Insurance Recovery	0	0	0	0	0.00%	0	13,009	2,862
490010 - Gain or loss on Sale of Fixed Asset	0	0	0	0	0.00%	0	4,173	0
490045 - Oper Transfer - General Fund	1,052,540	(151,230)	901,310	(151,230)	(14.37)%	1,052,540	1,131,910	1,086,700
490080 - Bad Check Fees	0	0	0	0	0.00%	0	0	(25)
490090 - Fund Balance Reserve	0	446,590	446,590	446,590	100.00%	0	0	0
495100 - Operating - Federal Grants	1,442,780	0	1,442,780	160,070	12.48%	1,282,710	1,332,477	1,338,613
495110 - Operating - State Grants	251,860	0	251,860	0	0.00%	251,860	337,675	311,990
498400 - Capital Grant - Federal	0	0	0	0	0.00%	0	2,508,006	1,710,357
498410 - Capital Grant - State	0	0	0	0	0.00%	0	70,845	139,715
498710 - Capital Transfer - General	0	0	0	0	0.00%	0	0	75,000
Revenues	3,293,850	295,360	3,589,210	455,430	14.53%	3,133,780	5,909,040	5,153,025

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Revenues**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
444030 - Fare Box Collections	200,000	200,000		
444040 - Advertising	10,000	10,000		
444110 - ADA Client Fees	20,000	20,000		
444300 - DSS Program	109,000	109,000		
486120 - Reimbursed Expenses - STAP	30,750	30,750		
490045 - Oper Transfer - General Fund	1,003,570	845,830	Represents operational support for service or program provided.	General fund contribution was reduced to utilize a portion of the transit fund balance reserve to balance the budget.
490090 - Fund Balance Reserve	0	446,590		A transfer from fund balance will be required to cover excess expenses over revenues.
495100 - Operating - Federal Grants	1,442,780	1,442,780	Federal funding request pending filing of FY25 Annual Transportation Plan (ATP) to the Maryland Department of Transportation/Maryland Transit Administration (MDOT/MTA). Also includes CARES Act operating funding of \$ 509,229.	
495110 - Operating - State Grants	251,860	251,860	State funding match request pending filing of FY25 Annual Transportation Plan (ATP) to the Maryland Department of Transportation/Maryland Transit Administration (MDOT/MTA).	

Total	3,067,960	3,356,810
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Washington County, Maryland
Public Transit Fund
Department 44030 - Ride Assistance Program
FY25 Revenues - Proposed

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
444200 - STAP Program	146,920	146,920		
444210 - STAP Client Fees	30,000	30,000		
490045 - Oper Transfer - General Fund	48,970	55,480		Increase due to salary scale allocation.
Total - 44030	225,890	232,400		
Grand Total 44020 and 44030	3,293,850	3,589,210		

**Washington County, Maryland
Public Transit Fund Expenditures - Proposed
FY25**

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
44020 - Fixed Route Service	3,228,650	128,160	3,356,810	448,920	15.44%	2,907,890	3,019,908	2,830,449
44030 - Ride Assistance Program	225,890	6,510	232,400	6,510	2.88%	225,890	185,699	171,777
Total Expenditures	3,454,540	134,670	3,589,210	455,430	14.53%	3,133,780	3,205,607	3,002,226

Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	953,870	57,180	1,011,050	85,820	9.28%	925,230	855,197	842,481
500005 - Wages - Part Time	585,000	145,000	730,000	160,000	28.07%	570,000	572,568	533,559
500010 - Wages - Overtime	115,000	35,000	150,000	50,000	50.00%	100,000	163,415	113,663
500040 - Other Wages	15,530	0	15,530	0	0.00%	15,530	13,295	15,230
500100 - FICA - Employer	127,710	18,140	145,850	22,630	18.37%	123,220	119,157	112,360
500120 - Health Insurance	234,740	0	234,740	9,180	4.07%	225,560	201,955	232,736
500125 - Other Insurance	4,640	0	4,640	(1,800)	(27.95)%	6,440	3,387	5,270
500130 - Pension	267,090	(4,210)	262,880	22,310	9.27%	240,570	219,148	215,050
500140 - Workers Compensation	60,100	9,970	70,070	11,540	19.72%	58,530	56,728	54,462
500145 - Time to Care	0	8,370	8,370	8,370	100.00%	0	0	0
500150 - Unemployment Compensation	0	0	0	0	0.00%	0	7,993	12,212
500155 - Personnel Requests	160,690	(160,690)	0	0	0.00%	0	0	0
500160 - Other Post Employment Benefits	8,290	0	8,290	0	0.00%	8,290	6,440	0
500161 - Wage Reserve	(12,430)	12,430	0	1,320	(100.00)%	(1,320)	0	0
500170 - Personal Development	2,160	0	2,160	0	0.00%	2,160	0	240
500171 - Employee Recognition	1,560	0	1,560	(60)	(3.70)%	1,620	0	0
500172 - Team Building	450	0	450	0	0.00%	450	84	455
Wages and Benefits	2,524,400	121,190	2,645,590	369,310	16.22%	2,276,280	2,219,367	2,137,718
501070 - Debt - Other Interest	0	0	0	0	0.00%	0	0	0
501080 - Debt Lease Interest	0	0	0	0	0.00%	0	9	17
502000 - Appropriations	21,530	6,970	28,500	6,970	32.37%	21,530	21,530	18,620
505010 - Advertising	2,000	0	2,000	0	0.00%	2,000	2,306	5,100
505050 - Dues & Subscriptions	1,000	0	1,000	0	0.00%	1,000	0	0
505080 - Freight & Cartage	1,000	0	1,000	0	0.00%	1,000	2,386	409
505090 - Hauling Expense	100	0	100	0	0.00%	100	0	0
505120 - Licenses & Certifications	400	0	400	150	60.00%	250	351	627
505140 - Office Supplies	3,000	0	3,000	0	0.00%	3,000	5,433	1,913
505150 - Other - Miscellaneous	0	0	0	0	0.00%	0	0	0
505160 - Personal Mileage	300	0	300	0	0.00%	300	136	0

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
505170 - Postage	100	0	100	0	0.00%	100	81	0
505210 - Safety Supplies	300	0	300	0	0.00%	300	1,017	11
505230 - Travel Expenses	400	0	400	0	0.00%	400	397	133
510010 - Fleet Insurance	28,330	0	28,330	5,910	26.36%	22,420	21,581	20,702
510020 - Property & Casualty Insurance	3,160	0	3,160	(320)	(9.20)%	3,480	3,312	2,632
510030 - Public & Gen Liability Insurance	9,040	0	9,040	110	1.23%	8,930	8,338	6,882
515000 - Contracted/Purchased Service	17,000	0	17,000	7,000	70.00%	10,000	3,937	5,617
515180 - Software	69,000	0	69,000	0	0.00%	69,000	63,354	64,460
515270 - Maintenance Contract Services	0	0	0	(7,000)	(100.00)%	7,000	0	843
515330 - Towing Services	2,000	0	2,000	0	0.00%	2,000	3,951	2,799
515350 - Accident Repairs	1,000	0	1,000	0	0.00%	1,000	9,768	0
520000 - Training	2,000	0	2,000	1,000	100.00%	1,000	1,195	1,185
520030 - Food Comp	8,000	0	8,000	4,000	100.00%	4,000	6,198	3,793
520040 - Seminars/Conventions	1,000	0	1,000	0	0.00%	1,000	1,250	890
525000 - Supplies/Material - Operating	40,000	0	40,000	15,000	60.00%	25,000	52,649	33,316
525030 - Medical Supplies	200	0	200	0	0.00%	200	0	0
525040 - Small Tools & Equipment	2,000	0	2,000	0	0.00%	2,000	7,845	2,448
526000 - Supplies/Material-Maintenance	31,650	0	31,650	0	0.00%	31,650	82,307	67,658
526020 - Building Maintenance	4,010	0	4,010	0	0.00%	4,010	59,638	53,157
526040 - Equipment Maintenance	1,600	0	1,600	0	0.00%	1,600	40,408	21,428
527030 - Diesel Fuel	272,000	0	272,000	17,000	6.67%	255,000	227,944	200,611
527040 - Diesel Fuel Tax	430	0	430	0	0.00%	430	432	467
527050 - Auto Fluids	9,800	0	9,800	0	0.00%	9,800	22,015	21,431
527060 - Auto Gasoline	58,380	0	58,380	20,880	55.68%	37,500	57,127	41,728
527090 - Auto Repairs	20,000	0	20,000	0	0.00%	20,000	28,518	60,162
527100 - Auto Tires	17,700	0	17,700	0	0.00%	17,700	27,409	14,882
535010 - Copy Machine Rental	0	0	0	0	0.00%	0	0	0
535055 - Lease Payments	32,720	0	32,720	0	0.00%	32,720	0	2
535056 - Contra - Cap Lease Payments	0	0	0	0	0.00%	0	0	0
535057 - Non-Lease Components	0	0	0	0	0.00%	0	300	300

Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
535058 - Lease-Variable Payments	0	0	0	0	0.00%	0	1,434	1,112
535060 - Uniforms	10,000	0	10,000	6,380	176.24%	3,620	8,714	5,888
540010 - Wireless Communication	3,360	0	3,360	0	0.00%	3,360	3,896	3,883
540020 - Telephone Expenses	0	0	0	0	0.00%	0	0	0
545000 - Utilities	0	0	0	0	0.00%	0	0	0
545010 - Electric	12,360	0	12,360	2,360	23.60%	10,000	7,236	9,108
545020 - Natural Gas	11,000	0	11,000	0	0.00%	11,000	9,013	10,088
545040 - Sewer	790	0	790	20	2.60%	770	2,090	1,996
545050 - Waste/Trash Disposal	1,500	0	1,500	0	0.00%	1,500	1,294	1,260
545060 - Water	260	0	260	10	4.00%	250	0	0
545070 - Stormwater Fee	1,230	0	1,230	140	12.84%	1,090	0	0
582060 - Fire Extinguishers/Refills	500	0	500	0	0.00%	500	535	1,324
592060 - Service Charges	2,100	0	2,100	0	0.00%	2,100	2,818	2,184
Operating Expenses	704,250	6,970	711,220	79,610	12.60%	631,610	800,150	691,066
599999 - Controllable Assets	0	0	0	0	0.00%	0	391	1,665
Capital Outlay	0	0	0	0	0.00%	0	391	1,665
Total	3,228,650	128,160	3,356,810	448,920	15.44%	2,907,890	3,019,908	2,830,449

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	953,870	1,011,050	The budget is based on a proposed step of 2.5% and a 1% COLA for FY25. Wages are then allocated based on a three-year rolling average and adjusted for any known changes in trends.	Allocating out salary scale adjustment to appropriate accounts from personnel requests.
500005 - Wages - Part Time	585,000	730,000	The budget is based on a proposed step of 2.5% and a 1% COLA for FY25. Wages are then allocated based on a three-year rolling average and adjusted for any known changes in trends.	Allocating out salary scale adjustment to appropriate accounts from personnel requests.
500010 - Wages - Overtime	115,000	150,000	The budget is based on a proposed step of 2.5% and a 1% COLA for FY25. Wages are then allocated based on a three-year rolling average and adjusted for any known changes in trends.	Allocating out salary scale adjustment to appropriate accounts from personnel requests.
500040 - Other Wages	15,530	15,530	The Other Wages category includes amounts for sick pay bonus and holidays worked for operations that require coverage on holidays. The sick pay bonus is based on prior year actuals with a small increase for employees receiving additional pay for accumulating more consecutive years without using sick time. The holiday worked was increased for the 3.5% wage increases for FY25.	
500100 - FICA - Employer	127,710	145,850	Budget is based on total wages times 7.65%.	Allocating out salary scale adjustment to appropriate accounts from personnel requests.

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500120 - Health Insurance	234,740	234,740		
			The Health Insurance budget was not increased. This is based on the projected trend analysis in the market, discussions with the County's health insurance administrators, an analysis of the County's self-insured reserve trends and the anticipated reserve balance.	
500125 - Other Insurance	4,640	4,640		
			This category includes County paid premiums for employee life insurance, dependent life insurance, and long-term disability. The majority of these premiums are based on wages. Due to the proposed wage increase the other insurance increased by approximately 3.5%.	
500130 - Pension	267,090	262,880		Reduced Pension contribution from 28% to 26% based on Actuarial Defined Contribution.
500140 - Workers Compensation	60,100	70,070		Allocating out salary scale adjustment to appropriate accounts from personnel requests.
500145 - Time To Care	0	8,370		Expense added in anticipation to Time to Care Act implementation.
500155 - Personnel Requests	160,690	0		Allocating out salary scale adjustment to appropriate accounts from personnel requests.
500160 - Other Post Employment Benefits	8,290	8,290		

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500161 - Wage Reserve	(12,430)	0	To budget for vacancy savings.	Eliminated to balance fund budget.
500170 - Personal Development	2,160	2,160	The personal development incentive budget is \$120 per full-time employee per year. Employees are afforded the opportunity to request annual training of some kind. Training may include physical training and exercise.	
500171 - Employee Recognition	1,560	1,560	The employee recognition incentive for a total of \$77,000 is to be distributed equitably by department size. Department heads and division directors may recognize full-time employees who strive to overachieve. Funds may be used for additional training; attendance to industry events; and related travel.	
500172 - Team Building	450	450	The team building incentive budget is \$25 per full-time employee per year. This allows a department head or division director to offer the occasional celebration or recognize employee achievements in the office setting.	
502000 - Appropriations	21,530	28,500		Additional support needed due to possible salary scale alignment and budget for Time to Care Act.
505010 - Advertising	2,000	2,000		
505050 - Dues & Subscriptions	1,000	1,000		
505080 - Freight & Cartage	1,000	1,000		

Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
505090 - Hauling Expense	100	100		
505120 - Licenses & Certifications	400	400		
505140 - Office Supplies	3,000	3,000		
505160 - Personal Mileage	300	300		
505170 - Postage	100	100		
505210 - Safety Supplies	300	300		
505230 - Travel Expenses	400	400		
510010 - Fleet Insurance	28,330	28,330		There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage decrease/increase varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analyst projected cost of premiums based on industry trends and discussions with industry experts and current service providers.

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
510020 - Property & Casualty Insurance	3,160	3,160	There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage decrease/increase varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analyst projected cost of premiums based on industry trends and discussions with industry experts and current service providers.	
510030 - Public & Gen Liability Insurance	9,040	9,040	There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage decrease/increase varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analyst projected cost of premiums based on industry trends and discussions with industry experts and current service providers.	
515000 - Contracted/Purchased Service	17,000	17,000	Budget increased due to amount from 515270 Maintenance Contract Services being shifted to 515000 Contracted/ Purchased Services.	
515180 - Software	69,000	69,000		

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
515270 - Maintenance Contract Services	0	0	Budget reduced due to 515270 Maintenance Contract Services being shifted to 515000 Contracted/Purchased Service.	
515330 - Towing Services	2,000	2,000		
515350 - Accident Repairs	1,000	1,000		
520000 - Training	2,000	2,000	Budget increase based on prior year and YTD expenditures.	
520030 - Food Comp	8,000	8,000	Budget increase based on prior year expenditures and recent Union contract update which increased food comp from \$9.25 to \$15.	
520040 - Seminars/Conventions	1,000	1,000		
525000 - Supplies/Material - Operating	40,000	40,000	Budget increase based on prior year and YTD expenditures.	
525030 - Medical Supplies	200	200		
525040 - Small Tools & Equipment	2,000	2,000		
526000 - Supplies/Material-Maintenance	31,650	31,650		
526020 - Building Maintenance	4,010	4,010		
526040 - Equipment Maintenance	1,600	1,600		

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
527030 - Diesel Fuel	272,000	272,000	Estimated budget is 68,000 gallons x \$4.00 = \$272,000 (excludes taxes), which is based on bids and short-term energy outlook forecasts. Rate is discounted with new bid price including delivery as compared to retail prices.	
527040 - Diesel Fuel Tax	430	430		
527050 - Auto Fluids	9,800	9,800		
527060 - Auto Gasoline	58,380	58,380	Projected budget is 16,680 gallons x \$3.50 = \$58,380 (includes state gas tax), which is based on bids and short-term energy outlook forecasts. Rate per gallon is discounted with bid price as compared to retail prices.	
527090 - Auto Repairs	20,000	20,000		
527100 - Auto Tires	17,700	17,700		
535055 - Lease Payments	32,720	32,720		
535060 - Uniforms	10,000	10,000	Budget increase based on new drivers being hired continually due to turnover, additional articles of clothing issued to those working extra shifts on a regular basis, jackets added to assortment. And footwear for unionized personnel was added in FY24 per MOU.	
540010 - Wireless Communication	3,360	3,360		

**Washington County, Maryland
Public Transit Fund
Department 44020 - Fixed Route Service
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
545010 - Electric	12,360	12,360	The electric budget is based on four prior year actuals, forecasted rate changes, and other known circumstances. The projection also considers current year actuals with annualized estimations.	
545020 - Natural Gas	11,000	11,000	The natural gas budgets were based on four prior years actual and forecasted rate changes.	
545040 - Sewer	790	790	Projected actuals x 2% rate increase (\$770 X 2% = \$790.00)	
545050 - Waste/Trash Disposal	1,500	1,500		
545060 - Water	260	260	Projected actual x 2% rate increase. (\$250 x 2% = \$255)	
545070 - Stormwater Fee	1,230	1,230		
582060 - Fire Extinguishers/Refills	500	500		
592060 - Service Charges	2,100	2,100		
Total	3,228,650	3,356,810		

Washington County, Maryland
 Travel Request
 FY 2025

Department Number: 44020 Department Name: Transit

Account Number: 505230

Account Description: Travel Expenses

Position Title Only (do not use individual names)	Destination	Date(s) of Travel	Total Cost		Description and/or Reason for Travel Request
			Dept. Request	Board Approval	
Director Operations Supervisor	TBD	TBD	400	400	TAM/MTA Annual Conference - Mandatory MTA training as stipulated within Federal formula grant funding to support public transportation initiatives within Washington County.
Total			\$400	\$400	

● Approval of this budget does not replace approval of travel as outlined in the Business Expense Policy. All travel must still receive appropriate approvals.

Washington County, Maryland
 Summary of Installment and/or Lease Purchases
 FY 2025

Department Number: 44020

Department Name: Transit

Account Description: Lease and Installment Payments

Item	Qty	Straight Purchase Price	Number of Years Financed	Final Year of Lease	Annual Payment Due Starting in Proposed Budget Year	Total Financed Price (total of all lease payments)	Implied Interest Rate	Explanation
New JOBS vehicle	2	Unknown at this time	3	FY 27	30,000	90,000	Not known at this time	During FY 24 a new bid process will occur. Once completed straight purchase price, actual annual payment, total financed price and implied interest rate will be established. Vehicles being leased are to support Washington County Department of Social Services "JOBS" program. Funding received from WCDSS can only be used for operational expenses and not for capital procurement.

Total 2 \$0 \$30,000 \$90,000

Agree to Budget

N New Installment Purchase
 E Existing Installment Purchase

Washington County, Maryland
 Summary of Installment and/or Lease Purchases
 FY 2025

Department Number: 44020

Department Name: Transit

Account Description: Lease and Installment Payments

Item	Machine Rental	CopyPak (monthly maintenance)	Black & White Overage	Color Overage	Total	Explanation
Copier	1,068	300	88	1,264	2,720	Copy Machine Rental = \$89.00 per month CopyPak = \$25.00 per month Black & White Overages - 19,500 copies/ \$.0045 per copy Color Overages - 31,600 copies/\$.04 per copy

Total \$2,720

Agree to Budget

Washington County, Maryland
Public Transit Fund
Department 44030 - Ride Assistance Program
FY25 Expenses - Proposed

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	60,560	5,770	66,330	11,650	21.31%	54,680	51,064	56,598
500040 - Other Wages	1,630	0	1,630	0	0.00%	1,630	1,775	1,691
500100 - FICA - Employer	4,760	440	5,200	890	20.65%	4,310	3,809	3,172
500120 - Health Insurance	17,490	0	17,490	0	0.00%	17,490	17,481	17,481
500125 - Other Insurance	250	0	250	(20)	(7.41)%	270	201	269
500130 - Pension	16,960	290	17,250	3,030	21.31%	14,220	14,012	11,270
500140 - Workers Compensation	140	10	150	30	25.00%	120	114	95
Wages and Benefits	101,790	6,510	108,300	15,580	16.80%	92,720	88,457	90,576
505140 - Office Supplies	0	0	0	0	0.00%	0	588	0
515000 - Contracted/Purchased Service	91,850	0	91,850	(9,070)	(8.99)%	100,920	64,851	46,702
525000 - Supplies/Material - Operating	1,500	0	1,500	0	0.00%	1,500	1,053	3,749
535000 - Rentals	30,750	0	30,750	0	0.00%	30,750	30,750	30,750
Operating Expenses	124,100	0	124,100	(9,070)	(6.81)%	133,170	97,242	81,201
Total	225,890	6,510	232,400	6,510	2.88%	225,890	185,699	171,777

**Washington County, Maryland
Public Transit Fund
Department 44030 - Ride Assistance Program
FY25 Expenses - Proposed**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	60,560	66,330		Allocating out salary scale adjustment to appropriate accounts from personnel requests.
500040 - Other Wages	1,630	1,630		
500100 - FICA - Employer	4,760	5,200		Allocating out salary scale adjustment to appropriate accounts from personnel requests.
500120 - Health Insurance	17,490	17,490		
500125 - Other Insurance	250	250		
500130 - Pension	16,960	17,250		Reduced pension contribution from 28% to 26% based on Actuarial Defined Contribution. Increase related to allocating out salary scale adjustment to appropriated accounts from personnel requests.
500140 - Workers Compensation	140	150		Allocating out salary scale adjustment to appropriate accounts from personnel requests.
515000 - Contracted/Purchased Service	91,850	91,850	Contracted /Purchased Services fluctuates according to user's demand. It is based on anticipated program administrative expenses and the anticipated amount of funding allocated for the program by Maryland Department of Transportation / Maryland Transit Administration (MDOT/MTA). The amount shown is to cover the cost of voucher trips provided.	

Washington County, Maryland
Public Transit Fund
Department 44030 - Ride Assistance Program
FY25 Expenses - Proposed

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
525000 - Supplies/Material - Operating	1,500	1,500		
535000 - Rentals	30,750	30,750		
Total	225,890	232,400		



Agenda Report Form

Open Session Item

SUBJECT: FY25 Airport Budget

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Neil Doran, Airport Director, Andrew Eshleman, Director of Public Works

RECOMMENDED MOTION(S): For informational purposes

REPORT-IN-BRIEF: Hagerstown Regional Airport (HGR) contributes to the economic base of Washington County by providing and supporting the air transportation needs of the Quad-State area in accordance with Federal Aviation Administration (FAA) regulations, State, and County laws.

DISCUSSION: The Airport budget increased over FY25 by \$620,300 or 20.04%. The increase is mainly the result of the change in salaries and benefits for employees, as well as an increase in the cost of supplies, material, equipment and building maintenance throughout the Airport. The increase in revenues is mainly the result of the increase in the number of flights and an increase in fees charged for implementation of additional security measures.

The Airport fund is self-supported and does not require a general fund subsidy for FY25.

FISCAL IMPACT: \$3,715,420

CONCURRENCES: N/A

ALTERNATIVES: N/A

ATTACHMENTS: FY25 Airport Budget

AUDIO/VISUAL TO BE USED: N/A

**Washington County, Maryland
Airport Fund Operating Budget
Detailed Summary
Fiscal Year 2025**

Page	Category by Function	FY 2025 Requested Budget	Adjustment	FY 2025 Proposed Budget	\$ Change	Note	% Change	FY 2024 Original Budget
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Revenues:

Administrative Revenues:

27-3	Fund Balance Reserve	1,118,560	24,140	1,142,700	315,950	1	38.22%	826,750
27-3	Operating Transfer - Hotel Rental	50,000	0	50,000	0		0.00%	50,000
27-3	Reimbursed Expense - Other	48,000	5,000	53,000	38,000	2	253.33%	15,000
27-3	Miscellaneous	74,100	0	74,100	24,100	3	48.20%	50,000
27-3	Operating Grants	6,900	0	6,900	0		0.00%	6,900
27-3	Operating - Federal Grants	16,300	0	16,300	700		4.49%	15,600
27-3	Fuel	100	0	100	0		0.00%	100
		1,313,960	29,140	1,343,100	378,750		39.28%	964,350

1 Fund Balance Reserve

-Increase is for local matching for Capital grants.

2 Reimbursed Expense - Other

- Increase is due to various fees to reimburse the Airport for expenses related to new security implementations at the Airport.

3 Miscellaneous

-Increase is due to an increase in the scheduled flights and an increase in the landing and ground operations personnel fees.

Airfield Maintenance Operations Revenues:

27-3	Rental - Other	236,690	0	236,690	45,410	4	23.74%	191,280
27-3	Landing Fees	56,900	0	56,900	13,820	5	32.08%	43,080
27-3	Aircraft Parking Fees	2,500	0	2,500	0		0.00%	2,500
27-3	Rent Corporate Hangars	1,071,770	0	1,071,770	90,570	6	9.23%	981,200
27-3	Rent T-Hangars	570,180	0	570,180	23,080	7	4.22%	547,100
		1,938,040	0	1,938,040	172,880		9.79%	1,765,160

4 Rental - Other

-Increase is attributed to new leases completed with current fair market value.

5 Landing Fees

-Increase is due to an increase in the number of additional flights added to the commercial flight schedule.

5 Rent Corporate Hangars

-Increase is attributed to the corporate rental rates as established by leases which have yearly built-in escalator clauses.

5 Rent T-Hangars

-Anticipated four percent increase in T-Hangar rental rates.

Facilities Revenues:

27-3	Concession Fees	155,000	0	155,000	6,800	8	4.59%	148,200
27-3	Snack Sales	50,000	0	50,000	17,070	9	51.84%	32,930
27-3	Fuel Flow Fees - Fuel Farm	75,090	0	75,090	6,050	10	8.76%	69,040
27-3	Maintenance Fees - Fuel Farm	65,250	0	65,250	0		0.00%	65,250
27-3	Rent - Terminals	43,940	0	43,940	10,250		30.42%	33,690
		389,280	0	389,280	40,170		11.51%	349,110

8 Concession Fees

- Increase is based on past fees collected and an increase in the number of scheduled flights.

9 Snack Sales

- Increase is based on previous year performance and increase in pricing for resale.

10 Fuel Flow Fees - Fuel Farm

- The increase is due to an increase in the number of expected flights.

Washington County, Maryland
 Airport Fund Operating Budget
 Detailed Summary
 Fiscal Year 2025

Page	Category by Function	FY 2025 Requested Budget	Adjustment	FY 2025 Proposed Budget	\$ Change	Note	% Change	FY 2024 Original Budget
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Airport and Rescue FF Services Revenue:

27-3	Contract Operations	45,000	0	45,000	28,500	11	172.73%	16,500
		45,000	0	45,000	28,500		172.73%	16,500

11 Contract Operations

- Increase is based on current Department of Defense (DOD) activity on the airfield. This revenue source is for billable ARFF standby man hours and is dependent on DOD contracts.

Total Revenues	3,686,280	29,140	3,715,420	620,300	20.04%	3,095,120
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Expenses:

27-16	General Operations	2,094,960	(29,610)	2,065,350	478,040	12	30.12%	1,587,310
27-28	Maintenance	664,880	18,210	683,090	218,380		46.99%	464,710
27-37	Business Parks	0	0	0	(135,810)		(100.00)%	135,810
27-39	Facilities	257,320	10,510	267,830	54,520		25.56%	213,310
27-44	T-Hangar	0	0	0	(57,190)		(100.00)%	57,190
27-46	Fuel Farm Operations	0	0	0	(12,010)		(100.00)%	12,010
27-48	Rental Properties	0	0	0	(28,500)		(100.00)%	28,500
27-50	Aircraft Rescue Firefighting	193,800	9,920	203,720	18,910		10.23%	184,810
27-56	Airline Services	475,320	20,110	495,430	83,960		20.40%	411,470

Total Expenses	3,686,280	29,140	3,715,420	620,300	13	20.04%	3,095,120
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12 General Operations

- Salaries and benefits increased or decreased due to allocation of wages that is based on a three year rolling average with a 3.5% increase in FY25. Operating budget increase due to CIP appropriations. The Airport has restructured departments for efficiency.

13 Category Summary:

Salaries and Benefits	1,500,560	29,140	1,529,700	321,870	26.65%	1,207,830
Operating	2,185,720	0	2,185,720	298,430	15.81%	1,887,290
	3,686,280	29,140	3,715,420	620,300	20.04%	3,095,120

**Washington County, Maryland
Airport Fund Revenues
FY25**

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
404415 - Interest Leases	0	0	0	0	0.00%	0	739	49
404420 - Interest, Penalties & Fees	0	0	0	0	0.00%	0	3,131	1,422
404511 - Lease Income	0	0	0	0	0.00%	0	49,504	7,483
404520 - Rental - Other	236,690	0	236,690	45,410	23.74%	191,280	305,610	333,242
445020 - Landing Fees	56,900	0	56,900	13,820	32.08%	43,080	20,110	19,744
445040 - Aircraft Parking Fees	2,500	0	2,500	0	0.00%	2,500	840	2,016
445050 - Rent Corporate Hangars	1,071,770	0	1,071,770	90,570	9.23%	981,200	1,590,202	1,563,665
445120 - Concession Fees	155,000	0	155,000	6,800	4.59%	148,200	141,112	149,304
445130 - Snack Sales	50,000	0	50,000	17,070	51.84%	32,930	36,120	12,727
445150 - Rent - Terminals	43,940	0	43,940	10,250	30.42%	33,690	21,070	34,458
445210 - Rent - T Hangars	570,180	0	570,180	23,080	4.22%	547,100	526,105	502,427
445240 - Fuel Flow Fees - Fuel Farm	75,090	0	75,090	6,050	8.76%	69,040	75,386	68,403
445250 - Maintenance Fees - Fuel Farm	65,250	0	65,250	0	0.00%	65,250	71,589	64,531
486045 - Reimbursed Exp - Other	48,000	5,000	53,000	38,000	253.33%	15,000	21,743	71,850
490000 - Miscellaneous	74,100	0	74,100	24,100	48.20%	50,000	37,365	1,782
490010 - Gain or Loss on Sale of Asset	0	0	0	0	0.00%	0	(74,381)	0
490045 - Oper Transfer - General Fund	0	0	0	0	0.00%	0	0	8,000
490080 - Bad Check Fees	0	0	0	0	0.00%	0	125	75
490090 - Fund Balance Reserve	1,118,560	24,140	1,142,700	315,950	38.22%	826,750	0	0
491732 - Oper Transfer - Hotel Rental	50,000	0	50,000	0	0.00%	50,000	46,083	48,049
491800 - Contributed Capital	0	0	0	0	0.00%	0	95,000	0
495000 - Operating Grants	6,900	0	6,900	0	0.00%	6,900	0	0
495100 - Operating - Federal Grants	16,300	0	16,300	700	4.49%	15,600	161,475	1,413,687
498400 - Capital Grant - Federal	0	0	0	0	0.00%	0	78,850	233,151
498410 - Capital Grant - State	0	0	0	0	0.00%	0	105,002	43,732
498600 - Donations	0	0	0	0	0.00%	0	0	5,000
498710 - Capital Transfer - General	0	0	0	0	0.00%	0	0	176,000
499420 - Fuel	100	0	100	0	0.00%	100	267	338
499500 - Contract Operations	45,000	0	45,000	28,500	172.73%	16,500	23,224	4,913
Revenues	3,686,280	29,140	3,715,420	620,300	20.04%	3,095,120	3,336,271	4,766,048

**Washington County, Maryland
Airport Fund
Department 00000 - Default Department
FY25 Revenues**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
404520 - Rental - Other	236,690	236,690	Increase is due to new leases completed with current fair market value which is an increase over the previous lease.	
445020 - Landing Fees	56,900	56,900	Increase is due to an increase in the number of additional flights added to the commercial flight schedule.	
445040 - Aircraft Parking Fees	2,500	2,500		
445050 - Rent Corporate Hangars	1,071,770	1,071,770	Increase is due to built in escalators and newly negotiated leases terms.	
445120 - Concession Fees	155,000	155,000	Increase is due to additional commercial flights and anticipated increase in rentals based on current trending revenue.	
445130 - Snack Sales	50,000	50,000	Increase is based on past performance, sale price increases and additional items for resale.	
445150 - Rent - Terminals	43,940	43,940	Increase is due to new lease agreements with Terminal tenants.	
445210 - Rent - T Hangars	570,180	570,180	Increase is due to a four percent increase in T-Hangar rental rates. Increase does not apply to one corporate customer who negotiated a new lease.	
445240 - Fuel Flow Fees - Fuel Farm	75,090	75,090	Increase is due to an increase in the number of flights added to the commercial flight schedule.	
445250 - Maint. Fees - Fuel Farm	65,250	65,250		

**Washington County, Maryland
Airport Fund
Department 00000 - Default Department
FY25 Revenues**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
486045 - Reimbursed Exp - Other	48,000	53,000	Increase is due to various fees generated to reimburse Airport for expenses relating to security implementations at the Airport on the airfield and various other areas.	Increase due to additional reimbursement for expenses at the airport.
490000 - Miscellaneous	74,100	74,100	Increase is due to an increase in the scheduled flights and an increase in the landing and ground operation personnel fees charged to the Airline.	
490090 - Fund Balance Reserve	1,118,560	1,142,700	To cover cost of CIP requests.	Increase in needed support to cover expenses.
491732 - Oper Transfer - Hotel Rental	50,000	50,000		
495000 - Operating Grants	6,900	6,900		
495100 - Operating - Federal Grants	16,300	16,300	Increase is due to an increase in the number of commercial flights.	
499420 - Fuel	100	100		
499500 - Contract Operations	45,000	45,000	Increase is based on past performance.	

Total	3,686,280	3,715,420		
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Washington County, Maryland
Proposed New or Increase Fee Form
FY 2025

New Fee or Increase Fee

Account Number: 445210

Department Name: Hagerstown Regional Airport

Account Description: T-Hangar Rental

Fee Category	Brief Description of Fee or Service	Fee FY2023	Fee FY2024	Proposed Fee FY2025	Change	Projected Change in Monthly Revenue	Total Projected Change in Revenue	Justification
LME-OFC	Monthly rent for 3 Combination T-Hangar and Office leases excluding Corporate Hangars that have built in escalators.	2,031	2,527	2,628	101	101	1,212	4% rent increase requested to cover increased maintenance and utility costs
LME	Monthly rent for 3 T-Hangars excluding Corporate Hangars that have built in escalators.	1,014	1,044	1,086	42	42	504	4% rent increase requested to cover increased maintenance and utility costs
LME	Monthly rent for 12 T-Hangars excluding Corporate Hangars that have built in escalators.	4,248	4,380	4,560	180	180	2,160	4% rent increase requested to cover increased maintenance and utility costs
LME	Monthly rent for 8 T-Hangars with multiple rental rates due to conditions in their lease.	4,972	5,121	5,327	206	206	2,472	4% rent increase requested to cover increased maintenance and utility costs
OFC	Monthly rent for 5 T-Hangar Offices excluding Corporate Hangars that have built in escalators.	665	685	710	25	25	300	4% rent increase requested to cover increased maintenance and utility costs
OFC	Monthly rent for 9 T-Hangar Offices with multiple rental rates due to conditions in their lease.	2,343	2,413	2,509	96	96	1,152	4% rent increase requested to cover increased maintenance and utility costs
SSE	Monthly rent for 22 T-Hangars excluding Corporate Hangars that have built in escalators.	3,718	3,828	3,982	154	154	1,848	4% rent increase requested to cover increased maintenance and utility costs
SSE	Monthly rent for 13 T-Hangars excluding Corporate Hangars that have built in escalators.	2,418	2,496	2,600	104	104	1,248	4% rent increase requested to cover increased maintenance and utility costs
SSE	Monthly rent for 14 T-Hangars excluding Corporate Hangars that have built in escalators.	3,752	3,864	4,018	154	154	1,848	4% rent increase requested to cover increased maintenance and utility costs
SSE	Monthly rent for 58 T-Hangars excluding Corporate Hangars that have built in escalators.	16,414	16,878	17,574	696	696	8,352	4% rent increase requested to cover increased maintenance and utility costs
UTIL	Monthly Utility charge for T-Hangars excluding Corporate Hangars that have built in escalators.	32	33	34	1	1	12	4% rent increase requested to cover increased maintenance and utility costs

Monthly

Total **\$1,759** **\$21,108**

Washington County, Maryland
 Proposed New or Increase Fee Form
 FY 2025

Account Number: 486045

Department Name: Airport

Account Description: Reimbursed Expense - Other

Fee Category	Brief Description of Fee or Service	Fee FY2023	Fee FY2024	Proposed Fee FY2025	Change	Total Projected Change in Revenue	Justification
	Air Operations Area (AOA) Badge - Cost Recovery Fee			\$30	30	10,500	Badge is proximity card that opens T-Hangar Access gate. T-Hangar tenants issued badge cards at lease signing. Cost includes 30-40 minutes of staff training time (\$20), Badge card (\$7), STA background check (\$3). Estimate 350 T-Hangar tenants will purchase badges @ \$30 per badge.
	Secure Identification Display Area (SIDA) Badge - Cost Recovery Fee			\$100	100	4,000	Cost to produce/issue airport badge at SIDA access level, background security checks, training class, online resources. Includes 60-180 minutes of staff training time (\$40-\$120), Badge card (\$7), STA/TSA CHRC/Fingerprint background check (\$3+\$27+\$5). Estimated 40 tenants will purchase badges @ \$100 per badge. *Badge Fees waived for: HGR staff, TSA, and Law Enforcement.
	Airfield Driving Privileges Badge - Cost Recovery Fee			\$40	40	1,520	Badge is proximity card that opens T-Hangar Access gate. Cost includes 45 minutes staff training time (\$30), Badge card (\$7), STA background check (\$3). Estimated 40 tenants will purchase badges @ \$40 per badge.
	Badge Accessory: Basic Lanyard			\$10	10	2,830	Optional item for sale to airport badge holders. Estimated 283 lanyards will be sold.
	Badge Accessory: Arm Band Holder			\$10	10	300	Optional item for sale to airport badge holders. Estimated 30 arm band holders will be sold.
	Badge Accessory: Ballistic (Deluxe) Badge Card Holder			\$15	15	1,125	Optional item for sale to airport badge holders. Estimated 75 deluxe badge card holders will be sold.
Total						\$20,275	

Washington County, Maryland
 Proposed New or Increase Fee Form
 FY 2025

Account Number: 486045

Department Name: Airport

Account Description: Reimbursed Expense - Other

Fee Category	Brief Description of Fee or Service	Fee FY2023	Fee FY2024	Proposed Fee FY2025	Change	Total Projected Change in Revenue	Justification
	Copy/Print Service Fee (Color Page)			\$0.56	\$0.56	28	Establish a fee in those instances where patrons ask for documents and records that incur heavy printing costs. Cost incurred beyond 25 pages and is for each additional printed page (color). Estimated 50 sheets a year.
	Copy/Print Service Fee (Black & White Page)			\$0.37	\$0.37	74	Establish a fee in those instances where patrons ask for documents and records that incur heavy printing costs. Cost incurred beyond 25 pages and is for each additional printed page (black and white). Estimated 200 sheets a year.
	Hangar Lease / Commercial Operating Permit / Business Agreement Preparation Fee (Simple Document)			\$25	\$25	1,000	Estimated 40 documents a year and applies to simple documents not requiring extensive staff time to prepare and/or legal review services. Commercial Operating Permit to be issued annually to Aeronautical Businesses. Used to validate business license, insurance requirements, and other commercial business operations to ensure compliance with Airport Primary Guiding Documents, FAA Grant Assurances, County Business requirements, airport policies, etc. Note: Non-Aeronautical Businesses are not subject to commercial operating permits and fee.
	Hangar Lease / Commercial Operating Permit / Business Agreement Preparation Fee (Complex Document)			\$75	\$75	375	Estimated 5 documents a year and applies to complex documents requiring extensive staff time to prepare and/or legal review services. Commercial Operating Permit to be issued annually to Aeronautical Businesses. Used to validate business license, insurance requirements, and other commercial business operations to ensure compliance with Airport Primary Guiding Documents, FAA Grant Assurances, County Business requirements, airport policies, etc. Note: Non-Aeronautical Businesses are not subject to commercial operating permits and fee.

Total \$1,477

Washington County, Maryland
Proposed New or Increase Fee Form
FY 2025

Account Number: 486045 Department Name: Airport

Account Description: Reimbursed Expense - Other

Fee Category	Brief Description of Fee or Service	Fee FY2023	Fee FY2024	Proposed Fee FY2025	Change	Total Projected Change in Revenue	Justification
	Airport Badge - Lost or Replacement Fee: 1st Instance within a Calendar year			\$50	\$50	2,250	Estimate the need to replace five lost or stolen badges per year. Estimated additional 40 that voluntary seek a replacement badge during the year due to wear and tear or a desire for a new badge.
	Airport Badge - Lost or Replacement Fee: 2nd Instance within a Calendar year			\$200	\$200	0	Not budgeting any particular revenue but wish to establish a fee to applied in this very rare occurrence.
	Airport Badge - Lost or Replacement Fee: 3rd Instance within a Calendar year			\$500	\$500	0	Not budgeting any particular revenue but wish to establish a fee to applied in this very rare occurrence. Note: No charge will be applied in the 4th instance - rather the badge will be permanently revoked.
	Non-returned Airport Badge fee			\$250	\$250	2,500	Any badge not returned to the office within thirty (30) consecutive calendar days after required to be returned (termination of employment, etc.). Estimate 10 per year. To be charged either to the individual or their employer.
Total						\$4,750	

Washington County, Maryland
 Proposed New or Increase Fee Form
 FY 2025

Account Number: 486045

Department Name: Airport

Account Description: Reimbursed Expense - Other

Fee Category	Brief Description of Fee or Service	Fee FY2023	Fee FY2024	Proposed Fee FY2025	Change	Total Projected Change in Revenue	Justification
	Re-key or additional airport key issuance (standard key service)			\$35	35	420	Applies to standard keys. Includes cost of key and 1 hour cost recovery for staff travel to key vendor and additional coordination. Estimated 12 per year such as a new t-hangar tenant and or a lost key.
	Re-key or additional airport key issuance (master lock key service)			\$300	300	300	Applies to Master Lock or other highly specialized, high security keys and lock mechanisms/cores/barrels. Includes cost recovery for staff travel to key vendor, potential vendor service call on airport and additional coordination. Estimate 1 per year.
	Replacement Pad Lock Service			\$100	100	300	Applies to replacement pad lock or cylinder (barrel) locks. Includes cost recovery for staff travel to key vendor and additional coordination. Older t-hangar doors use these locks. Estimate 3 per year.
	Airport Personnel/Staffing Fee			\$50	50	150	Per maintenance person, per hour for staffing services during regular business hours, Mon-Fri 6:30am-3:30pm (excluding published County holidays). All other days and hours are subject to after-hours rate. Estimated 3 times a year. Note: This is for service requests outside of our normal contractual maintenance responsibility to our tenants under our leasing arrangements.

Washington County, Maryland
 Proposed New or Increase Fee Form
 FY 2025

Account Number: 486045

Department Name: Airport

Account Description: Reimbursed Expense - Other

Fee Category	Brief Description of Fee or Service	Fee FY2023	Fee FY2024	Proposed Fee FY2025	Change	Total Projected Change in Revenue	Justification
	Airport Personnel Airfield/Non-Airfield Escort Fees			\$75	75	900	Per staff-member, per hour for escort services during regular business hours, Mon-Fri 6:30am-3:30pm (excluding published County holidays). All other days and hours are subject to after-hours rate. Estimated 12 times a year. Note: Engineers/Contractors/Consultants who have not completed airfield driver training and been issued an airport badge or that do not have radio and beacon-equipped vehicles may need access to the airfield or within the perimeter security fence and request a personnel escort service.
	After-hours / Emergency Call-Out Fees			\$75	75	900	Per staff-member, per hour with a 2-hour minimum billable time. Could be for maintenance requests, airfield access or escort service, unlocking hangar doors, security alarm responses, etc. Estimated 12 times a year.

Total \$2,970

Washington County, Maryland
 Proposed New or Increase Fee Form
 FY 2025

Account Number: 445040 Airport Ground/Parking Fees

Department Name: Airport

Account Description: Ground Parking Fees

Fee Category	Brief Description of Fee or Service	Fee FY2023	Fee FY2024	Proposed Fee FY2025	Change	Total Projected Change in Revenue	Justification
	Terminal Vehicle - Secured Parking Fee	NA	NA	\$5.00/daily max	5.00	0	<p>Fee as described in Airport's adopted Strategic Plan. Will seek to implement sometime during FY25 when construction is completed. At that time, will likely perform a mid-year budget adjustment to account for new parking revenue stream. Fee shall be \$5 daily max with the first hour being FREE. Airport staff shall be equipped with mobile validator machine to enable waiving of the fee under some defined circumstances such as an AAC member needing to attend a meeting at the terminal. Used conservative estimate for budgetary purposes of 200 average daily users x \$5/day x 365 days = \$365,000 annual revenues. (Existing paved lot is 382 spaces. Some gravel space exists south of this that could hold approx. 228 additional cars. Total current capacity without parking on grass - approx. 610 spaces) Note: Both the existing and future expanded lot concepts offer a higher average daily utilization potential AND an increase in the number of total spaces available, meaning that the revenue likely to be collected could prove considerably higher. This is especially so when one considers the summer 2024 Allegiant growth announcements that had not been contemplated under the Strategic Plan. Should we add Landline/United Airlines concept, these parking revenues could further increase significantly.</p>

Total \$0

Washington County, Maryland
 Proposed New or Increase Fee Form
 FY 2025

Account Number: 486045

Department Name: Airport

Account Description: Reimbursed Expense - Other

Fee Category	Brief Description of Fee or Service	Fee FY2023	Fee FY2024	Proposed Fee FY2025	Change	Total Projected Change in Revenue	Justification
	T-Hangar Common Dumpster Cost Recovery Fee (Non-Commercial Hangar Use Tenant*)			\$2.50 per month	\$30/yr.	4,350	Trash Dumpster service for T Hangar tenants. Per unit per month. To recover costs where airport currently pays for dumpster service and provides it for free. Budget based upon an estimated on 145 units. *May apply to aircraft owned by a legal corporation that are not otherwise conducting a commercial business at HGR airport and where hangar is used for private storage only.
	T-Hangar Common Dumpster Cost Recovery Fee (Commercial Tenant)			\$5 per month	\$50/yr.	600	Trash Dumpster service for Business in T Hangar/West Apron area. Per unit per month. To recover costs where airport currently pays for dumpster service and provides it for free. Budget based upon an estimated 10 business users. Would not apply to cases where lease arrangement dictates the airport must provide dumpster service at not charge.
					0		

Total \$4,950

Washington County, Maryland
Airport Fund Expenditures
FY25

	2025	2025	2025	2024	2023	2022
	Operating Budget Requested	Adjustment	Operating Budget Proposed	Operating Budget Approved	Actuals Final	Actuals Final
			\$ Change	% Change		
45010 - General Operations	2,094,960	(29,610)	2,065,350	1,587,310	553,212	541,462
45020 - Maintenance	664,880	18,210	683,090	464,710	440,469	383,123
45030 - Business Parks	0	0	0	135,810	38,408	58,141
45040 - Facilities	257,320	10,510	267,830	213,310	231,131	200,811
45050 - T-Hangar	0	0	0	57,190	42,244	36,913
45060 - Fuel Farm Operations	0	0	0	12,010	14,678	8,066
45070 - Rental Properties - FAA	0	0	0	28,500	17,138	37,898
45080 - Airport and Rescue Firefighters Services	193,800	9,920	203,720	184,810	225,555	118,933
45090 - Airline Services	475,320	20,110	495,430	411,470	361,022	302,244
Expenditures	3,686,280	29,140	3,715,420	3,095,120	1,923,857	1,687,591
			581,610	18.79%		

Washington County, Maryland
 Airport Fund
 Department 45010 - General Operations
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	375,760	28,820	404,580	97,160	31.60%	307,420	271,255	277,091
500005 - Wages - Part Time	2,700	310	3,010	(940)	(23.80)%	3,950	2,405	4,300
500010 - Wages - Overtime	8,190	1,430	9,620	2,050	27.08%	7,570	4,645	6,143
500040 - Other Wages	1,570	0	1,570	(90)	(5.42)%	1,660	2,152	777
500100 - FICA - Employer	29,700	2,340	32,040	7,510	30.62%	24,530	19,299	20,898
500120 - Health Insurance	98,430	0	98,430	19,960	25.44%	78,470	71,760	61,111
500125 - Other Insurance	1,440	0	1,440	420	41.18%	1,020	982	1,592
500130 - Pension	105,210	(20)	105,190	25,260	31.60%	79,930	65,073	73,246
500140 - Workers Compensation	13,440	1,110	14,550	3,740	34.60%	10,810	3,465	4,864
500145 - Time to Care	0	4,110	4,110	4,110	100.00%	0	0	0
500150 - Unemployment Compensation	0	0	0	0	0.00%	0	35	0
500155 - Personnel Requests	95,080	(81,490)	13,590	13,590	100.00%	0	0	0
500160 - Other Post Employment Benefits	4,600	0	4,600	0	0.00%	4,600	3,580	0
500161 - Wage Reserve	(13,780)	13,780	0	13,190	(100.00)%	(13,190)	0	0
500170 - Personal Development	1,320	0	1,320	120	10.00%	1,200	0	0
500171 - Employee Recognition	960	0	960	60	6.67%	900	812	0
500172 - Team Building	280	0	280	30	12.00%	250	0	0
Wages and Benefits	724,900	(29,610)	695,290	186,170	36.57%	509,120	445,463	450,022
501001 - Contra - Bond Principal	0	0	0	0	0.00%	0	(2)	0
501050 - Debt - Bond Interest	0	0	0	0	0.00%	0	3	0
501080 - Debt Lease Interest	0	0	0	0	0.00%	0	5	11
502000 - Appropriations	1,222,000	0	1,222,000	271,000	28.50%	951,000	0	(31,000)
505010 - Advertising	1,500	0	1,500	0	0.00%	1,500	188	0
505050 - Dues & Subscriptions	3,700	0	3,700	0	0.00%	3,700	1,600	2,970
505070 - Food and Supplies	200	0	200	0	0.00%	200	461	103
505120 - Licenses & Certifications	100	0	100	0	0.00%	100	134	254
505130 - Small Office Equipment	500	0	500	0	0.00%	500	170	209
505140 - Office Supplies	3,350	0	3,350	0	0.00%	3,350	2,748	2,183
505150 - Other - Miscellaneous	0	0	0	0	0.00%	0	1,238	588

**Washington County, Maryland
Airport Fund
Department 45010 - General Operations
FY25 Expenses**

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
505160 - Personal Mileage	500	0	500	0	0.00%	500	536	316
505170 - Postage	800	0	800	0	0.00%	800	39	151
505191 - Property Acquisition	500	0	500	0	0.00%	500	0	0
505220 - Security	2,900	0	2,900	2,400	480.00%	500	4,516	42,752
505230 - Travel Expenses	8,060	0	8,060	(910)	(10.14)%	8,970	3,452	553
505240 - Entertainment/Business Exp	300	0	300	0	0.00%	300	0	0
505960 - Uncollectible Accounts	0	0	0	0	0.00%	0	7,681	(601)
510010 - Fleet Insurance	18,190	0	18,190	2,530	16.16%	15,660	13,732	10,642
510020 - Property & Casualty Insurance	40,760	0	40,760	(3,720)	(8.36)%	44,480	34,236	27,269
510030 - Public & Gen Liability Insurance	26,420	0	26,420	3,550	15.52%	22,870	21,224	23,677
515000 - Contracted/Purchased Service	1,500	0	1,500	0	0.00%	1,500	2,101	510
515130 - Consulting Services	6,500	0	6,500	0	0.00%	6,500	2,000	1,750
515180 - Software	19,590	0	19,590	16,890	625.56%	2,700	6,735	1,435
520030 - Food Comp	150	0	150	0	0.00%	150	0	0
520040 - Seminars/Conventions	4,880	0	4,880	130	2.74%	4,750	1,290	495
525020 - Janitorial Supplies	0	0	0	0	0.00%	0	80	0
526000 - Supplies/Material-Maintenance	0	0	0	0	0.00%	0	0	34
535055 - Lease Payments	3,360	0	3,360	0	0.00%	3,360	0	0
535057 - Non-Lease Components	0	0	0	0	0.00%	0	270	270
535058 - Lease-Variable Payments	0	0	0	0	0.00%	0	716	903
540010 - Wireless Communication	1,000	0	1,000	0	0.00%	1,000	884	952
592040 - Promotional Expenses	3,300	0	3,300	0	0.00%	3,300	137	0
Operating Expenses	1,370,060	0	1,370,060	291,870	27.07%	1,078,190	106,174	86,426
599999 - Controllable Assets	0	0	0	0	0.00%	0	1,575	5,014
Capital Outlay	0	0	0	0	0.00%	0	1,575	5,014
Total	2,094,960	(29,610)	2,065,350	478,040	30.12%	1,587,310	553,212	541,462

Washington County, Maryland
Airport Fund
Department 45010 - General Operations
FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	375,760	404,580	The budget is based on a proposed step of 2.5% and a 1% COLA for FY25. Wages are then allocated based on a three-year rolling average and adjusted for any known changes in trends.	Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500005 - Wages - Part Time	2,700	3,010	The budget is based on a proposed step of 2.5% and a 1% COLA for FY25. Wages are then allocated based on a three-year rolling average and adjusted for any known changes in trends.	Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500010 - Wages - Overtime	8,190	9,620	The budget is based on a proposed step of 2.5% and a 1% COLA for FY25. Wages are then allocated based on a three-year rolling average and adjusted for any known changes in trends.	Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500040 - Other Wages	1,570	1,570	Other Wages category includes amounts for sick pay bonus and holidays worked for operations that require coverage on holidays. The sick pay bonus is based on prior year actuals with a small increase for employees receiving additional pay for accumulating more consecutive years without using sick time. The holiday worked was increased for the 3.5% wage increases for FY25.	
500100 - FICA - Employer	29,700	32,040	Budget is based on total wages times 7.65%.	Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.

Washington County, Maryland
Airport Fund
Department 45010 - General Operations
FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500120 - Health Insurance	98,430	98,430	The Health Insurance budget was not increased. This is based on the projected trend analysis in the market, discussions with the County's health insurance administrators, an analysis of the County's self-insured reserve trends and the anticipated reserve balance.	
500125 - Other Insurance	1,440	1,440	This category includes County paid premiums for employee life insurance, dependent life insurance, and long-term disability. The majority of these premiums are based on wages. Due to the proposed wage increase the other insurance increased by approximately 3.5%.	
500130 - Pension	105,210	105,190	The budgeted amount for employer pension is based on full-time wages times 28%.	Reduced pension contribution from 28% to 26% based on Actuarial Defined Contribution. Increase due to salary scale adjustments allocated from personnel requests.
500140 - Workers Compensation	13,440	14,550	Workers Compensation is based on projected employee wages times their assigned classification rates.	Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500145 - Time to Care	0	4,110		Expense added in anticipation of Time to Care Act implementation.

**Washington County, Maryland
Airport Fund
Department 45010 - General Operations
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500155 - Personnel Requests	95,080	13,590	Two Administrative staff positions upgraded to account for expanded job duties. \$13,590 for position upgrades and \$81,490 for possible salary scale adjustment.	Salary Scale adjustments were allocated out between wage and benefit accounts.
500160 - Other Post Employment Benefits	4,600	4,600		
500161 - Wage Reserve	(13,780)	0	To budget for vacancy savings.	No vacancy savings are anticipated at this time.
500170 - Personal Development	1,320	1,320	The personal development incentive budget is \$120 per full-time employee per year. Employees are afforded the opportunity to request annual training of some kind. Training may include physical training and exercise.	
500171 - Employee Recognition	960	960	The employee recognition incentive for a total of \$77,000 is to be distributed equitably by department size. Department heads and division directors may recognize full-time employees who strive to overachieve. Funds may be used for additional training; attendance to industry events; and related travel.	
500172 - Team Building	280	280	The team building incentive budget is \$25 per full-time employee per year. This allows a department head or division director to offer the occasional celebration or recognize employee achievements in the office setting.	

Washington County, Maryland
Airport Fund
Department 45010 - General Operations
FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
502000 - Appropriations	1,222,000	1,222,000		
			The budget is based on the amount requested in the CIP plan. Budgets from other departments are being condensed in the general operations department.	
505010 - Advertising	1,500	1,500		
505050 - Dues & Subscriptions	3,700	3,700		
505070 - Food and Supplies	200	200		
505120 - Licenses & Certifications	100	100		
505130 - Small Office Equipment	500	500		
505140 - Office Supplies	3,350	3,350		
505160 - Personal Mileage	500	500		
505170 - Postage	800	800		
505191 - Property Acquisition	500	500		
505220 - Security	2,900	2,900		Increase is due to new Security badging equipment (\$900) and background check fees (\$2,000).
505230 - Travel Expenses	8,060	8,060		Decrease is due to a re-evaluation of travel expense costs.
505240 - Entertainment/Business Exp	300	300		

Washington County, Maryland
Airport Fund
Department 45010 - General Operations
FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
510010 - Fleet Insurance	18,190	18,190	There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage increase/decrease varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analysis projected cost of premiums based on industry trends and discussions with industry experts and current service providers.	
510020 - Property & Casualty Insurance	40,760	40,760	There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage increase/decrease varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analysis projected cost of premiums based on industry trends and discussions with industry experts and current service providers.	

Washington County, Maryland
Airport Fund
Department 45010 - General Operations
FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
510030 - Public & Gen Liability Insurance	26,420	26,420		There is an overall percentage increase of 5.93% for all funds combined over prior year budget. The percentage increase/decrease varies by department or fund. Changes related to volume and/or claims experience paid in various departments. Human Resources insurance analysis projected cost of premiums based on industry trends and discussions with industry experts and current service providers.
515000 - Contracted/Purchased Service	1,500	1,500		
515130 - Consulting Services	6,500	6,500		
515180 - Software	19,590	19,590		Increase is due to new Security badging and training subscriptions. See support form for details.
520030 - Food Comp	150	150		
520040 - Seminars/Conventions	4,880	4,880		Increase due to increased cost of conference fees.
535055 - Lease Payments	3,360	3,360		
540010 - Wireless Communication	1,000	1,000		
592040 - Promotional Expenses	3,300	3,300		
Total	2,094,960	2,065,350		

Washington County, Maryland
Other Personnel Request Form
FY 2025

Department Number: 45010 Department Name: Hagerstown Regional Airport

Account Number: 500155

Account Description: Personnel Requests

Description	Increase in Request	(Decrease) in Request	Increase in Benefits	Net Cost	Explanation of Request (A memo may be attached if detail support is needed. Please summarize in this area.)
Full-Time Position Upgrade	7,301		2,619	9,920	Office Associate upgraded to Administrative Assistant. Outdated Office Associate job description did not accurately encompass the entire scope of job duties for this role, also other important functions were added such as digital advertising package sales, assisting with FAA/MAA grant management/electronic fund drawdowns, providing upper-level administrative support to the Airport Director, assisting with Airport Badging processes and assisting with airport social media page management.
Full-Time Position Upgrade	2,704		970	3,674	Administrative Assistant upgraded to Office Manager. Outdated Administrative Assistant job description did not accurately encompass the entire scope of job duties for this role, including as the primary Budget preparer, handling complex FAA/MAA grants including electronic fund drawdowns, fiscal management and grant record-keeping tasks, providing skilled clerical work and upper-level administrative support. This role, reports to the Airport Director and oversees the day-to-day affairs of the airport business office.
Change in Part-Time Wages				0	
Change in Overtime Wages				0	
Change in Shift Differential				0	

Totals: \$10,005 \$0 \$3,589 \$13,594

Washington County, Maryland
Travel Request
FY 2025

Department Number: 45010 Department Name: Hagerstown Regional Airport

Account Number: 505230

Account Description: Travel Expenses

Position Title Only (do not use individual names)	Destination	Date(s) of Travel	Total Cost		Description and/or Reason for Travel Request
			Dept. Request		
Airport Director	TBD	TBD	1,320		NEC/AAAE Annual Conference which provides airport professionals with the latest information and newest developments in the industry, so they have the knowledge they need to make airports safer, more efficient & ultimately, more successful.
Airport Director	TBD	TBD	2,510		JumpStart Air Service Development Conference to meet with multiple airlines face to face to discuss potential air service development and what they would need to fly into HGR.
Airport Director	TBD	TBD	1,500		TakeOff Air Service Development Conference to meet with multiple airlines face to face to discuss potential air service development and what they would need to fly into HGR.
Airport Director	TBD	TBD	930		Maryland Regional Aviation (Annual) Conference to meet with State Officials and network with industry leaders and other Maryland Airport Managers.
Operations/Security Manager	TBD	TBD	950		Annual AAAE/TSA/DHS Aviation Security Summit.
Operations/Security Manager	TBD	TBD	850		AAAE Certified Employee Courses.
Total			\$8,060		

- Approval of this budget does not replace approval of travel as outlined in the Business Expense Policy. All travel must still receive appropriate approvals.

Department Name: Hagerstown Regional Airport General Operations

Department Number: 45010

Account Number: 515180

Account Description: Software

Vendor Name	FY24 Board Approval	Total Cost		New Cost Y/N	Existing Agreement Y/N	Product Description and/or Reason for Request
		FY25 Dept. Request				
MVIX	1,200	1,200		N	Y	Software used for providing up-to-date flight status information to our four FIDS monitors in the airport terminal.
Archive Social	1,500	1,500		N	Y	Social media data collected by the Public Relations department to determine the best use of promotional and advertising funds.
AirBadge Identity Management Service (IDMS)	0	12,000		Y	N	Cloud-based system which will largely automate airport badging process and allow badge applicants to do more data entry, reduce risk of errors and allow the airport to issue badges to many more airport tenants without increasing our security staff count. TSA is expected to upgrade HGR's status from Category IV to III - which would require many more airport tenants/users to be badged.
DigiCast Computer Based Training	0	4,890		Y	N	Currently, airport provides in-person classes to airport staff and tenants being issued airport badges. This program is an on-demand video training system which covers many aspects related to airport operations. It logs employee training credits for FAA Part 139 certification training purposes and allows more training without increasing our security staff count.
Total		\$2,700	\$19,590			

• For the continuation of existing software maintenance contracts and for the purchase of software less than \$10,000.

Washington County, Maryland
 Summary of Installment and/or Lease Purchases
 FY 2025

Department Number: 45010

Department Name: Airport General Operations

Account Description: Lease and Installment Payments

Item	Machine Rental	CopyPak (monthly maintenance)	Black & White Overage	Color Overage	Total	Explanation
Ricoh Copier	1,750	270	840	500	3,360	Copy Machine Rental = \$145.29 per month CopyPak = \$22.50 per month Black & White Overages - 150,000 copies/ \$.0056 per copy Color Overages - 12,500 copies/\$.04 per copy

Total \$3,360

Agree to Budget

Washington County, Maryland
 Airport Fund
 Department 45020 - Maintenance
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	163,510	12,540	176,050	37,010	26.62%	139,040	142,474	100,409
500005 - Wages - Part Time	18,710	2,280	20,990	13,770	190.72%	7,220	15,617	10,004
500010 - Wages - Overtime	9,410	1,640	11,050	3,550	47.33%	7,500	11,384	6,246
500040 - Other Wages	230	0	230	0	0.00%	230	145	761
500100 - FICA - Employer	14,670	1,270	15,940	4,160	35.31%	11,780	12,229	8,519
500120 - Health Insurance	42,830	0	42,830	5,840	15.79%	36,990	41,296	33,142
500125 - Other Insurance	620	0	620	150	31.91%	470	547	598
500130 - Pension	45,780	(10)	45,770	9,620	26.61%	36,150	35,435	27,113
500140 - Workers Compensation	6,910	490	7,400	2,090	39.36%	5,310	9,092	6,072
Wages and Benefits	302,670	18,210	320,880	76,190	31.14%	244,690	268,219	192,864
502000 - Appropriations	0	0	0	0	0.00%	0	0	16,000
505120 - Licenses & Certifications	250	0	250	0	0.00%	250	275	118
505140 - Office Supplies	0	0	0	0	0.00%	0	55	226
505210 - Safety Supplies	1,000	0	1,000	0	0.00%	1,000	665	393
515000 - Contracted/Purchased Service	3,070	0	3,070	1,550	101.97%	1,520	314	227
515010 - Auditing Services	0	0	0	0	0.00%	0	24	0
515180 - Software	9,750	0	9,750	270	2.85%	9,480	9,187	9,187
515202 - Inspection Services	1,530	0	1,530	500	48.54%	1,030	360	702
515270 - Maintenance Contract Services	0	0	0	(1,300)	(100.00)%	1,300	1,929	1,000
515320 - Testing Services	0	0	0	0	0.00%	0	200	0
520000 - Training	1,500	0	1,500	0	0.00%	1,500	0	225
520020 - In-House Training	0	0	0	0	0.00%	0	0	44
520030 - Food Comp	500	0	500	0	0.00%	500	47	65
520040 - Seminars/Conventions	0	0	0	0	0.00%	0	0	640
525020 - Janitorial Supplies	0	0	0	0	0.00%	0	201	0
525030 - Medical Supplies	200	0	200	100	100.00%	100	0	0
525040 - Small Tools & Equipment	3,640	0	3,640	0	0.00%	3,640	2,034	1,254
526000 - Supplies/Material-Maintenance	19,500	0	19,500	11,500	143.75%	8,000	13,018	8,402
526010 - Asphalt Repair	16,340	0	16,340	9,340	133.43%	7,000	2,736	0

Washington County, Maryland
 Airport Fund
 Department 45020 - Maintenance
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
526020 - Building Maintenance	33,000	0	33,000	28,000	560.00%	5,000	460	512
526040 - Equipment Maintenance	10,500	0	10,500	500	5.00%	10,000	15,323	11,177
526070 - Landscaping Supplies	0	0	0	0	0.00%	0	892	0
526090 - Painting Supplies	11,290	0	11,290	1,700	17.73%	9,590	9,000	15,145
527020 - Auto Batteries	2,000	0	2,000	0	0.00%	2,000	0	0
527030 - Diesel Fuel	15,000	0	15,000	1,500	11.11%	13,500	11,885	10,963
527040 - Diesel Fuel Tax	350	0	350	0	0.00%	350	517	392
527060 - Auto Gasoline	15,050	0	15,050	6,050	67.22%	9,000	9,205	9,352
527080 - Auto Motor Oil	1,500	0	1,500	0	0.00%	1,500	1,082	799
527090 - Auto Repairs	15,000	0	15,000	14,000	1,400.00%	1,000	270	0
527100 - Auto Tires	4,480	0	4,480	480	12.00%	4,000	4,144	2,601
528000 - Supplies - Chemicals	35,000	0	35,000	0	0.00%	35,000	2,059	6,929
528030 - Herbicide	5,000	0	5,000	0	0.00%	5,000	5,234	3,488
535000 - Rentals	100	0	100	0	0.00%	100	0	0
535020 - Equipment Rental	1,000	0	1,000	0	0.00%	1,000	0	0
535060 - Uniforms	1,000	0	1,000	0	0.00%	1,000	882	688
540022 - Cable TV & Internet Services	1,000	0	1,000	0	0.00%	1,000	900	1,170
545010 - Electric	134,340	0	134,340	62,340	86.58%	72,000	70,330	70,708
545015 - Heating Oil	300	0	300	0	0.00%	0	0	0
545020 - Natural Gas	9,300	0	9,300	(200)	(2.11)%	9,500	5,180	6740
545040 - Sewer	5,280	0	5,280	3,710	236.31%	1,570	559	0
545050 - Waste/Trash Disposal	1,020	0	1,020	0	0.00%	1,020	1,294	1,020
545060 - Water	2,620	0	2,620	1,850	240.26%	770	1,989	1680
586030 - Anti-skid Supplies	800	0	800	0	0.00%	800	0	0
Operating Expenses	362,210	0	362,210	142,190	64.63%	220,020	172,250	181,847
599999 - Controllable Assets	0	0	0	0	0.00%	0	0	8,412
Capital Outlay	0	0	0	0	0.00%	0	0	8,412
Total	664,880	18,210	683,090	218,380	46.99%	464,710	440,469	383,123

**Washington County, Maryland
Airport Fund
Department 45020 - Maintenance
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	163,510	176,050		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500005 - Wages - Part Time	18,710	20,990		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500010 - Wages - Overtime	9,410	11,050		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500040 - Other Wages	230	230		
500100 - FICA - Employer	14,670	15,940		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500120 - Health Insurance	42,830	42,830		
500125 - Other Insurance	620	620		
500130 - Pension	45,780	45,770		Reduced pension contribution from 28% to 26% based on Actuarial Defined Contribution.
500140 - Workers Compensation	6,910	7,400		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
505120 - Licenses & Certifications	250	250		
505210 - Safety Supplies	1,000	1,000		

**Washington County, Maryland
Airport Fund
Department 45020 - Maintenance
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
515000 - Contracted/Purchased Service	3,070	3,070	Reallocated \$1,300 from 515270-Maintenance Contract Services per Budget & Finance. Additional increase due to combining four departments into this department for more efficiency.	
515180 - Software	9,750	9,750	Year two of a 3-year contract. Comprehensive software solution for airport compliance-related items.	
515202 - Inspection Services	1,530	1,530	For efficiency, four departments have been combined into this department and budget has been reallocated as well.	
515270 - Maintenance Contract Services	0	0	Reallocated to 515000 - Contracted/Purchased Services per Budget and Finance.	
520000 - Training	1,500	1,500		
520030 - Food Comp	500	500		
525030 - Medical Supplies	200	200	Increase is due to increase in the cost of medical supplies.	
525040 - Small Tools & Equipment	3,640	3,640		
526000 - Supplies/Material-Maintenance	19,500	19,500	Increase is due to increase in the cost of supplies and material. Additionally, four departments have been combined so the following was reallocated into this department budget: \$2,000 from Business Parks; \$2,500 from T-Hangar and \$5,000 from Residential Properties.	

**Washington County, Maryland
Airport Fund
Department 45020 - Maintenance
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
526010 - Asphalt Repair	16,340	16,340	Increase is due to four departments being combined into this department budget which included \$10,000 for department 45020 and \$7,000 for department 45030. Overall decrease is due to historical actuals.	
526020 - Building Maintenance	33,000	33,000	Increase is due to replacement of garage door openers for the Maintenance building as well as the T-Hangar lighting upgrade to LEDs. Also increased cost in maintenance and repairs to the Residential properties. Additionally, four departments have been combined so the following was reallocated into this department budget: \$10,000-Airfield; \$3,000-Business Parks; \$18,500-T-Hangar; \$1,500-Residential Properties.	
526040 - Equipment Maintenance	10,500	10,500	Four departments have been combined so the following was reallocated into this department budget: \$500 from the T-Hangar budget.	
526090 - Painting Supplies	11,290	11,290	Four departments have been combined so the following was reallocated into this department budget: \$200 from the Business Parks department budget; \$1,000 from the ET-Hangar department budget and \$500 from the rental properties department budget.	
527020 - Auto Batteries	2,000	2,000		

**Washington County, Maryland
Airport Fund
Department 45020 - Maintenance
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
527030 - Diesel Fuel	15,000	15,000	Estimated budget is 3,750 gallons x \$4.00 = \$15,000 (excludes taxes), which is based on bids and short-term energy outlook forecasts. Rate is discounted with new bid price including delivery as compared to retail prices.	
527040 - Diesel Fuel Tax	350	350		
527060 - Auto Gasoline	15,050	15,050	Estimated budget is 4,300 gallons x \$3.50 = \$15,050 (excludes taxes) which is based on bids and short-term energy outlook forecasts. Rate is discounted with new bid price including delivery as compared to retail prices.	
527080 - Auto Motor Oil	1,500	1,500		
527090 - Auto Repairs	15,000	15,000	Increase is due to older vehicles needing additional maintenance and potential repair and the increase in repair costs.	
527100 - Auto Tires	4,480	4,480	Increase is due to several maintenance vehicles identified as needing new tires.	
528000 - Supplies - Chemicals	35,000	35,000		
528030 - Herbicide	5,000	5,000		
535000 - Rentals	100	100		
535020 - Equipment Rental	1,000	1,000		
535060 - Uniforms	1,000	1,000		
540022 - Cable TV & Internet Services	1,000	1,000		

**Washington County, Maryland
Airport Fund
Department 45020 - Maintenance
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
545010 - Electric	134,340	134,340	The electric budget is based on four prior year actuals, forecasted rate changes, and other known circumstances. The projection also considers current year actuals with annualized estimations. Four departments have been combined so the following was reallocated into this department budget: Airfield-\$100,650; Business Parks-\$770; T-Hangar-\$32,440; Rental Properties-\$480.	
545015 - Heating Oil	300	300	The heating oil budget is based on for prior years actuals, forecasted rate changes, and other known circumstances.	
545020 - Natural Gas	9,300	9,300	The natural gas budgets were based on four years actual and forecasted rate changes. Four departments have been combined so the following was reallocated into this department budget: Airfield-\$9,000; Rental Properties-\$300.	
545040 - Sewer	5,280	5,280	Based on projected rate model revenue requirements for County customers. Rate contingent on budget submission for utility costs. \$5,090 + 3.5% = \$5,280. This is a combination of four departments: Airfield, Business Parks, T-Hangar, and Residential Property.	
545050 - Waste/Trash Disposal	1,020	1,020		

**Washington County, Maryland
Airport Fund
Department 45020 - Maintenance
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
545060 - Water	2,620	2,620	Based on projected rate model revenue requirements for County customers. Rate contingent on budget submission for utility costs. \$2,530 + 3.5% = \$2,620. This is a combination of four departments: Airfield Business Parks T-Hangar and Residential Property.	
586030 - Anti-skid Supplies	800	800		
Total	664,880	683,090		

Department Name: Airport

Department Number: 45020

Account Number: 515180

Account Description: Software

Descriptions	FY24 Board Approval	Total Cost		New Cost Y/N	Existing Agreement Y/N	Description and/or Reason for Request
		FY25 Request	Dept. Request			
Veoci	9,480	9,750		N	Y	Multi-use software maintains our records of FAA-required airfield inspections. The system also handles employee time-off requests and generates work orders for maintenance and upkeep of all Airport facilities.
		Total		\$9,480	\$9,750	

- For the continuation of existing software maintenance contracts and for the purchase of software less than \$10,000.

Washington County, Maryland
 Airport Fund
 Department 45030 - Business Parks
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	0	0	0	(3,810)	(100.00)%	3,810	3,708	2,404
500005 - Wages - Part Time	0	0	0	(1,150)	(100.00)%	1,150	608	1,308
500010 - Wages - Overtime	0	0	0	0	0.00%	0	249	0
500100 - FICA - Employer	0	0	0	(380)	(100.00)%	380	331	273
500120 - Health Insurance	0	0	0	(1,010)	(100.00)%	1,010	1,063	743
500125 - Other Insurance	0	0	0	(10)	(100.00)%	10	16	15
500130 - Pension	0	0	0	(990)	(100.00)%	990	905	660
500140 - Workers Compensation	0	0	0	(210)	(100.00)%	210	327	195
Wages and Benefits	0	0	0	(7,560)	(100.00)%	7,560	7,207	5,598
501000 - Debt - Bond Principal	0	0	0	(113,330)	(100.00)%	113,330	113,330	106,330
501001 - Contra - Bond Principal	0	0	0	0	0.00%	0	(113,328)	(106,330)
501050 - Debt - Bond Interest	0	0	0	(6,770)	(100.00)%	6,770	1,958	4,633
502000 - Appropriations	0	0	0	0	0.00%	0	0	15,000
505210 - Safety Supplies	0	0	0	0	0.00%	0	0	91
515000 - Contracted/Purchased Service	0	0	0	0	0.00%	0	10,402	0
515270 - Maintenance Contract Services	0	0	0	(250)	(100.00)%	250	215	215
515320 - Testing Services	0	0	0	0	0.00%	0	200	0
526000 - Supplies/Material-Maintenance	0	0	0	(2,000)	(100.00)%	2,000	579	1,948
526020 - Building Maintenance	0	0	0	(3,000)	(100.00)%	3,000	15,902	14,357
526090 - Painting Supplies	0	0	0	(200)	(100.00)%	200	0	1,351
545010 - Electric	0	0	0	(1,000)	(100.00)%	1,000	328	338
545040 - Sewer	0	0	0	(1,140)	(100.00)%	1,140	435	0
545060 - Water	0	0	0	(560)	(100.00)%	560	1,180	2,612
Operating Expenses	0	0	0	(128,250)	(100.00)%	128,250	31,201	40,545
599999 - Controllable Assets	0	0	0	0	0.00%	0	0	11,998
Capital Outlay	0	0	0	0	0.00%	0	0	11,998
Total	0	0	0	(135,810)	(100.00)%	135,810	38,408	58,141

Washington County, Maryland
 Airport Fund
 Department 45030 - Business Parks
 FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
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500000 - Wages - Full Time	0	0	Airport fund has been restructured and all expenses from this department have been reallocated to 45020 - Maintenance.	
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Total	0	0		
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Washington County, Maryland
 Airport Fund
 Department 45040 - Facilities
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	22,070	1,690	23,760	2,720	12.93%	21,040	19,323	20,241
500005 - Wages - Part Time	62,390	7,580	69,970	16,270	30.30%	53,700	62,180	53,773
500010 - Wages - Overtime	2,460	430	2,890	290	11.15%	2,600	3,255	2,489
500100 - FICA - Employer	6,640	750	7,390	1,470	24.83%	5,920	6,352	5,722
500120 - Health Insurance	5,780	0	5,780	180	3.21%	5,600	6,368	7,381
500125 - Other Insurance	80	0	80	10	14.29%	70	78	127
500130 - Pension	6,180	0	6,180	710	12.98%	5,470	4,992	5,729
500140 - Workers Compensation	4,450	60	4,510	(160)	(3.43)%	4,670	5,285	4,582
Wages and Benefits	110,050	10,510	120,560	21,490	21.69%	99,070	107,833	100,044
505140 - Office Supplies	0	0	0	0	0.00%	0	233	459
505210 - Safety Supplies	1,100	0	1,100	800	266.67%	300	107	288
515000 - Contracted/Purchased Service	8,420	0	8,420	5,810	222.61%	2,610	3,102	2,270
515270 - Maintenance Contract Services	0	0	0	(5,810)	(100.00)%	5,810	4,163	3,402
515320 - Testing Services	0	0	0	0	0.00%	0	200	0
520030 - Food Comp	100	0	100	0	0.00%	100	0	0
525000 - Supplies/Material - Operating	6,700	0	6,700	1,000	17.54%	5,700	3,946	2,700
525020 - Janitorial Supplies	2,500	0	2,500	550	28.21%	1,950	3,216	2,612
525030 - Medical Supplies	100	0	100	0	0.00%	100	36	68
525040 - Small Tools & Equipment	300	0	300	0	0.00%	300	939	186
526000 - Supplies/Material-Maintenance	4,000	0	4,000	0	0.00%	4,000	4,818	1,943
526020 - Building Maintenance	3,500	0	3,500	500	16.67%	3,000	16,696	2,743
526040 - Equipment Maintenance	8,000	0	8,000	7,000	700.00%	1,000	361	1,386
526070 - Landscaping Supplies	7,250	0	7,250	6,250	625.00%	1,000	825	0
526090 - Painting Supplies	100	0	100	0	0.00%	100	0	100
526110 - Snow Removal Materials	800	0	800	0	0.00%	800	0	(241)
528000 - Supplies - Chemicals	0	0	0	0	0.00%	0	60	0
535000 - Rentals	0	0	0	0	0.00%	0	788	0
535060 - Uniforms	500	0	500	0	0.00%	500	83	523
540022 - Cable TV & Internet Services	150	0	150	0	0.00%	150	2,162	64

Washington County, Maryland
 Airport Fund
 Department 45040 - Facilities
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
545010 - Electric	67,630	0	67,630	18,630	38.02%	49,000	46,981	47,960
545020 - Natural Gas	17,500	0	17,500	700	4.17%	16,800	15,132	14,820
545040 - Sewer	11,800	0	11,800	(1,600)	(11.94)%	13,400	5,722	0
545050 - Waste/Trash Disposal	1,020	0	1,020	0	0.00%	1,020	1,503	1,020
545060 - Water	5,800	0	5,800	(800)	(12.12)%	6,600	11,225	18,464
Operating Expenses	147,270	0	147,270	33,030	28.91%	114,240	122,298	100,767
Total	257,320	10,510	267,830	54,520	25.56%	213,310	230,131	200,811

**Washington County, Maryland
Airport Fund
Department 45040 - Facilities
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	22,070	23,760		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500005 - Wages - Part Time	62,390	69,970		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500010 - Wages - Overtime	2,460	2,890		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500100 - FICA - Employer	6,640	7,390		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500120 - Health Insurance	5,780	5,780		
500125 - Other Insurance	80	80		
500130 - Pension	6,180	6,180		
500140 - Workers Compensation	4,450	4,510		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
505210 - Safety Supplies	1,100	1,100	Increase is due to reorganization of the departments and reallocated expenses from department 45060 - Fuel Farm Operations into this department.	
515000 - Contracted/Purchased Service	8,420	8,420	Reallocated from 515270 Maintenance Contract Services per Budget and Finance.	

**Washington County, Maryland
Airport Fund
Department 45040 - Facilities
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
515270 - Maintenance Contract Services	0	0		Reallocated to 515000 - Contracted Purchased Service per Budget and Finance.
520030 - Food Comp	100	100		
525000 - Supplies/Material - Operating	6,700	6,700		Increase is due to increases in costs for supplies and materials used in operations for airline passengers and the general public.
525020 - Janitorial Supplies	2,500	2,500		Increase is due to increases in costs for janitorial supplies.
525030 - Medical Supplies	100	100		
525040 - Small Tools & Equipment	300	300		
526000 - Supplies/Material-Maintenance	4,000	4,000		
526020 - Building Maintenance	3,500	3,500		Increase is due to additional maintenance issues due to the aging terminal building.
526040 - Equipment Maintenance	8,000	8,000		Increase is due to reallocated expenses from department 45060.
526070 - Landscaping Supplies	7,250	7,250		Increase is due to the rehabilitation of the public parking area including new landscaping.
526090 - Painting Supplies	100	100		
526110 - Snow Removal Materials	800	800		
535060 - Uniforms	500	500		
540022 - Cable TV & Internet Services	150	150		

**Washington County, Maryland
Airport Fund
Department 45040 - Facilities
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
545010 - Electric	67,630	67,630	The electric budget is based on four prior year actuals, forecasted rate changes, and other known circumstances. The projection also considers current year actuals with annualized estimations. Additional increase due to reallocated expenses from department 45060.	
545020 - Natural Gas	17,500	17,500	The natural gas budgets were based on four years actual and forecasted rate changes.	
545040 - Sewer	11,800	11,800	Based on projected rate model revenue requirements for County customers. Rate contingent on budget submission for utility costs. \$11,400 + 3.5% = \$11,800.	
545050 - Waste/Trash Disposal	1,020	1,020		
545060 - Water	5,800	5,800	Based on projected rate model revenue requirements for County customers. Rate contingent on budget submission for utility costs. \$5,600 + 3.5% = \$5,800.	
Total	257,320	267,830		

Washington County, Maryland
 Airport Fund
 Department 45050 - T-Hangar
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	0	0	0	(5,040)	(100.00)%	5,040	4,397	3,617
500005 - Wages - Part Time	0	0	0	(430)	(100.00)%	430	161	662
500010 - Wages - Overtime	0	0	0	(190)	(100.00)%	190	386	397
500040 - Other Wages	0	0	0	(10)	(100.00)%	10	0	43
500100 - FICA - Employer	0	0	0	(430)	(100.00)%	430	356	344
500120 - Health Insurance	0	0	0	(1,340)	(100.00)%	1,340	1,224	1,223
500125 - Other Insurance	0	0	0	(20)	(100.00)%	20	20	24
500130 - Pension	0	0	0	(1,310)	(100.00)%	1,310	1,074	1,084
500140 - Workers Compensation	0	0	0	(200)	(100.00)%	200	388	252
Wages and Benefits	0	0	0	(8,970)	(100.00)%	8,970	8,006	7,646
502000 - Appropriations	0	0	0	0	0.00%	0	0	0
505210 - Safety Supplies	0	0	0	0	0.00%	0	0	91
526000 - Supplies/Material-Maintenance	0	0	0	(2,500)	(100.00)%	2,500	790	183
526010 - Asphalt Repair	0	0	0	(10,000)	(100.00)%	10,000	0	0
526020 - Building Maintenance	0	0	0	(1,500)	(100.00)%	1,500	4,855	356
526040 - Equipment Maintenance	0	0	0	(500)	(100.00)%	500	0	0
526090 - Painting Supplies	0	0	0	(1,000)	(100.00)%	1,000	0	1,050
545010 - Electric	0	0	0	(27,000)	(100.00)%	27,000	22,663	22,785
545040 - Sewer	0	0	0	(1,710)	(100.00)%	1,710	546	0
545050 - Waste/Trash Disposal	0	0	0	(3,170)	(100.00)%	3,170	3,095	1,740
545060 - Water	0	0	0	(840)	(100.00)%	840	2,289	3,062
Operating Expenses	0	0	0	(48,220)	(100.00)%	48,220	34,238	29,267
Total	0	0	0	(57,190)	(100.00)%	57,190	42,244	36,913

Washington County, Maryland
 Airport Fund
 Department 45050 - T-Hangar
 FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	0	0	Airport fund has been restructured and all expenses from this department have been reallocated to 45020 - Maintenance.	

Total	0	0		
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Washington County, Maryland
 Airport Fund
 Department 45060 - Fuel Farm Operations
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	0	0	0	(90)	(100.00)%	90	45	0
500005 - Wages - Part Time	0	0	0	(230)	(100.00)%	230	0	362
500100 - FICA - Employer	0	0	0	(20)	(100.00)%	20	3	28
500120 - Health Insurance	0	0	0	(20)	(100.00)%	20	7	0
500125 - Other Insurance	0	0	0	0	0.00%	0	0	0
500130 - Pension	0	0	0	(30)	(100.00)%	30	10	0
500140 - Workers Compensation	0	0	0	(20)	(100.00)%	20	4	11
Wages and Benefits	0	0	0	(410)	(100.00)%	410	69	401
505210 - Safety Supplies	0	0	0	(800)	(100.00)%	800	680	97
515000 - Contracted/Purchased Service	0	0	0	0	0.00%	0	5,800	0
515202 - Inspection Services	0	0	0	0	0.00%	0	900	0
515320 - Testing Services	0	0	0	(2,500)	(100.00)%	2,500	1,157	1,863
526000 - Supplies/Material-Maintenance	0	0	0	(1,000)	(100.00)%	1,000	0	280
526040 - Equipment Maintenance	0	0	0	(7,000)	(100.00)%	7,000	5,805	5,140
545010 - Electric	0	0	0	(300)	(100.00)%	300	267	285
Operating Expenses	0	0	0	(11,600)	(100.00)%	11,600	14,609	7,665
Total	0	0	0	(12,010)	(100.00)%	12,010	14,678	8,066

Washington County, Maryland
 Airport Fund
 Department 45060 - Fuel Farm Operations
 FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	0	0	Airport fund has been restructured and all expenses from this department have been reallocated to 45020 - Maintenance.	

Total	0	0		
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Washington County, Maryland
 Airport Fund
 Department 45070 - Rental Properties - FAA
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Approved	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	0	0	0	(9,300)	(100.00)%	9,300	1,802	8,204
500005 - Wages - Part Time	0	0	0	(540)	(100.00)%	540	1,262	833
500010 - Wages - Overtime	0	0	0	(120)	(100.00)%	120	107	357
500100 - FICA - Employer	0	0	0	(760)	(100.00)%	760	233	680
500120 - Health Insurance	0	0	0	(2,470)	(100.00)%	2,470	535	2,845
500125 - Other Insurance	0	0	0	(30)	(100.00)%	30	7	52
500130 - Pension	0	0	0	(2,420)	(100.00)%	2,420	443	2,355
500140 - Workers Compensation	0	0	0	(360)	(100.00)%	360	189	529
Wages and Benefits	0	0	0	(16,000)	(100.00)%	16,000	4,578	15,855
505192 - Property Tax Expense	0	0	0	0	0.00%	0	2,559	2,608
515000 - Contracted/Purchased Service	0	0	0	0	0.00%	0	0	0
515202 - Inspection Services	0	0	0	(500)	(100.00)%	500	8	250
526000 - Supplies/Material-Maintenance	0	0	0	(5,000)	(100.00)%	5,000	922	2,132
526020 - Building Maintenance	0	0	0	(4,000)	(100.00)%	4,000	7,218	2,082
526090 - Painting Supplies	0	0	0	(500)	(100.00)%	500	88	310
545010 - Electric	0	0	0	(500)	(100.00)%	500	330	33
545015 - Heating Oil	0	0	0	(300)	(100.00)%	300	0	0
545020 - Natural Gas	0	0	0	(300)	(100.00)%	300	0	91
545030 - Propane Gas	0	0	0	(300)	(100.00)%	300	0	0
545040 - Sewer	0	0	0	(670)	(100.00)%	670	408	0
545050 - Waste/Trash Disposal	0	0	0	(100)	(100.00)%	100	857	0
545060 - Water	0	0	0	(330)	(100.00)%	330	170	277
Operating Expenses	0	0	0	(12,500)	(100.00)%	12,500	12,560	7,783
600200 - Building & Improvements	0	0	0	0	0.00%	0	0	14,260
Capital Outlay	0	0	0	0	0.00%	0	0	14,260
Total	0	0	0	(28,500)	(100.00)%	28,500	17,138	37,898

Washington County, Maryland
 Airport Fund
 Department 45070 - Rental Properties - FAA
 FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	0	0	Airport fund has been restructured and all expenses from this department have been reallocated to 45020 - Maintenance.	

Total	0	0		
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Washington County, Maryland
 Airport Fund
 Department 45080 - Aircraft Rescue Firefighting
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	48,970	3,750	52,720	12,220	30.17%	40,500	47,274	27,611
500005 - Wages - Part Time	31,010	3,770	34,780	13,370	62.45%	21,410	37,714	16,955
500010 - Wages - Overtime	8,860	1,550	10,410	2,900	38.62%	7,510	9,771	5,649
500040 - Other Wages	10	0	10	0	0.00%	10	0	0
500100 - FICA - Employer	6,790	700	7,490	2,180	41.05%	5,310	6,955	3,676
500120 - Health Insurance	12,830	0	12,830	2,040	18.91%	10,790	16,823	10,977
500125 - Other Insurance	190	0	190	50	35.71%	140	185	170
500130 - Pension	13,710	0	13,710	3,180	30.20%	10,530	11,872	7,670
500140 - Workers Compensation	3,590	150	3,740	740	24.67%	3,000	7,655	4,113
Wages and Benefits	125,960	9,920	135,880	36,680	36.98%	99,200	138,249	76,821
505050 - Dues & Subscriptions	150	0	150	0	0.00%	150	275	0
505120 - Licenses & Certifications	0	0	0	0	0.00%	0	120	0
505130 - Small Office Equipment	50	0	50	0	0.00%	50	0	0
505140 - Office Supplies	0	0	0	0	0.00%	0	169	249
505170 - Postage	0	0	0	0	0.00%	0	0	57
505200 - Safety Equipment	6,000	0	6,000	0	0.00%	6,000	5,219	2,539
505210 - Safety Supplies	0	0	0	0	0.00%	0	0	523
505230 - Travel Expenses	1,490	0	1,490	1,490	100.00%	0	0	0
515000 - Contracted/Purchased Service	2,500	0	2,500	1,500	150.00%	1,000	637	352
515202 - Inspection Services	4,060	0	4,060	0	0.00%	4,060	104	1,009
515270 - Maintenance Contract Services	0	0	0	(1,500)	(100.00)%	1,500	2,797	651
515320 - Testing Services	0	0	0	0	0.00%	0	655	0
520000 - Training	12,100	0	12,100	0	0.00%	12,100	300	0
520040 - Seminars/Conventions	820	0	820	820	100.00%	0	0	0
525020 - Janitorial Supplies	0	0	0	0	0.00%	0	78	387
525030 - Medical Supplies	600	0	600	0	0.00%	600	365	55
525040 - Small Tools & Equipment	200	0	200	0	0.00%	200	184	114
526000 - Supplies/Material-Maintenance	5,000	0	5,000	0	0.00%	5,000	3,457	1,408
526020 - Building Maintenance	1,000	0	1,000	0	0.00%	1,000	17,050	1,061

Washington County, Maryland
 Airport Fund
 Department 45080 - Aircraft Rescue Firefighting
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
526040 - Equipment Maintenance	7,000	0	7,000	0	0.00%	7,000	22,781	9,181
526090 - Painting Supplies	250	0	250	0	0.00%	250	0	116
526110 - Snow Removal Materials	0	0	0	0	0.00%	0	131	0
527030 - Diesel Fuel	800	0	800	0	0.00%	800	798	780
527100 - Auto Tires	6,000	0	6,000	(20,000)	(76.92)%	26,000	6,076	0
528000 - Supplies - Chemicals	6,000	0	6,000	0	0.00%	6,000	3,338	8,505
535060 - Uniforms	900	0	900	0	0.00%	900	1,252	200
545010 - Electric	7,920	0	7,920	(80)	(1.00)%	8,000	5,533	5,921
545020 - Natural Gas	5,000	0	5,000	0	0.00%	5,000	3,476	4,580
592040 - Promotional Expenses	0	0	0	0	0.00%	0	650	0
Operating Expenses	67,840	0	67,840	(17,770)	(20.76)%	85,610	75,645	37,688
599999 - Controllable Assets	0	0	0	0	0.00%	0	11,661	1,463
Capital Outlay	0	0	0	0	0.00%	0	11,661	4,424
Total	193,800	9,920	203,720	18,910	10.23%	184,810	225,555	118,933

Washington County, Maryland
Airport Fund
Department 45080 - Aircraft Rescue Firefighting
FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	48,970	52,720		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500005 - Wages - Part Time	31,010	34,780		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500010 - Wages - Overtime	8,860	10,410		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500040 - Other Wages	10	10		
500100 - FICA - Employer	6,790	7,490		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500120 - Health Insurance	12,830	12,830		
500125 - Other Insurance	190	190		
500130 - Pension	13,710	13,710		
500140 - Workers Compensation	3,590	3,740		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
505050 - Dues & Subscriptions	150	150		
505130 - Small Office Equipment	50	50		
505200 - Safety Equipment	6,000	6,000		
505230 - Travel Expenses	1,490	1,490		Increase is due to the new Airport Fire Chief attending a Leadership Conference.

**Washington County, Maryland
Airport Fund
Department 45080 - Aircraft Rescue Firefighting
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
515000 - Contracted/Purchased Service	2,500	2,500	Reallocated from 515270 - Maintenance Contract Services.	
515202 - Inspection Services	4,060	4,060		
515270 - Maintenance Contract Services	0	0	Reallocated to 515000 - Contracted/Purchased Service.	
520000 - Training	12,100	12,100		
520040 - Seminars/Conventions	820	820	Increase is due the new Airport Fire Chief attending a Leadership Conference.	
525030 - Medical Supplies	600	600		
525040 - Small Tools & Equipment	200	200		
526000 - Supplies/Material-Maintenance	5,000	5,000		
526020 - Building Maintenance	1,000	1,000		
526040 - Equipment Maintenance	7,000	7,000		
526090 - Painting Supplies	250	250		
527030 - Diesel Fuel	800	800		
527100 - Auto Tires	6,000	6,000	Decreased budget due to needing less tires for trucks. Plan to purchase two tires for ARFF Truck 35-1. Up to \$3,000 per tire.	
528000 - Supplies - Chemicals	6,000	6,000		
535060 - Uniforms	900	900		

Washington County, Maryland
Airport Fund
Department 45080 - Aircraft Rescue Firefighting
FY25 Expenses

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
545010 - Electric	7,920	7,920	The electric budget is based on four prior year actuals, forecasted rate changes, and other known circumstances. The projection also considers current year actuals with annualized estimations.	
545020 - Natural Gas	5,000	5,000	The natural gas budgets were based on four prior years actual and forecasted rate changes.	
Total	193,800	203,720		

Washington County, Maryland
 Airport Fund
 Department 45090 - Airline Services
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
500000 - Wages - Full Time	72,940	5,590	78,530	4,550	6.15%	73,980	55,873	68,550
500005 - Wages - Part Time	85,820	10,430	96,250	24,880	34.86%	71,370	90,042	70,199
500010 - Wages - Overtime	14,080	2,450	16,530	2,020	13.92%	14,510	17,800	12,445
500040 - Other Wages	3,190	0	3,190	(240)	(7.00)%	3,430	3,548	5,116
500100 - FICA - Employer	13,450	1,430	14,880	2,390	19.14%	12,490	12,415	11,857
500120 - Health Insurance	19,110	0	19,110	(570)	(2.90)%	19,680	16,616	20,818
500125 - Other Insurance	280	0	280	20	7.69%	260	256	465
500130 - Pension	20,420	0	20,420	1,190	6.19%	19,230	16,317	20,883
500140 - Workers Compensation	7,690	210	7,900	40	0.51%	7,860	4,349	4,211
Wages and Benefits	236,980	20,110	257,090	34,280	15.39%	222,810	217,216	214,544
505010 - Advertising	50,000	0	50,000	0	0.00%	50,000	46,083	48,049
505050 - Dues & Subscriptions	0	0	0	0	0.00%	0	0	100
505120 - Licenses & Certifications	0	0	0	0	0.00%	0	120	0
505140 - Office Supplies	0	0	0	0	0.00%	0	457	271
505160 - Personal Mileage	0	0	0	0	0.00%	0	286	0
505210 - Safety Supplies	500	0	500	0	0.00%	500	224	405
505220 - Security	62,220	0	62,220	11,520	22.72%	50,700	37,440	0
505230 - Travel Expenses	6,320	0	6,320	(1,430)	(18.45)%	7,750	1,732	2,752
515000 - Contracted/Purchased Service	46,000	0	46,000	0	0.00%	46,000	16,660	16,500
515130 - Consulting Services	48,000	0	48,000	34,910	266.69%	13,090	4,998	6,500
515202 - Inspection Services	0	0	0	0	0.00%	0	1,200	0
520040 - Seminars/Conventions	1,000	0	1,000	0	0.00%	1,000	940	705
525000 - Supplies/Material - Operating	500	0	500	0	0.00%	500	791	197
525040 - Small Tools & Equipment	0	0	0	0	0.00%	0	45	0
526000 - Supplies/Material-Maintenance	300	0	300	0	0.00%	300	226	0
526040 - Equipment Maintenance	1,500	0	1,500	0	0.00%	1,500	1,389	225
526090 - Painting Supplies	0	0	0	0	0.00%	0	70	0
535060 - Uniforms	1,500	0	1,500	0	0.00%	1,500	2,811	1,371
592020 - Cost of Sales	15,000	0	15,000	4,380	41.24%	10,620	17,220	6,763

Washington County, Maryland
 Airport Fund
 Department 45090 - Airline Services
 FY25 Expenses

	2025 Operating Budget Requested	Adjustment	2025 Operating Budget Proposed	\$ Change	% Change	2024 Operating Budget Approved	2023 Actuals Final	2022 Actuals Final
592040 - Promotional Expenses	4,000	0	4,000	0	0.00%	4,000	4,659	312
592060 - Service Charges	1,500	0	1,500	300	25.00%	1,200	2,977	1,585
Operating Expenses	238,340	0	238,340	49,680	26.33%	188,660	140,328	85,735
599999 - Controllable Assets	0	0	0	0	0.00%	0	3,478	0
Capital Outlay	0	0	0	0	0.00%	0	3,478	0
Total	475,320	20,110	495,430	83,960	20.40%	411,470	361,022	300,279

**Washington County, Maryland
Airport Fund
Department 45090 - Airline Services
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
500000 - Wages - Full Time	72,940	78,530		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500005 - Wages - Part Time	85,820	96,250		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500010 - Wages - Overtime	14,080	16,530		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500040 - Other Wages	3,190	3,190		
500100 - FICA - Employer	13,450	14,880		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
500120 - Health Insurance	19,110	19,110		
500125 - Other Insurance	280	280		
500130 - Pension	20,420	20,420		
500140 - Workers Compensation	7,690	7,900		Increase is based on the salary scale adjustment from personnel requests being allocated out to wage and benefit accounts.
505010 - Advertising	50,000	50,000		
505210 - Safety Supplies	500	500		

**Washington County, Maryland
Airport Fund
Department 45090 - Airline Services
FY25 Expenses**

	2025 Operating Budget Requested	2025 Operating Budget Proposed	2025 Variance Comments Requested	2025 Variance Comments Proposed
505220 - Security	62,220	62,220		Increase is due to additional commercial flights and an increase in Washington County Sheriffs Department's labor rates.
505230 - Travel Expenses	6,320	6,320		Decrease is due to a re-evaluation of travel expense costs.
5115000 - Contracted/Purchased Service	46,000	46,000		
5115130 - Consulting Services	48,000	48,000		Increase is due to additional Airline Service Development consulting needed on a monthly basis.
520040 - Seminars/Conventions	1,000	1,000		
525000 - Supplies/Material - Operating	500	500		
526000 - Supplies/Material-Maintenance	300	300		
526040 - Equipment Maintenance	1,500	1,500		
535060 - Uniforms	1,500	1,500		
592020 - Cost of Sales	15,000	15,000		Increase is based on additional commercial flights that will increase snack sales.
592040 - Promotional Expenses	4,000	4,000		
592060 - Service Charges	1,500	1,500		Increase is due to an increase in point of sale and bank fees.
Total	475,320	495,430		

Washington County, Maryland
Travel Request
FY 2025

Department Number: 45090 Department Name: Hagerstown Regional Airport

Account Number: 505230

Account Description: Travel Expenses

Position Title Only (do not use individual names)	Destination	Date(s) of Travel	Total Cost		Description and/or Reason for Travel Request
			Dept. Request		
Airport Director Director of Public Works	Las Vegas, Nevada	TBD	3,350		Allegiant 2024 Routes Conference - Allegiant invites airport partners to the conference for company updates and discussions about past performance/future opportunities of each market served and to solicit another destination.
Airline Service Staff	TBD	TBD	990		Allegiant Ground Security Coordinator Procedures Training - Allegiant provides training for an airline staff member to become a certified Ground Security Coordinator to observe security procedures during flight operations.
Airline Station Leader	Las Vegas, Nevada	TBD	1,980		Allegiant Leadership Conference is for Allegiant Station Leaders to meet for updates, training and introduction to other team members to learn to continue to provide customer service effectively, professionally and safely for all concerned. The travel and lodging is provided for one.
Total			\$6,320		

- Approval of this budget does not replace approval of travel as outlined in the Business Expense Policy. All travel must still receive appropriate approvals.



Open Session Item

SUBJECT: Presentation of the 2025-2034 Capital Budget – Draft 2

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Kelcee Mace, Chief Financial Officer; Zane Garrett, Deputy Director, Budget & Finance

RECOMMENDED MOTION: For informational purposes.

REPORT-IN-BRIEF: Discussion of Draft 2 of the FY2025-2034 Capital Budget.

DISCUSSION: A Ten-Year Capital Improvement Plan is developed each fiscal year and includes scheduling and financing of future community facilities such as public buildings, roads, bridges, parks, water and sewer projects, and educational facilities. The plan is flexible and covers ten years with the first year being the Capital Improvement Budget. Funds for each project are allocated from Federal, State, and local sources.

Draft 1 of the Capital Improvement Budget was presented on February 13, 2024. Based on feedback from both the County Commissioners and requestors, the following changes have been made: Reduced BOE Capital Maintenance in FY25 to remove BOE Contributions and rebalanced project costs and State dollars based on the decreased local share being provided; Replacement Middle/High School 1 was pushed out beyond the ten-year plan; General Fund and bond funding in years 2031-2034 were reallocated to Replacement Elementary School 2, BOE Capital Maintenance, Building Systemics, Information Systems Replacement, PSTC Tactical Village, Patrol Vehicle Replacement, Canteen/Rehab Unit Replacement, Safety Officer Vehicles, Pavement Maintenance, and General Fund Contingency. Reallocation of funds allowed a reduction in the use of Capital Reserves in 2032 and reduction in BOE Contributions in 2029 & 2030. There has been no change in the amount of bond funding or General Fund contribution for any of the ten years included in the plan.

FISCAL IMPACT: FY2025 Capital budget of \$65,785,000

CONCURRENCES: CIP Committee

ALTERNATIVES: N/A

ATTACHMENTS: Summary of Draft 1 Vs. Draft 2, Ten-year Detail Report

AUDIO/VISUAL NEEDS: N/A

Washington County, Maryland
CIP Summary of Changes
FY25 Draft 1 vs. FY25 Draft 2

	Total	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Airport											
Project Cost 2025 Draft 1	38,783,000	7,945,000	1,957,000	19,400,000	2,105,000	192,000	3,599,000	438,000	2,012,000	205,000	930,000
Project Cost 2025 Draft 2	38,783,000	7,945,000	1,957,000	19,400,000	2,105,000	192,000	3,599,000	438,000	2,012,000	205,000	930,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding 2025 Draft 1	4,174,000	1,222,000	513,000	845,000	320,000	192,000	321,000	153,000	233,000	205,000	170,000
Local Funding 2025 Draft 2	4,174,000	1,222,000	513,000	845,000	320,000	192,000	321,000	153,000	233,000	205,000	170,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 1	34,609,000	6,723,000	1,444,000	18,555,000	1,785,000	0	3,278,000	285,000	1,779,000	0	760,000
Other Funding 2025 Draft 2	34,609,000	6,723,000	1,444,000	18,555,000	1,785,000	0	3,278,000	285,000	1,779,000	0	760,000
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Bridges											
Project Cost 2025 Draft 1	18,955,000	1,710,000	3,483,000	1,570,000	884,000	2,379,000	3,005,000	1,372,000	3,538,000	834,000	180,000
Project Cost 2025 Draft 2	18,955,000	1,710,000	3,483,000	1,570,000	884,000	2,379,000	3,005,000	1,372,000	3,538,000	834,000	180,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding 2025 Draft 1	13,207,000	754,000	1,763,000	1,570,000	884,000	1,883,000	1,869,000	1,372,000	2,098,000	834,000	180,000
Local Funding 2025 Draft 2	13,207,000	754,000	1,763,000	1,570,000	884,000	1,883,000	1,869,000	1,372,000	2,098,000	834,000	180,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 1	5,748,000	956,000	1,720,000	0	0	496,000	1,136,000	0	1,440,000	0	0
Other Funding 2025 Draft 2	5,748,000	956,000	1,720,000	0	0	496,000	1,136,000	0	1,440,000	0	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Drainage											
Project Cost 2025 Draft 1	13,504,000	1,200,000	1,232,000	2,038,000	1,235,000	1,209,000	1,300,000	1,300,000	1,025,000	1,890,000	1,075,000
Project Cost 2025 Draft 2	13,504,000	1,200,000	1,232,000	2,038,000	1,235,000	1,209,000	1,300,000	1,300,000	1,025,000	1,890,000	1,075,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding 2025 Draft 1	13,504,000	1,200,000	1,232,000	2,038,000	1,235,000	1,209,000	1,300,000	1,300,000	1,025,000	1,890,000	1,075,000
Local Funding 2025 Draft 2	13,504,000	1,200,000	1,232,000	2,038,000	1,235,000	1,209,000	1,300,000	1,300,000	1,025,000	1,890,000	1,075,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 1	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 2	0	0	0	0	0	0	0	0	0	0	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0

Washington County, Maryland
CIP Summary of Changes
FY25 Draft 1 vs. FY25 Draft 2

	Total	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Board of Education											
Project Cost 2025 Draft 1	273,337,000	22,207,000	34,674,000	32,002,000	9,640,000	22,547,000	26,031,000	15,479,000	35,205,000	35,765,000	39,787,000
Project Cost 2025 Draft 2	190,752,000	14,249,000	34,674,000	32,002,000	9,640,000	19,435,000	22,474,000	12,423,000	15,285,000	15,285,000	15,285,000
Change	-82,585,000	(7,958,000)	0	0	0	(3,112,000)	(3,557,000)	(3,056,000)	(19,920,000)	(20,480,000)	(24,502,000)
Local Funding											
Local Funding 2025 Draft 1	82,784,000	4,500,000	10,270,000	10,124,000	4,500,000	4,500,000	5,619,000	5,968,000	9,927,000	11,725,000	15,651,000
Local Funding 2025 Draft 2	58,981,000	4,500,000	10,270,000	10,124,000	4,500,000	4,500,000	5,619,000	5,968,000	4,500,000	4,500,000	4,500,000
Change in Local Funding	-23,803,000	0	0	0	0	0	0	0	(5,427,000)	(7,225,000)	(11,151,000)
Other Funding											
Other Funding 2025 Draft 1	190,553,000	17,707,000	24,404,000	21,878,000	5,140,000	18,047,000	20,412,000	9,511,000	25,278,000	24,040,000	24,136,000
Other Funding 2025 Draft 2	131,771,000	9,749,000	24,404,000	21,878,000	5,140,000	14,935,000	16,855,000	6,455,000	10,785,000	10,785,000	10,785,000
Change in Other Funding	-58,782,000	-7,958,000	0	0	0	(3,112,000)	(3,557,000)	(3,056,000)	(14,493,000)	(13,255,000)	(13,351,000)
Hagerstown Community College											
Project Cost 2025 Draft 1	36,155,000	500,000	10,187,000	1,700,000	1,200,000	1,830,000	4,112,000	1,500,000	13,076,000	1,150,000	900,000
Project Cost 2025 Draft 2	36,155,000	500,000	10,187,000	1,700,000	1,200,000	1,830,000	4,112,000	1,500,000	13,076,000	1,150,000	900,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding											
Local Funding 2025 Draft 1	9,430,000	0	1,200,000	1,200,000	1,200,000	1,330,000	900,000	900,000	900,000	900,000	900,000
Local Funding 2025 Draft 2	9,430,000	0	1,200,000	1,200,000	1,200,000	1,330,000	900,000	900,000	900,000	900,000	900,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding											
Other Funding 2025 Draft 1	26,725,000	500,000	8,987,000	500,000	0	500,000	3,212,000	600,000	12,176,000	250,000	0
Other Funding 2025 Draft 2	26,725,000	500,000	8,987,000	500,000	0	500,000	3,212,000	600,000	12,176,000	250,000	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Public Libraries											
Project Cost 2025 Draft 1	16,091,000	60,000	694,000	1,806,000	9,767,000	3,514,000	50,000	50,000	50,000	50,000	50,000
Project Cost 2025 Draft 2	16,091,000	60,000	694,000	1,806,000	9,767,000	3,514,000	50,000	50,000	50,000	50,000	50,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding											
Local Funding 2025 Draft 1	5,193,000	60,000	251,000	577,000	2,965,000	1,090,000	50,000	50,000	50,000	50,000	50,000
Local Funding 2025 Draft 2	5,193,000	60,000	251,000	577,000	2,965,000	1,090,000	50,000	50,000	50,000	50,000	50,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding											
Other Funding 2025 Draft 1	10,898,000	0	443,000	1,229,000	6,802,000	2,424,000	0	0	0	0	0
Other Funding 2025 Draft 2	10,898,000	0	443,000	1,229,000	6,802,000	2,424,000	0	0	0	0	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0

Washington County, Maryland
CIP Summary of Changes
FY25 Draft 1 vs. FY25 Draft 2

	Total	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
General Government											
Project Cost 2025 Draft 1	22,865,000	6,603,000	3,141,000	1,821,000	1,996,000	1,929,000	1,455,000	1,455,000	1,480,000	1,480,000	1,505,000
Project Cost 2025 Draft 2	29,629,000	6,603,000	3,141,000	1,821,000	1,996,000	1,929,000	1,455,000	1,455,000	1,980,000	3,604,000	5,645,000
Change	6,764,000	0	0	0	0	0	0	0	500,000	2,124,000	4,140,000
Local Funding											
Local Funding 2025 Draft 1	22,865,000	6,603,000	3,141,000	1,821,000	1,996,000	1,929,000	1,455,000	1,455,000	1,480,000	1,480,000	1,505,000
Local Funding 2025 Draft 2	29,629,000	6,603,000	3,141,000	1,821,000	1,996,000	1,929,000	1,455,000	1,455,000	1,980,000	3,604,000	5,645,000
Change in Local Funding	6,764,000	0	0	0	0	0	0	0	500,000	2,124,000	4,140,000
Other Funding											
Other Funding 2025 Draft 1	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 2	0	0	0	0	0	0	0	0	0	0	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Parks & Recreation											
Project Cost 2025 Draft 1	24,405,000	7,200,000	6,765,000	1,755,000	1,630,000	1,515,000	1,050,000	1,025,000	1,430,000	980,000	1,055,000
Project Cost 2025 Draft 2	24,405,000	7,200,000	6,765,000	1,755,000	1,630,000	1,515,000	1,050,000	1,025,000	1,430,000	980,000	1,055,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding											
Local Funding 2025 Draft 1	17,873,000	6,304,000	5,561,000	914,000	931,000	759,000	593,000	680,000	853,000	680,000	598,000
Local Funding 2025 Draft 2	17,873,000	6,304,000	5,561,000	914,000	931,000	759,000	593,000	680,000	853,000	680,000	598,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding											
Other Funding 2025 Draft 1	6,532,000	896,000	1,204,000	841,000	699,000	756,000	457,000	345,000	577,000	300,000	457,000
Other Funding 2025 Draft 2	6,532,000	896,000	1,204,000	841,000	699,000	756,000	457,000	345,000	577,000	300,000	457,000
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Public Safety											
Project Cost 2025 Draft 1	74,032,000	9,295,000	6,447,000	7,694,000	6,429,000	7,476,000	6,981,000	9,439,000	7,838,000	7,019,000	5,414,000
Project Cost 2025 Draft 2	76,224,000	9,295,000	6,447,000	7,694,000	6,429,000	7,476,000	6,981,000	9,439,000	8,438,000	7,735,000	6,290,000
Change	2,192,000	0	0	0	0	0	0	0	600,000	716,000	876,000
Local Funding											
Local Funding 2025 Draft 1	70,062,000	7,115,000	6,267,000	7,514,000	6,249,000	7,296,000	6,801,000	9,259,000	7,308,000	6,839,000	5,414,000
Local Funding 2025 Draft 2	72,254,000	7,115,000	6,267,000	7,514,000	6,249,000	7,296,000	6,801,000	9,259,000	7,908,000	7,555,000	6,290,000
Change in Local Funding	2,192,000	0	0	0	0	0	0	0	600,000	716,000	876,000
Other Funding											
Other Funding 2025 Draft 1	3,970,000	2,180,000	180,000	180,000	180,000	180,000	180,000	180,000	530,000	180,000	0
Other Funding 2025 Draft 2	3,970,000	2,180,000	180,000	180,000	180,000	180,000	180,000	180,000	530,000	180,000	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0

Washington County, Maryland
CIP Summary of Changes
FY25 Draft 1 vs. FY25 Draft 2

	Total	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Railroad Crossings											
Project Cost 2025 Draft 1	1,146,000	0	0	200,000	0	250,000	0	300,000	0	396,000	0
Project Cost 2025 Draft 2	1,146,000	0	0	200,000	0	250,000	0	300,000	0	396,000	0
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding 2025 Draft 1	1,146,000	0	0	200,000	0	250,000	0	300,000	0	396,000	0
Local Funding 2025 Draft 2	1,146,000	0	0	200,000	0	250,000	0	300,000	0	396,000	0
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 1	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 2	0	0	0	0	0	0	0	0	0	0	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Road Improvement											
Project Cost 2025 Draft 1	107,679,000	10,375,000	9,995,000	10,652,000	13,246,000	11,854,000	11,707,000	12,771,000	10,595,000	8,063,000	8,421,000
Project Cost 2025 Draft 2	119,429,000	10,375,000	9,995,000	10,652,000	13,246,000	11,854,000	11,707,000	12,771,000	12,595,000	12,063,000	14,171,000
Change	11,750,000	0	0	0	0	0	0	0	2,000,000	4,000,000	5,750,000
Local Funding 2025 Draft 1	107,679,000	10,375,000	9,995,000	10,652,000	13,246,000	11,854,000	11,707,000	12,771,000	10,595,000	8,063,000	8,421,000
Local Funding 2025 Draft 2	119,429,000	10,375,000	9,995,000	10,652,000	13,246,000	11,854,000	11,707,000	12,771,000	12,595,000	12,063,000	14,171,000
Change in Local Funding	11,750,000	0	0	0	0	0	0	0	2,000,000	4,000,000	5,750,000
Other Funding 2025 Draft 1	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 2	0	0	0	0	0	0	0	0	0	0	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Solid Waste											
Project Cost 2025 Draft 1	21,944,000	4,057,000	5,358,000	5,114,000	116,000	120,000	547,000	6,254,000	125,000	126,000	127,000
Project Cost 2025 Draft 2	21,944,000	4,057,000	5,358,000	5,114,000	116,000	120,000	547,000	6,254,000	125,000	126,000	127,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding 2025 Draft 1	21,944,000	4,057,000	5,358,000	5,114,000	116,000	120,000	547,000	6,254,000	125,000	126,000	127,000
Local Funding 2025 Draft 2	21,944,000	4,057,000	5,358,000	5,114,000	116,000	120,000	547,000	6,254,000	125,000	126,000	127,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 1	0	0	0	0	0	0	0	0	0	0	0
Other Funding 2025 Draft 2	0	0	0	0	0	0	0	0	0	0	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0

**Washington County, Maryland
CIP Summary of Changes
FY25 Draft 1 vs. FY25 Draft 2**

	Total	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Transit											
Project Cost 2025 Draft 1	8,184,000	479,000	480,000	1,275,000	585,000	475,000	375,000	480,000	375,000	3,285,000	375,000
Project Cost 2025 Draft 2	8,184,000	479,000	480,000	1,275,000	585,000	475,000	375,000	480,000	375,000	3,285,000	375,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding											
Local Funding 2025 Draft 1	1,203,000	48,000	72,000	191,000	88,000	71,000	56,000	72,000	56,000	493,000	56,000
Local Funding 2025 Draft 2	1,203,000	48,000	72,000	191,000	88,000	71,000	56,000	72,000	56,000	493,000	56,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding											
Other Funding 2025 Draft 1	6,981,000	431,000	408,000	1,084,000	497,000	404,000	319,000	408,000	319,000	2,792,000	319,000
Other Funding 2025 Draft 2	6,981,000	431,000	408,000	1,084,000	497,000	404,000	319,000	408,000	319,000	2,792,000	319,000
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Water Quality											
Project Cost 2025 Draft 1	29,658,000	2,112,000	2,224,000	2,599,000	1,190,000	1,100,000	2,222,000	1,887,000	3,337,000	6,743,000	6,244,000
Project Cost 2025 Draft 2	29,658,000	2,112,000	2,224,000	2,599,000	1,190,000	1,100,000	2,222,000	1,887,000	3,337,000	6,743,000	6,244,000
Change	0	0	0	0	0	0	0	0	0	0	0
Local Funding											
Local Funding 2025 Draft 1	27,333,000	2,087,000	2,224,000	2,284,000	1,165,000	840,000	2,222,000	1,887,000	1,637,000	6,743,000	6,244,000
Local Funding 2025 Draft 2	27,333,000	2,087,000	2,224,000	2,284,000	1,165,000	840,000	2,222,000	1,887,000	1,637,000	6,743,000	6,244,000
Change in Local Funding	0	0	0	0	0	0	0	0	0	0	0
Other Funding											
Other Funding 2025 Draft 1	2,325,000	25,000	0	315,000	25,000	260,000	0	0	1,700,000	0	0
Other Funding 2025 Draft 2	2,325,000	25,000	0	315,000	25,000	260,000	0	0	1,700,000	0	0
Change in Other Funding	0	0	0	0	0	0	0	0	0	0	0
Budget Total											
Project Cost 2025 Draft 1	686,738,000	73,743,000	86,637,000	89,626,000	50,023,000	56,390,000	62,434,000	53,750,000	80,086,000	67,986,000	66,063,000
Project Cost 2025 Draft 2	624,859,000	65,785,000	86,637,000	89,626,000	50,023,000	53,278,000	58,877,000	50,694,000	63,266,000	54,346,000	52,327,000
Change	-61,879,000	-7,958,000	0	0	0	-3,112,000	-3,557,000	-3,056,000	-16,820,000	-13,640,000	-13,736,000
Local Funding											
Local Funding 2025 Draft 1	398,397,000	44,325,000	47,847,000	45,044,000	34,895,000	33,323,000	33,440,000	42,421,000	36,287,000	40,424,000	40,391,000
Local Funding 2025 Draft 2	395,300,000	44,325,000	47,847,000	45,044,000	34,895,000	33,323,000	33,440,000	42,421,000	33,960,000	40,039,000	40,006,000
Change in Local Funding	-3,097,000	0	0	0	0	0	0	0	-2,327,000	-385,000	-385,000
Other Funding											
Other Funding 2025 Draft 1	288,341,000	29,418,000	38,790,000	44,582,000	15,128,000	23,067,000	28,994,000	11,329,000	43,799,000	27,562,000	25,672,000
Other Funding 2025 Draft 2	229,559,000	21,460,000	38,790,000	44,582,000	15,128,000	19,955,000	25,437,000	8,273,000	29,306,000	14,307,000	12,321,000
Change in Other Funding	-58,782,000	-7,958,000	0	0	0	-3,112,000	-3,557,000	-3,056,000	-14,493,000	-13,255,000	-13,351,000

**Washington County, Maryland
Capital Improvement 10yr Detail
Fiscal Year 2025 - 2034**

Draft 2

	Total	Prior Appr.	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<u>Airport</u>												
Air Traffic Control Tower	7,778,000	700,000	78,000	0	7,000,000	0	0	0	0	0	0	0
T-Hangar 1, 2, & 3 Replacement	562,000	207,000	35,000	35,000	36,000	37,000	37,000	38,000	38,000	39,000	30,000	30,000
Airport Systemic Improvement Projects	2,804,227	514,227	1,390,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Terminal Building - East Expansion	7,222,000	600,000	122,000	0	6,500,000	0	0	0	0	0	0	0
Capital Equipment - Airport	6,363,203	1,013,203	115,000	54,000	2,083,000	1,668,000	55,000	55,000	300,000	145,000	75,000	800,000
Taxiway F Rehabilitation	7,431,000	6,300,000	1,131,000	0	0	0	0	0	0	0	0	0
Runway 2/20 Rehabilitation and Lighting	3,847,000	323,000	3,524,000	0	0	0	0	0	0	0	0	0
T-Hangar Taxi Lanes Rehabilitation	1,512,000	150,000	1,362,000	0	0	0	0	0	0	0	0	0
Taxiway A Rehabilitation	4,351,000	335,000	0	335,000	3,681,000	0	0	0	0	0	0	0
Airport Fire Station Bay #3 Modification	80,000	0	80,000	0	0	0	0	0	0	0	0	0
Salt and Material Storage Facility	224,000	0	0	224,000	0	0	0	0	0	0	0	0
Snow Removal Equipment Storage Building Expansion	3,514,000	0	0	0	0	300,000	0	3,214,000	0	0	0	0
Taxiway G Rehabilitation	1,920,000	0	0	0	0	0	0	192,000	0	1,728,000	0	0
Taxiway H Rehabilitation	1,317,000	0	108,000	1,209,000	0	0	0	0	0	0	0	0
Airport	48,925,430	10,142,430	7,945,000	1,957,000	19,400,000	2,105,000	192,000	3,599,000	438,000	2,012,000	205,000	930,000
<u>Bridges</u>												
Bridge Inspection and Inventory	776,730	222,730	50,000	24,000	0	200,000	0	25,000	0	225,000	0	30,000
Keedysville Road Bridge W5651	3,014,600	2,964,600	50,000	0	0	0	0	0	0	0	0	0
Cleaning & Painting of Steel Bridges	318,881	168,881	0	0	0	0	0	150,000	0	0	0	0
Halfway Boulevard Bridges W0912	5,934,000	4,489,000	1,195,000	250,000	0	0	0	0	0	0	0	0
Gardenhour Road Bridge W2431	2,695,000	775,000	0	1,920,000	0	0	0	0	0	0	0	0
Greenspring Furnace Road Culvert 15/15	130,000	40,000	90,000	0	0	0	0	0	0	0	0	0
Kretsinger Road Culvert 14/01	643,000	443,000	200,000	0	0	0	0	0	0	0	0	0
Lanes Road Culvert 15/12	107,000	32,000	75,000	0	0	0	0	0	0	0	0	0
Prices Mill Bridge	150,000	0	0	0	0	0	0	0	0	0	0	150,000
Appletown Road Bridge W2184	979,000	0	0	0	0	0	407,000	572,000	0	0	0	0
Ashton Road Culvert 04/06	559,000	0	0	0	0	0	0	42,000	517,000	0	0	0
Bowie Road Culvert	405,000	0	0	0	0	0	405,000	0	0	0	0	0
Burnside Bridge Road Culvert 01/03	771,000	0	0	340,000	431,000	0	0	0	0	0	0	0
Draper Road Culvert 04/07	589,000	0	0	0	0	0	37,000	552,000	0	0	0	0
Draper Road Culvert 04/08	530,000	0	0	0	0	0	0	0	50,000	480,000	0	0
Greenbrier Road Culvert 16/14	268,000	0	0	0	0	0	0	0	268,000	0	0	0
Gruber Road Bridge 04/10	396,000	0	0	0	0	0	0	10,000	386,000	0	0	0
Harpers Ferry Road Culvert 11/02	977,000	0	0	115,000	642,000	220,000	0	0	0	0	0	0
Henline Road Culvert 05/05	429,000	0	0	0	15,000	414,000	0	0	0	0	0	0
Hoffman's Inn Road Culvert 05/06	313,000	0	0	0	0	0	313,000	0	0	0	0	0
Long Hollow Road Culvert 05/07	583,000	0	0	101,000	482,000	0	0	0	0	0	0	0
Mercersburg Road Culvert 04/16	484,000	0	0	0	0	0	0	0	16,000	468,000	0	0
Mooresville Road Culvert 15/21	446,000	0	0	0	0	0	446,000	0	0	0	0	0
Poplar Grove Road Bridge W2432	1,955,000	0	0	0	0	0	0	0	100,000	1,855,000	0	0
Rensburg Road Culvert	268,000	0	0	268,000	0	0	0	0	0	0	0	0
Rinehart Road Culvert 14/03	465,000	0	0	465,000	0	0	0	0	0	0	0	0
Stone Masonry Bridge Repairs	100,000	0	50,000	0	0	50,000	0	0	0	0	0	0
Taylor's Landing Road Bridge W7101	1,379,000	0	0	0	0	0	0	0	35,000	510,000	834,000	0
Willow Road Culvert 05/10	323,000	0	0	0	0	0	151,000	172,000	0	0	0	0
Yarrowsburg Road Bridge W6191	2,102,000	0	0	0	0	0	620,000	1,482,000	0	0	0	0
Bridges Total	28,090,211	9,135,211	1,710,000	3,483,000	1,570,000	884,000	2,379,000	3,005,000	1,372,000	3,538,000	834,000	180,000
<u>Drainage</u>												
Stream Restoration at Various Locations	1,914,301	664,301	250,000	0	250,000	0	0	0	350,000	0	400,000	0
Stormwater Retrofits	15,180,027	6,030,027	800,000	900,000	900,000	900,000	900,000	900,000	900,000	950,000	1,000,000	1,000,000
Drainage Improvements at Various Locations	909,507	334,507	50,000	50,000	50,000	50,000	50,000	50,000	50,000	75,000	75,000	75,000

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	Total	Prior Appr.	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Broadfording Church Road Culvert	231,000	0	0	57,000	174,000	0	0	0	0	0	0	0
Draper Road Drainage Improvements	609,000	0	0	0	0	0	259,000	350,000	0	0	0	0
Fort Ritchie Dam Repairs	250,000	0	100,000	150,000	0	0	0	0	0	0	0	0
Harpers Ferry Road Drainage, 3600 Block	525,000	0	0	75,000	450,000	0	0	0	0	0	0	0
Shank Road Drainage	214,000	0	0	0	214,000	0	0	0	0	0	0	0
Trego Mountain Road Drainage	415,000	0	0	0	0	0	0	0	0	0	415,000	0
University Road Culvert	285,000	0	0	0	0	285,000	0	0	0	0	0	0
Drainage Total	20,532,835	7,028,835	1,200,000	1,232,000	2,038,000	1,235,000	1,209,000	1,300,000	1,300,000	1,025,000	1,890,000	1,075,000
<u>Education</u>												
Board of Education												
Capital Maintenance - BOE	111,619,509	19,795,509	14,249,000	11,968,000	9,296,000	3,360,000	1,612,000	3,468,000	2,016,000	15,285,000	15,285,000	15,285,000
Downsville Pike Elementary School	50,214,000	1,500,000	0	22,706,000	22,706,000	3,302,000	0	0	0	0	0	0
Replacement Elementary School 2	50,214,000	0	0	0	0	2,978,000	17,823,000	19,006,000	10,407,000	0	0	0
Board of Education	212,047,509	21,295,509	14,249,000	34,674,000	32,002,000	9,640,000	19,435,000	22,474,000	12,423,000	15,285,000	15,285,000	15,285,000
Hagerstown Community College												
ASA Renovation	15,188,000	0	0	0	0	0	0	0	312,000	13,076,000	900,000	900,000
ATC Renovation	14,479,000	562,000	0	10,187,000	1,200,000	1,200,000	1,330,000	0	0	0	0	0
Campus Road & Parking Lot Overlays	1,000,000	0	0	0	0	0	500,000	0	500,000	0	0	0
Career Programs Roof Replacement	4,800,000	0	0	0	0	0	0	4,112,000	688,000	0	0	0
Multi-Roof Project	1,250,000	0	500,000	0	500,000	0	0	0	0	0	250,000	0
Hagerstown Community College	36,717,000	562,000	500,000	10,187,000	1,700,000	1,200,000	1,830,000	4,112,000	1,500,000	13,076,000	1,150,000	900,000
Public Libraries												
Systemic Projects - Library	668,495	148,495	60,000	60,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Williamsport Library Replacement	15,578,060	7,060	0	634,000	1,756,000	9,717,000	3,464,000	0	0	0	0	0
Public Libraries	16,246,555	155,555	60,000	694,000	1,806,000	9,767,000	3,514,000	50,000	50,000	50,000	50,000	50,000
Education Total	265,011,064	22,013,064	14,809,000	45,555,000	35,508,000	20,607,000	24,779,000	26,636,000	13,973,000	28,411,000	16,485,000	16,235,000
<u>General Government</u>												
Cost of Bond Issuance	988,000	88,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000
Contingency - General Fund	6,581,741	2,467,741	0	0	0	0	0	0	0	0	1,049,000	3,065,000
Systemic Improvements - Building	14,146,307	1,646,307	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,500,000	2,000,000	2,000,000
Facilities Roof Repairs	1,699,716	499,716	200,000	200,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Equipment and Vehicle Wash Facility	325,000	75,000	250,000	0	0	0	0	0	0	0	0	0
Stormwater Management and Watershed Services Office Building	1,720,000	200,000	300,000	1,220,000	0	0	0	0	0	0	0	0
Information Systems Replacement Program	2,751,993	151,993	600,000	250,000	250,000	250,000	250,000	150,000	150,000	175,000	250,000	275,000
Financial System Management & Upgrades	697,402	117,402	445,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
County Wireless Infrastructure	2,582,000	17,000	1,218,000	266,000	266,000	441,000	374,000	0	0	0	0	0
Accela Software Upgrade	400,000	0	400,000	0	0	0	0	0	0	0	0	0
General - Equipment and Vehicle Replacement Program	1,653,715	653,715	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Circuit Courthouse	2,000,000	0	2,000,000	0	0	0	0	0	0	0	0	0
General Government Total	35,545,874	5,916,874	6,603,000	3,141,000	1,821,000	1,996,000	1,929,000	1,455,000	1,455,000	1,980,000	3,604,000	5,645,000
<u>Parks and Recreation</u>												
Black Rock Capital Equipment Program	397,797	57,797	100,000	25,000	25,000	25,000	25,000	25,000	25,000	30,000	30,000	30,000
Agriculture Education Center Indoor Multipurpose Building	14,460,000	4,600,000	5,350,000	4,510,000	0	0	0	0	0	0	0	0
Hardcourt Playing Surfaces	704,963	204,963	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Ag Center Land Development	2,198,000	198,000	1,000,000	1,000,000	0	0	0	0	0	0	0	0
Park Equipment/Surfacing Replacement, Various Locations	1,296,156	421,156	0	175,000	0	175,000	0	175,000	0	175,000	0	175,000
Parking Lot Repair/Overlay, Various Locations	618,289	68,289	0	50,000	200,000	0	100,000	0	100,000	0	100,000	0
MLK Gymnasium Upgrade	1,950,000	1,700,000	250,000	0	0	0	0	0	0	0	0	0
Antietam Creek Water Trail	357,000	257,000	50,000	0	50,000	0	0	0	0	0	0	0
Black Rock Bunker Rehabilitation	250,000	0	0	250,000	0	0	0	0	0	0	0	0
Black Rock Learning Center	275,000	0	275,000	0	0	0	0	0	0	0	0	0

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Clear Spring Park Walking Trail	375,000	0	0	0	0	0	0	0	0	375,000	0	0
Conococheague Creek Water Trail	310,000	0	0	0	10,000	180,000	120,000	0	0	0	0	0
Doubs Woods Disc Golf	50,000	0	0	0	0	0	0	0	50,000	0	0	0
Kemps Mill Park Trails	100,000	0	0	0	0	100,000	0	0	0	0	0	0
Marty Snook Park Multimodal Trail and Parking	700,000	0	0	0	100,000	300,000	300,000	0	0	0	0	0
Marty Snook Park Pool Renovation and Accessible Entrance	1,000,000	0	125,000	375,000	500,000	0	0	0	0	0	0	0
Mt. Briar Wetland Preserve Trails and Conservation Area	100,000	0	0	0	100,000	0	0	0	0	0	0	0
North Central County Park	6,200,000	0	0	100,000	500,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000
Park Entrances and Security Upgrades	200,000	0	0	100,000	100,000	0	0	0	0	0	0	0
Pen Mar-Fort Ritchie-Cascade Trail Connection	290,000	0	0	50,000	120,000	0	120,000	0	0	0	0	0
Regional Park Dog Park	80,000	0	0	80,000	0	0	0	0	0	0	0	0
Parks and Recreation	31,912,205	7,507,205	7,200,000	6,765,000	1,755,000	1,630,000	1,515,000	1,050,000	1,025,000	1,430,000	980,000	1,055,000
Public Safety												
Detention Center - Systemic Projects	6,305,487	1,135,487	450,000	1,100,000	1,200,000	500,000	500,000	500,000	550,000	60,000	250,000	60,000
Patrol Services Relocation Renovation	26,100,000	1,600,000	3,000,000	3,500,000	4,500,000	4,000,000	5,000,000	2,500,000	2,000,000	0	0	0
Communication Tower(s) Various	576,806	356,806	110,000	0	110,000	0	0	0	0	0	0	0
P25 UHF Public Safety Radio Communications System Upgrade	12,604,000	11,079,000	1,525,000	0	0	0	0	0	0	0	0	0
Portable Radio Replacement Program - Sheriff	1,254,944	162,944	116,000	118,000	120,000	120,000	122,000	122,000	124,000	124,000	126,000	0
Portable Radio Replacement Program - Emergency Services	4,835,000	2,635,000	600,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	0
PSTC Apparatus Operator / Defensive Driving Track	2,250,000	250,000	2,000,000	0	0	0	0	0	0	0	0	0
PSTC Tactical Village / Simulation Training Area	16,750,000	2,250,000	0	0	0	0	0	1,960,000	4,043,000	4,143,000	4,354,000	0
Law Enforcement - Vehicle & Equipment Replacement Program	17,008,221	2,218,221	1,100,000	1,130,000	1,160,000	1,200,000	1,240,000	1,280,000	1,320,000	1,960,000	2,100,000	2,300,000
Emergency Services Equipment & Vehicle Program	9,053,880	5,548,880	330,000	335,000	340,000	345,000	350,000	355,000	360,000	365,000	375,000	350,000
Canteen/Rehab Unit Replacement	646,000	138,000	48,000	48,000	48,000	48,000	48,000	48,000	48,000	48,000	62,000	62,000
Incident Safety Officer Vehicle Replacement Program	196,000	32,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	18,000	18,000
Police Indoor Firing Range	4,250,000	0	0	0	0	0	0	0	250,000	250,000	250,000	3,500,000
911 Center Building Expansion	1,800,000	0	0	0	0	0	0	0	528,000	1,272,000	0	0
Public Safety	103,630,338	27,406,338	9,295,000	6,447,000	7,694,000	6,429,000	7,476,000	6,981,000	9,439,000	8,438,000	7,735,000	6,290,000
Railroad												
Railroad Crossing Improvements	2,082,450	936,450	0	0	200,000	0	250,000	0	300,000	0	396,000	0
Railroad	2,082,450	936,450	0	0	200,000	0	250,000	0	300,000	0	396,000	0
Road Improvement												
Intersection & Signal Improvements	2,812,319	462,319	850,000	0	0	750,000	0	0	750,000	0	0	0
Transportation ADA	1,785,023	385,023	500,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Pavement Maintenance and Rehab Program	80,085,817	9,425,817	5,000,000	5,660,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	8,000,000	10,000,000	12,000,000
Longmeadow Road	2,105,000	0	0	310,000	432,000	518,000	845,000	0	0	0	0	0
Eastern Boulevard Extended	10,603,000	0	0	300,000	1,000,000	1,200,000	1,324,000	2,500,000	2,220,000	2,059,000	0	0
Eastern Blvd Widening Phase I	10,667,100	10,467,100	200,000	0	0	0	0	0	0	0	0	0
Eastern Boulevard Widening Phase II	7,672,300	3,076,300	174,000	775,000	647,000	1,000,000	2,000,000	0	0	0	0	0
Eastern Blvd at Antietam Drive Improvements	5,506,000	4,006,000	500,000	1,000,000	0	0	0	0	0	0	0	0
Halfway Boulevard Extended	11,423,000	9,473,000	1,950,000	0	0	0	0	0	0	0	0	0
Wright Road	4,768,000	2,798,000	0	500,000	799,000	671,000	0	0	0	0	0	0
Burnside Bridge Road Spot Improvements	544,000	0	0	0	0	544,000	0	0	0	0	0	0
E. Oak Ridge Drive/South Pointe Signal	461,000	0	0	0	0	461,000	0	0	0	0	0	0
Mt Aetna Road Spot Improvements	2,422,000	0	0	0	0	0	0	935,000	1,487,000	0	0	0
Robinwood Drive Sidewalk Extension	750,000	0	0	0	250,000	500,000	0	0	0	0	0	0
Rockdale Road and Independence Road Spot Improvements	1,025,000	0	0	0	0	0	0	0	450,000	575,000	0	0
Sandstone Drive Spot Improvements	500,000	0	0	0	0	0	0	500,000	0	0	0	0
Highway - Vehicle & Equipment Replacement Program	18,636,823	2,243,823	1,201,000	1,350,000	1,424,000	1,502,000	1,585,000	1,672,000	1,764,000	1,861,000	1,963,000	2,071,000
Road Improvement	161,766,382	42,337,382	10,375,000	9,995,000	10,652,000	13,246,000	11,854,000	11,707,000	12,771,000	12,595,000	12,063,000	14,171,000

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	Total	Prior Appr.	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Solid Waste												
Contingency - Solid Waste	671,042	94,042	35,000	35,000	60,000	60,000	62,000	63,000	64,000	65,000	66,000	67,000
40 West Landfill - Cell 5 Construction	4,083,000	440,000	3,472,000	171,000	0	0	0	0	0	0	0	0
40 West Landfill Pretreatment Facility	10,600,000	0	500,000	5,100,000	5,000,000	0	0	0	0	0	0	0
SW Equipment & Vehicle Replacement	836,471	266,471	50,000	52,000	54,000	56,000	58,000	60,000	60,000	60,000	60,000	60,000
40 West Landfill - Cell 8 Construction	6,554,000	0	0	0	0	0	0	424,000	6,130,000	0	0	0
Solid Waste	22,744,513	800,513	4,057,000	5,358,000	5,114,000	116,000	120,000	547,000	6,254,000	125,000	126,000	127,000
Transit												
Vehicle Preventive Maintenance	3,870,307	495,307	0	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000	375,000
Fixed Route Bus Replacement Program	5,018,111	1,418,111	0	0	900,000	0	0	0	0	0	2,700,000	0
ADA Bus Replacement	632,305	2,305	0	105,000	0	210,000	0	0	105,000	0	210,000	0
Transportation Development Plan	225,000	125,000	0	0	0	0	100,000	0	0	0	0	0
Facility Maintenance	117,000	0	117,000	0	0	0	0	0	0	0	0	0
Transit Equipment Replacement	300,000	0	300,000	0	0	0	0	0	0	0	0	0
Maintenance Truck Replacement	62,000	0	62,000	0	0	0	0	0	0	0	0	0
Transit	10,224,723	2,040,723	479,000	480,000	1,275,000	585,000	475,000	375,000	480,000	375,000	3,285,000	375,000
Water Quality												
Utility Administration												
Contingency - Utility Admin	191,400	29,400	0	0	0	0	0	31,000	32,000	32,000	33,000	34,000
General Building Improvements	564,000	70,000	494,000	0	0	0	0	0	0	0	0	0
Lab Equipment Replacement	406,197	160,197	23,000	24,000	24,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
WQ Equip/Vehicle Replacement Program	1,496,382	231,382	125,000	100,000	125,000	125,000	130,000	130,000	130,000	130,000	135,000	135,000
Security Update	90,000	0	35,000	35,000	20,000	0	0	0	0	0	0	0
Utility Administration	2,747,979	490,979	677,000	159,000	169,000	150,000	155,000	186,000	187,000	187,000	193,000	194,000
Sewer												
Contingency - Sewer	411,939	11,939	0	0	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Replace Grinder Pumps	1,187,519	152,519	125,000	125,000	125,000	90,000	95,000	95,000	95,000	95,000	95,000	95,000
Pump Station Upgrades - Various Stations	4,479,688	294,688	300,000	885,000	0	750,000	0	750,000	0	750,000	0	750,000
Collection System Rehabilitation Project	3,576,121	156,121	270,000	0	900,000	0	750,000	0	750,000	0	750,000	0
Sandy Hook Collection System Upgrades	127,535	102,535	25,000	0	0	0	0	0	0	0	0	0
Smithsburg WWTP ENR Upgrade	22,571,087	12,071,087	0	0	0	0	0	0	0	0	5,500,000	5,000,000
General WwTP Improvements	1,100,000	250,000	300,000	250,000	300,000	0	0	0	0	0	0	0
Heavy Sewer EQP and VEH Replacement	1,820,948	400,948	200,000	200,000	750,000	35,000	35,000	40,000	40,000	40,000	40,000	40,000
Potomac Edison Pump Station & Force Main	1,700,000	0	0	0	0	0	0	0	0	1,700,000	0	0
Sewer Fund	36,974,837	13,439,837	1,220,000	1,460,000	2,125,000	925,000	930,000	935,000	935,000	2,635,000	6,435,000	5,935,000
Water												
Water Meter Replacement	303,509	153,509	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
WQ Main Replacement	2,366,000	666,000	100,000	0	0	100,000	0	500,000	500,000	500,000	0	0
Sharpsburg Water Treatment Plant	645,336	55,336	0	590,000	0	0	0	0	0	0	0	0
General WTP Improvements	1,344,342	254,342	100,000	0	290,000	0	0	250,000	250,000	0	100,000	100,000
Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	0	336,000	0	0	0	0
Water Fund	4,995,187	1,129,187	215,000	605,000	305,000	115,000	15,000	1,101,000	765,000	515,000	115,000	115,000
Water Quality	44,718,003	15,060,003	2,112,000	2,224,000	2,599,000	1,190,000	1,100,000	2,222,000	1,887,000	3,337,000	6,743,000	6,244,000
TOTAL	775,184,028	150,325,028	65,785,000	86,637,000	89,626,000	50,023,000	53,278,000	58,877,000	50,694,000	63,266,000	54,346,000	52,327,000

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Funding Sources	Total	Prior Appr.	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
General Fund	171,417,567	45,167,567	7,750,000	9,000,000	10,250,000	11,250,000	12,250,000	13,250,000	14,250,000	15,250,000	16,250,000	16,750,000
Highway Fund	5,500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Cascade Fund	12,342	12,342	0	0	0	0	0	0	0	0	0	0
Solid Waste Fund	1,474,216	327,216	85,000	87,000	114,000	116,000	120,000	123,000	124,000	125,000	126,000	127,000
Utility Admin Fund	2,165,349	402,349	183,000	159,000	169,000	150,000	155,000	186,000	187,000	187,000	193,000	194,000
Water Fund	303,509	153,509	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Sewer Fund	4,707,916	1,827,916	350,000	325,000	925,000	175,000	180,000	185,000	185,000	185,000	185,000	185,000
Airport Fund	5,473,055	1,299,055	1,222,000	513,000	845,000	320,000	192,000	321,000	153,000	233,000	205,000	170,000
Tax-Supported Bond	164,291,328	25,291,328	13,000,000	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000
Self-Supported Bond	49,360,087	6,023,087	5,511,000	6,996,000	6,175,000	825,000	490,000	2,260,000	7,630,000	1,250,000	6,350,000	5,850,000
State Loan	3,972,170	3,972,170	0	0	0	0	0	0	0	0	0	0
Transfer Tax	28,348,319	7,348,319	3,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Excise Tax - Schools	2,877,031	567,031	0	385,000	385,000	385,000	385,000	385,000	385,000	0	0	0
Excise Tax - Roads	1,747,620	487,620	126,000	126,000	126,000	126,000	126,000	126,000	126,000	126,000	126,000	126,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000
Excise Tax - Library	110,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Excise Tax - Non-Residential	928,285	428,285	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
APFO Fees - Roads	405,644	405,644	0	0	0	0	0	0	0	0	0	0
Capital Reserve - General	38,349,000	4,100,000	10,054,000	10,502,000	3,151,000	4,944,000	2,821,000	0	2,777,000	0	0	0
Capital Reserve - Transfer Tax	3,295,000	0	915,000	1,380,000	1,000,000	0	0	0	0	0	0	0
Capital Reserve - Excise Tax - Schools	1,770,000	0	0	770,000	1,000,000	0	0	0	0	0	0	0
Capital Reserve - Excise Tax - Roads	300,000	0	0	0	300,000	0	0	0	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	5,525,000	0	1,525,000	1,000,000	3,000,000	0	0	0	0	0	0	0
Capital Reserve - APFO Fees - Schools	1,000,000	0	0	0	1,000,000	0	0	0	0	0	0	0
Federal Grant	79,999,348	32,904,348	7,219,000	3,674,000	19,259,000	2,434,000	1,512,000	4,730,000	834,000	3,605,000	2,808,000	1,020,000
State Grant	194,418,027	18,787,027	13,966,000	33,003,000	24,125,000	12,694,000	18,443,000	20,707,000	5,892,000	24,001,000	11,499,000	11,301,000
Contributions	7,114,215	281,215	275,000	2,113,000	1,198,000	0	0	0	1,547,000	1,700,000	0	0
TOTAL	775,184,028	150,325,028	65,785,000	86,637,000	89,626,000	50,023,000	53,278,000	58,877,000	50,694,000	63,266,000	54,346,000	52,327,000



Agenda Report Form

Open Session Item

SUBJECT: Foreign Trade Zone #255 - Zone Schedule Changes Including Fees and Reorganization of Structure

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Linda Spence, Business Specialist and Jonathan Horowitz, Director of the Department of Business and Economic Development.

RECOMMENDED MOTION: Consensus to approve proposed changes to the Zone Schedule which include adding the Zone Administrator's contact information to the Cover Page, updates to the department name where applicable, and changing references from Traditional Site Framework to the Alternative Site Framework.

REPORT-IN-BRIEF: On February 14, 2023, the Board of County Commissioners of Washington County, MD approved reorganization of Foreign Trade Zone #255 from a Traditional Site Framework (TSF) to an Alternative Site Framework (ASF). We are seeking consensus to make those necessary wording changes in the Foreign Trade Zone Schedule.

DISCUSSION: FTZ #255 was established in 2002, the Board of County Commissioners of Washington County, MD, the Grantee, chose not to collect fees for activity inside the Foreign Trade Zone, subzones, or its sites. The Board of County Commissioners of Washington County, MD approved reorganization of Foreign Trade Zone #255 from a General-Purpose Traditional Site Framework to an Alternative Site Framework on February 14, 2023. Updated information such as change in structure and minor updates must be made to the Zone Schedule.

FISCAL IMPACT: No fiscal impact is expected.

CONCURRENCES: Jonathan Horowitz, Director of Business Development

ALTERNATIVES: Deny changes be made to the Foreign Trade Zone – Zone Schedule

ATTACHMENTS: Proposed Foreign Trade Zone #255 Zone Schedule

AUDIO/VISUAL NEEDS: n/a



Zone Schedule

Charges, Rates, Rules, and Regulations

Foreign Trade Zone #255 Washington County, Maryland

**Under Grant Authority of the
United States Foreign-Trade Zones Board**

Grantee:

Board of County Commissioners of Washington County, Maryland
100 West Washington Street, Suite 1101
Hagerstown, MD 21740

Foreign Trade Zone Administrator:

Linda Spence, Business Specialist
Washington County, MD Department of Business and Economic Development
100 West Washington Street, Suite 1401, Hagerstown, MD 21740
LSpence@WashCo-MD.net
D: 240-313-2286 | M: 301-302-5230

Original Issue Date:

November 1, 2002

Revised Date(s):

February 14, 2023 | April 9, 2024

DISCLAIMER – The information and appendices included in the Zone Schedule are for information purposes only. The reflect laws and regulations in effect at the time of submission of this schedule. Each Operator and/or User is responsible for awareness of and compliance with the laws and regulations currently in effect.

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Section I - Contact and Reference Information

Grantee	Board of County Commissioners of Washington County, Maryland 100 West Washington Street, Suite 1101 Hagerstown, MD 21740 www.WashCo-MD.net
Zone Administrator	Linda Spence, Business Specialist Washington County Department of Business and Economic Development 100 West Washington Street, Suite 1401 Hagerstown, MD 21740 D: 240-313-2286 M: 301-302-5230 LSpence@WashCo-MD.net www.WashCo-MD.net/Business-Development
Information Regarding Operators Having an Agreement with the Grantee to Offer Services to the Public	None
U.S. Customs & Border Protection (Customs or CBP)	Baltimore Service Port 40 South Gray Street Baltimore, MD 21202 Ph: 410-962-2666 Port Code: 1303
FTZ #255 Sites	For a description of currently designated general-purpose zone sites and subzones, go to: www.Trade.gov/FTZ Click, "OFIS" Click, "Zone & Site Information" Select, FTZ #255

Section II - Overview

Foreign Trade Zones (FTZs or zones) are restricted access sites in or near U.S. Customs and Border Protection (Customs or CBP) ports of entry. The zones are licensed by the Foreign-Trade Zones Board (FTZB) and operated under the supervision of CBP. Specifically, zones are physical areas into which foreign and domestic merchandise may be moved for operations involving storage, exhibition, assembly, manufacture, or other processing not otherwise prohibited by law. Zone areas “activated” by CBP are considered outside of the U.S. customs territory for purposes of CBP entry procedures. Therefore, the usual formal CBP entry procedure and payment of duties is not required on the foreign merchandise in FTZs unless and until it enters U.S. customs territory for domestic consumption. U.S. duties can be avoided on foreign merchandise re-exported from an FTZ, including after incorporation into a downstream product through activity in the FTZ. Zones have as their public policy objective the creation and maintenance of employment through the encouragement of operations in the United States which, for Customs reasons, might otherwise have been carried on abroad. The FTZB can deny or limit the use of zone procedures in specific cases on public interest grounds.

Foreign Trade Zone #255

FTZ #255 was granted by the FTZB to the Board of County Commissioners of Washington County, Maryland on July 3, 2002 (Board Order #1232). FTZ #255 is organized under the Alternative Site Framework (ASF).

In accordance with FTZB Regulations at 15 CFR Part 400.44, this zone schedule sets forth the rules and policies for the FTZ project, including a statement of the rates and charges (fees) applicable to FTZ operations. A copy of this zone schedule is available for public inspection at the offices of the Board of County Commissioners of Washington County, MD, the Washington County Department of Business and Economic Development, and any operator offering FTZ services to the user community.

Uniform fees charged by the Board of County Commissioners of Washington County, MD to operators to recover the costs of maintaining the FTZ grant of authority are set forth in Section IV. All other charges and costs associated with the operation of a specific FTZ operation are the responsibility of the operator, user, and/or property owner.

Sites

Site 1, Lakeside Corporate Center “Lakeside” – It is in the far northeastern portion of Washington County and was once known as the Ft. Ritchie Military Reservation. John Krumpotich operates this site, now undergoing conversion to industrial uses. John Krumpotich is a private developer tasked with the redevelopment of Ft. Ritchie. Lakeside is comprised of 276.3760 acres, all of which are presently contained within a Special Economic Development

District, established in 1998 by the Board of County Commissioners of Washington County, Maryland.

Site 2, Hagerstown Regional Airport “Airport” – This site, supported by adjacent properties owned by the Bowman Group, LLP, and Affiliates, is comprised of 442.48 acres. The site is in the central portion of Washington County north of the City of Hagerstown. The Airport is western Maryland’s main airport.

Site 3, Maugansville – This site is located just south of Hagerstown Regional Airport. The Maugansville site is comprised of the Hub Industrial Park, which is an 80.6-acre collection of industrially zoned properties owned by entities controlled by the Dahbura family. The properties are located adjacent to Interstate 81 and benefit from direct Conrail railroad frontage. – This site was removed in 2014.

Site 4, Hopewell Valley – This site is a significant cluster of properties owned by the Bowman Group, LLP or by corporate entities controlled by the Bowman Group, LLP and Affiliates, and by the Tiger Development Corporation. These combined properties are sited within the Hunters Green, Hopewell Valley, and/or Newgate Industrial Park industrial complex. Altogether, Site 4 contains 722.36 acres.

Site 5, Hagerstown – This site is the Hagerstown Planned Industrial District #2, more commonly known as the City of Hagerstown Industrial Park. It is owned by the City of Hagerstown and contains 43.06 acres. – This site was removed in 2014.

Site 6, Williamsport – Williamsport is located south of the City of Hagerstown, adjacent to the eastern side of Interstate Highway 81. The properties are owned by Bowman Group, LLP and Affiliates and consist in total of 172.217 acres, which are industrially zoned.

Site 7, Hancock – This site is in the western section of Washington County, near the historic Town of Hancock, Maryland. The site is owned by Mellott Enterprises, Inc., and is comprised of two parcels that together total 128.95 acres. The parcels are industrially zoned. This site is served by Interstate Highway 70. Hancock is in the Town of Hancock Enterprise Zone, a State-sponsored enterprise zone, established by the State of Maryland in 1995.

Section III – Rules, Regulations and Policies

General

Principle Governing Laws and Regulations

Foreign Trade Zones Act (FTZ Act or Act) – FTZ #255 is governed by the Foreign-Trade Zones Act, 19 U.S. Code 81a-81u as amended. A copy of the Act can be accessed on the FTZB’s website: www.Trade.gov/FTZ.

Foreign-Trade Zones Board Regulations (FTZB Regulations) – FTZ #255 is regulated by the Foreign-Trade Zones Board under U.S. Code of Federal Regulations, Title 15, Part 400, as amended. Copies of these regulations shall be maintained, referred to and complied with by all operators and users. A copy of the regulations can be accessed on the FTZB’s website at: www.Trade.gov/FTZ.

U.S. Customs and Border Protection Regulations (CBP or Customs Regulations) – FTZ #255 is regulated by U.S. Customs and Border Protection under U.S. Code of Federal Regulations, Title 19, Part 146. Copies of these regulations shall be maintained, referred to and complied with by all operators and users. A copy of the regulations can be accessed on the Government Printing Office’s website: www.GPO.gov/FDSYS/Browse/CollectionCFR.action?CollectionCode=CFR.

Foreign Trade Zones Manual (FTZ Manual) – U.S. Customs and Border Protection publishes a Foreign Trade Zones Manual to assist operators with conforming to the Customs Regulations. All operators are required to maintain a current copy of the Foreign Trade Zones Manual in addition to the Customs Regulations governing FTZs. A copy of the manual can be accessed on the CBP’s website at: www.CBP.gov/xp/cgov/Trade/Cargo_Security/Cargo_control/FTZ/.

Roles of Grantee, Operator, and User

Grantee – The corporate recipient of a grant of authority for a zone project; the public or private corporation to which the privilege of establishing, operating, or maintaining a foreign trade zone has been given. Board of County Commissioners of Washington County, MD is the grantee of FTZ #255.

Operator – A person that operates within a zone or subzone under the terms of an agreement with the Board of County Commissioners of Washington County, MD and with the concurrence of CBP. The Board of County Commissioners of Washington County, MD explicitly delegates the responsibility for operation of zone sites to operators who will assume responsibility for compliance with all regulations of CBP, the FTZB, and other relevant government agencies.

User – A party using a zone under agreement with an operator. A party using a zone for storage, handling, or manufacturing/production of merchandise in FTZ status. The operator and user can be the same party. If a user is not the operator and is delegated any of the operator’s responsibilities as contained in this zone schedule or the Customs Regulations, a written operator agreement and procedures manual are required.

Availability of Zone – All rates and charges for all services and privileges within the FTZ shall be fair and reasonable, and the Board of County Commissioners of Washington County, MD shall afford to all who may apply to make use of or participate in the zone uniform treatment under like conditions, subject to such treaties or commercial conventions as are now in force or may hereafter be made from time to time by the United States with foreign governments. Users are subject to specific rules, rates, and charges of operators.

Grantee Liability – A grant of authority shall not be construed to make the Board of County Commissioners of Washington, MD liable for violations by zone participants. The Board of County Commissioners of Washington County, MD’s role under the Act and the Foreign-Trade Zones Board Regulations is to provide general management of the zone to ensure that the reasonable needs of the business community are served. The Board of County Commissioners of Washington County, MD will not be liable and cannot assume any responsibility for any loss or damage to freight, cargo or merchandise, or other property within the FTZ, or for any loss or damage arising from acts of commission or omission of operators.

Retail Trade – Retail trade is prohibited in activated areas of zones except sales or commercial activity involving domestic, duty-paid and duty-free goods, which may be conducted in activated areas of a zone under permit issued by the Board of County Commissioners of Washington County, MD and approved by the FTZB. No permits are necessary for sales involving domestic, duty-paid or duty-free food and non-alcoholic beverage products sold within the zone for consumption on premises by individuals working in the zone.

Fines and Penalties – The FTZB may issue fines for violations of the Act or FTZB Regulations. Each violation is subject to a fine of not more than \$1,000, with each day during which a violation continues constituting a separate offense subject to imposition of the fine. Each day during which an operator fails to submit to the Board of County Commissioners of Washington County, MD the information required for the Board of County Commissioners of Washington County, MD’s timely submission of a complete and accurate annual report to the FTZB shall constitute a separate offense subject to a fine of not more than \$1,000. The FTZB also can instruct CBP to suspend activated status of all or portion of a zone or subzone.

Residents within Zone – No person will be allowed to reside within the Foreign Trade Zone except federals, state, or municipal officers or agents, whose resident presence is deemed necessary by the FTZB.

Insurance – All operators within Foreign Trade Zone #255 shall keep in full force the necessary insurance as required by the Board of County Commissioners of Washington County, MD at the expense of the operator. Merchandise stored, manipulated, or transferred within the zone is not

insured by the Board of County Commissioners of Washington County, MD. A copy of the policy or certificate of insurance shall be delivered to the Board of County Commissioners of Washington County, MD upon request.

Access to Zone Sites – Operators and users shall permit federal government officials acting in an official capacity and the grantee to have access to the zone and records during normal business hours and under other reasonable circumstances or as provided by law and regulations.

Zone Schedule – All corporations, partnerships, and persons operating within activated zone space are subject to the zone schedule. The zone schedule shall contain a section listing rates and charges for zone participants with information sufficient for the FTZB or the Executive Secretary to determine whether the rates or charges are reasonable based on other operations in the port of entry area and whether there is uniform treatment under like circumstances among operators and users. Copies of the zone schedule are available from the Board of County Commissioners of Washington County, MD. Any updates to this zone schedule will be provided to the FTZB and each operator.

Operator Agreement – Every individual, corporation or entity seeking to operate in FTZ #255 must enter into an operator agreement with the Board of County Commissioners of Washington County, MD. A copy of the standard operator agreement is available, upon request, from the Board of County Commissioners of Washington County, MD. If any conflict with this zone schedule and any operator agreement arises, the operator agreement will prevail. Users may become operators upon proper execution of an agreement with the Board of County Commissioners of Washington County, MD. Operators must execute an operator agreement with the Board of County Commissioners of Washington County, MD prior to the Board of County Commissioners of Washington County, MD issuing an activation concurrence letter.

Property Owner Agreement – All property owners of FTZ #255 must enter into a property owner agreement with the Board of County Commissioners of Washington County, MD. A copy of the standard property owner agreement is available, upon request, from the Board of County Commissioners of Washington County, MD. If any conflict with this zone schedule and any property owner agreement arises, the property owner agreement will prevail.

Zone Operations

Merchandise Permitted in Zone – Foreign and domestic merchandise of every description, except such as is specifically prohibited by law, may, without being subject to the Customs laws of the United States except as otherwise provided in the Act and the regulations made thereunder, be brought into a zone.

Merchandise which is specifically prohibited by law shall not be admitted into a zone. Any merchandise so prohibited by law which is found within a zone shall be disposed of in the manner provided for in laws and regulations applicable to such merchandise.

Activities Permitted in Zone – Merchandise lawfully brought into a zone may, in accordance with the FTZB and Customs Regulations and the Act, be stored, sold, exhibited, broken up, repacked, assembled, distributed, sorted, graded, cleaned, mixed with foreign and domestic merchandise, or otherwise manipulated, or be manufactured into new articles of commerce. Production activity may be performed in a zone only if approved by the FTZB prior to commencement of the activity.

Responsibility for Duty and Taxes – Operators and users are responsible and liable for payment of all charges, fees, duties or penalties due any agency of the federal, state, or local government arising from use of the zone, including liabilities on merchandise which is not accounted for to the satisfaction of CBP.

Security and Safety Requirements in the Zone – All zone sites, to be approved for activation by CBP, must meet certain security and safety requirements. All zone sites are subject to security inspections by CBP and/or the Board of County Commissioners of Washington County, MD. Procedures manuals shall include current information on the method of physical as well as cargo security at the zone site. Each zone site will be evaluated separately by CBP who will determine the security measures that are required to protect the revenue of the United States based on the specific conditions of each zone site, e.g., description and value of merchandise activities, overall risk assessment, etc.

After a zone site has been activated, all security and safety measures required to achieve the initial activation must be always maintained. Spot checks may be conducted by CBP and the Board of County Commissioners of Washington County, MD and liquidated damages or notices may be assessed if these requirements are found to be insufficiently met in any way.

No operation or process of treatment will be permitted in the zone that, in the judgement of the FTZB, CBP, or the Board of County Commissioners of Washington County, MD, is detrimental to the public interest, health, and safety. Cost of special security devices and other requirements will be the responsibility of the operator.

Inventory Control and Recordkeeping System – Operators will establish and maintain inventory control and recordkeeping systems in accordance with the Customs Regulations at 19 CFR 146.

Record Retention – Operators are required to retain all records pertaining to zone merchandise for five (5) years after the merchandise is removed from the zone. Records must be readily available for Customs review at the zone. Records must be made available to the Board of County Commissioners of Washington County, MD upon request and as outlined in the operator agreement.

Proprietary Information – Operators are required under the Customs Regulations to protect proprietary information in their custody from unauthorized disclosure.

Use of Zone Facilities – Zone facilities will be used for the purposes of receipt, storage, handling, exhibition, manipulation, manufacturing/production, and shipment of foreign and

domestic merchandise as considered necessary for the conduct of each operator's normal business. Operators will not use or permit the FTZ to be used for any other purpose without the prior written consent of the Board of County Commissioners of Washington County, MD. Operators will not do or permit anything to be done in or about the FTZ that will in any way obstruct or interfere with the rights of other operators of the zone.

FTZ Operator's Bond – Operators must maintain, for Customs purposes, an FTZ operator's bond in the amount required by Customs. This bond is to assure compliance with Customs Regulations. The bond is submitted on Customs & Border Protection Form (CF) 301. The bond conditions are set forth at 19 CFR 113.73, Customs Regulations. A failure to comply with the regulations may be deemed a "default" by Customs and result in the assessment of liquidated damages under the bond. The FTZ operator's bond (04) is a separate bond type from an importer's bond (01).

Permits – Prior to activation, operators must obtain all necessary permits from federal, state, and local authorities and comply with the requirements of those authorities.

Procedures Manuals – Operators shall draft and maintain a procedures manual in accordance with the Customs Regulations as a condition of activation. The manual shall describe the inventory control and recordkeeping system(s) that will be used in the zone in compliance with the Customs Regulations.

FTZ Applications

New Zone Sites

If a company is interested in taking advantage of the benefits of FTZ #255 at a location other than the currently approved sites, the company may request that an application for minor boundary modification, expansion, or subzone be filed by the Board of County Commissioners of Washington County, MD.

Production Authority

Production in a zone site is any activity involving the substantial transformation of a foreign article resulting in a new and different article having a different name, character, and use, or activity involving a change in the condition of the article which results in a change in the customs classification of the article or in its eligibility for entry for consumption. ***Production activity must be approved in advance by the Foreign-Trade Zones Board before the activity may commence using zone procedures.*** The company undertaking the activity must prepare a production notification to be submitted to the FTZB by the Board of County Commissioners of Washington County, MD or the company may submit the production notification to the FTZB directly with a copy submitted to the Board of County Commissioners of Washington County, MD and CBP.

Types of Applications to the Foreign-Trade Zones Board

There are several types of FTZ applications:

- Minor Boundary Modification
- Expansion
- Subzone

Production notifications to the FTZB requesting production authority can be made as part of an application for a new zone site or can be filed separately for an existing zone site. If the FTZB determines that further review of a production notification is necessary, the zone participant will be notified, and a production application will be required.

Additional information on the requirements for each type of application may be found on the FTZB's website at: www.Trade.gov/FTZ.

Procedures for Filing Applications to the Foreign-Trade Zones Board

The Board of County Commissioners of Washington County, MD will assist prospective operators/users with determining the type of application(s) that is appropriate to accommodate the company's needs.

All applications, except production notifications, must be submitted to the Board of County Commissioners of Washington County, MD for review and approval prior to submission to the FTZB. The Board of County Commissioners of Washington County, MD will issue required transmittal/concurrence letters as appropriate.

FTZ Activation and Deactivation and Alteration

Activation

When an operator desires to apply for activation with CBP, the operator will complete the steps outlined in 19 CFR 146.6.

An operator agreement between the operator and the Board of County Commissioners of Washington County, MD will be executed prior to the Board of County Commissioners of Washington County, MD issuing a grantee activation concurrence letter.

Prior to submitting an activation request to CBP, the operator will provide the Board of County Commissioners of Washington County, MD with a copy of the activation application, procedures manual and blueprint of the area to be activated for review by the Board of County Commissioners of Washington County, MD. Once the Board of County Commissioners of Washington County, MD reviews the activation application and if an operator agreement has been executed, the Board of County Commissioners of Washington County, MD reviews the activation application and if an operator agreement has been executed, the Board of County Commissioners of Washington County, MD will issue a grantee activation concurrence letter.

If the operator conducts production activity at the zone site as defined by the FTZB, a copy of the FTZB production authority will be provided to the Board of County Commissioners of Washington County, MD, or the user's plan for obtaining production authority will be described prior to the Board of County Commissioners of Washington County, MD issuing a grantee activation concurrence letter.

As a condition of activation, all operators must agree to satisfy the requirements of CBP automated systems.

Deactivation/Reactivation

An operator may deactivate or reactivate its zone site. The operator must notify and obtain written approval from the Board of County Commissioners of Washington County, MD prior to requesting deactivation or reactivation with CBP.

Alteration

An operator may increase or decrease the amount of activated space within an authorized zone site, activate a separate site of an already activated zone with the same operator at the same port, or relocate an already activated site with the same operator. The operator must notify and obtain written approval from the Board of County Commissioners of Washington County, MD prior to requesting alteration with CBP. The operator shall provide a copy of the alteration request and CBP approval to the Board of County Commissioners of Washington County, MD including an updated blueprint of the activated area(s).

Foreign-Trade Zones Board Annual Report

The Board of County Commissioners of Washington County, MD is responsible for preparing and submitting to the FTZB an annual report summarizing all zone activity from January 1-December 31 of each year. The report will be submitted by the Board of County Commissioners of Washington County, MD to the FTZB by March 31 of the following year pursuant to the current requirements of the FTZB, which can be found at www.Trade.gov/FTZ.

For the Board of County Commissioners of Washington County, MD to meet its responsibility in this regard, each operator will complete a report so that sufficient data is available to the Board of County Commissioners of Washington County, MD to complete the FTZB Annual Report. The operator will complete the report based on the FTZB requirements and guidelines and submit it to the Board of County Commissioners of Washington County, MD by **February 1st** of each year.

Section IV – Fee Schedule

Fees

Grantee Fees

The Board of County Commissioners of Washington County, MD, the grantee, will be assessed a fee of \$1,600 as determined by the Foreign-Trade Zones Board for applications for expansion modification, and a subzone.

Operator Fees

Application and activation fee(s) will be charged to an operator. The fee will cover grantee expenses for support, assistance, and technical services with the standard Grantee/Operator Agreement required for activation. The fee is based on the following:

- \$500 – Application processing
- \$4,000 – Activation fees

Deactivation Fees

A deactivation fee will be charged to an operator when seeking to deactivate a zone site. This does not include temporary deactivation or alteration of a zone site or subzone.

- \$3,000

Annual Fees

The annual fee for administration, overhead, marketing, education and training, travel, legal expenses, etc., will be based on total activated space as follows:

- \$.01/square foot – All uses
- \$125/acre – Outside storage

U.S. Customs and Board Protection Fees

U.S. Customs Bond – The operator must maintain, for Customs purposes, a Customs Bond as a guarantee for the payment of all duties and taxes on any merchandise removed from the zone without a proper Customs permit, or otherwise is missing from the zone.

At the time of issue of the zone schedule, no fees are charged by CBP for normal zone services. Should any fees or charges be imposed in the future, all such fees and charges shall be payable by the operator of the affected zone site including any charges for overtime and other special services provided at the request of an operator. Under no circumstances will the Board of County Commissioners of Washington County, MD be liable or responsible for any such CBP fees or charges.

Foreign-Trade Zones Board Fees

Any fees or charges imposed by the FTZB shall be payable by the operator/user of the affected zone site, or as apportioned by the Board of County Commissioners of Washington County, MD among the zone sites when appropriate. Under no circumstances will the Board of County Commissioners of Washington, MD be liable or responsible for any FTZB fees or charges incurred on behalf of companies seeking to operate or use the zone.

Presently, the following FTZB fees apply for certain types of applications. Applications combining requests for more than one type of approval are subject to the fee for each category.

- \$4,000 – Non-manufacturing/processing or one (1) or two (2) products
- \$6,500 – Manufacturing/process three (3) or more products

Harbor Maintenance Fees (HMF)

The Water Resources Development Act of 1986 provides for a Harbor Maintenance Fee to be imposed for commercial use of Ports in the United States. This fee is provided for in Title XIV (Revenue Provisions) of the Act and is cited as the Harbor Maintenance Revenue Act of 1986. The purpose of the fee is to provide the Army Corps of Engineers with a dedicated source of revenue for funding Corps Port Project. CBP has been mandated to act as the collection agency for this fee. Date of implementation of the fee was April 1, 1987. The fee is assessed on water-borne cargo. Merchandise received into the zone will be assessed this fee upon entry when applicable. Payment is due by the importer of record on a quarterly basis on admitted merchandise. The current rate of the Harbor Maintenance Fee is .125% of the value of the commercial cargo.

Merchandise Processing Fees (MPF)

Merchandise that is formally entered or released is subject to the payment to Customs of an ad valorem fee of .21%. The fee shall be due and payable to Customs by the importer of record of the merchandise at the time of presentation of the entry summary and shall be based on the value

of the merchandise as determined under 19 U.S.C. 1401a. The fee charged shall not exceed \$485 and shall not be less than \$25.

Other Government Agency Fees

Charges for services of other government agencies should be arranged for and paid by the operator who requires the use of such services. Under no circumstances will the Board of County Commissioners of Washington County, MD be liable or responsible for any other government agencies' fees or charges.

Fines, Penalties and Liquidated Damages

The Board of County Commissioners of Washington County, MD will not be involved in the day-to-day operations of the zone project. CBP fines, penalties, or liquidated damage claims affecting zone merchandise or zone activities will be paid by the operator of the affected zone site. The same is true of any other fines, penalties, or liquidated damage claims by other government agencies concerning operations at the zone site. Under no circumstances will the Board of County Commissioners of Washington County, MD be liable or responsible for any fines, penalties, forfeiture, or liquidated damage claims.

Section V – Glossary of Terms

Act – The Foreign Trade Zones Act of June 18, 1934 (19 USC 81a-81u), as amended.

Activation – Written approval by the grantee and Customs Port Director for FTZ operation to commence and for the admission and handling of merchandise in FTZ status. Activation can only take place in approved areas under the grant of authority by the FTZB. Prior to activation, an operator must enter into a written agreement the grantee.

Adjacency – According to Section 400.11(b) of the Foreign-Trade Zones Board Regulations, general-purpose zone sites must be within 60 statute miles or 90 minutes driving time from the outer limits of a U.S. Customs Port of Entry boundary. Subzones are not subject to the same distance standard but must be able to have proper Customs oversight accomplished by physical and electronic means and merchandise must be presented for examination at a Customs site selected by Customs.

Administrator – The position of the Business Specialist and Financial Programs Administrator within the Washington County Department of Business Development is designated by the grantee to serve as a point of contact for information on the zone project and is to provide oversight and management support.

Admission/Admit – Physical arrival of goods into the Foreign Trade Zone under FTZ status with the approval of Customs. The word “admission” is to be used instead of “entry” of goods in an FTZ to avoid confusion with Customs entry processes under Parts 141-144 of the U.S. Customs Regulations.

Alteration – A change in the boundaries of an activated zone site; activation of a separate site of an already activated zone with the same operator at the same port; or the relocation of an already activated site with the same operator.

Alternative Site Framework (ASF) – An optional approach to designation and management of zone sites allowing grantees greater flexibility and responsiveness to serve single-operator/user locations.

Annual Reconciliation – A report required of activated operators by Customs within 90 days after the end of the zone year unless the Port Director authorizes an extension for reasonable cause. See 19 CFR Section 146.25 for more information.

Annual Report – A report required by the FTZB from each grantee due March 31st of each year. Each operator must provide information to the grantee as requested and by the grantee's established deadline for the grantee to aggregate the information and file the federal report on time each year.

Annual Systems Review – A review by the operator required by Customs to identify system deficiencies to ensure that the inventory control and recordkeeping systems(s) meets the requirements of Customs. See 19 CFR Section 146.26 for more information.

Antidumping/Countervailing Duties – As a matter of FTZB policy, zone procedures shall not be used to circumvent antidumping and countervailing duties. As such, merchandise subject to AD/CVD must be placed in privileged foreign status upon admission to an FTZ.

Applicant – A corporation, entity or individual applying for the right to operate an FTZ site under the jurisdiction of FTZ #255.

Audit/Inspection Procedures – These procedures provide the framework for Customs to reduce on-site supervision of FTZs and for operators to maintain efficiency of operations through the audit/inspection method of supervision. The systems may be manual, computerized, or a combination of both. These procedures are designed to meet the requirements of the U.S. Customs Regulations (T.D. 86-16) for Audit/Inspection Procedures in FTZs. Under the regulations, the operator maintains the inventory records. Customs is relieved of the obligation of keeping the records but maintains assurance of the system's accuracy by selective examinations of merchandise, spot checks and audits of FTZ operations.

Authorized Inventory Method – A Customs authorized inventory method other than a lot of system (specific identification of merchandise); e.g., First-in-First-Out (FIFO). No lot files are required but the operator shall maintain a file of all CBPF 214s in sequential order. [19 CFR 146.37 (2)]

Bond – A surety bond is a contract whereby one party, the surety, guarantees the performance of a second party, the principal, for the benefit of a third party, the obligee (the Federal government, in the case of Customs bonds). Should the principal fail to perform his agreement with the obligee, the surety will be required to pay liquidated damages, and will have the right to obtain reimbursement from the defaulting principal. "Customs bonds" – all bonds required to be given under Customs laws or regulations shall be known as Customs bonds. [19 CFR 113.4(a)]

Boundary Modifications – A change of the area of a federally designated zone made by proper application to the U.S. Foreign-Trade Zones Board. (FTZ Manual, Section 4.4) Boundary modifications may be minor or major; zone expansions may be considered major boundary modifications (15 CFR 400.24).

Co-Administrator – The position of the Assistant Director within the Washington County Department of Business Development is designated by the grantee to serve as a point of contact for information on the zone project and to provide oversight and management support.

Commingling – Physically combined or mixed. [19 CFR 102.1 (b)] Regarding fungible goods from different countries, which are commingled, the country or countries of origin may be determined based on an inventory management method of the Customs regulations [19 CFR 102.12(b)].

Conditionally Admissible Merchandise – Merchandise that may be imported into the U.S. under certain conditions. Merchandise that is subject to permits or licenses, or that must be reconditioned to bring it into compliance with the laws administered by various Federal agencies, is an example of Conditionally Admissible Merchandise [19 CFR 146.1(b)].

Constructive Transfer – A legal fiction that permits acceptance of a Customs entry for merchandise in a zone before its physical transfer to the Customs territory [19 CFR 146.1(b)]. If the entry is thereafter rejected or canceled, the merchandise will be considered at that time to be constructively transferred back into the zone in its previous zone status [19 CFR 146.61].

Country of Origin – The country of manufacture, production, or growth of any article of foreign origin entering the United States. Further work or material added to an article in another country must effect a substantial transformation to render such other country the “country of origin.” For a good of a NAFTA country, the NAFTA Marking Rules will determine the country of origin [19 CFR 134.1b)].

Country of Origin Marking – Unless excepted by law, every article of foreign origin (or its container), imported into the United States shall be marked in a conspicuous place as legibly, indelibly, and permanently as the nature of the article (or container) will permit in such manner as to indicate to an ultimate purchaser in the United States the English name of the country of origin of the article [19 CFR 134.11]. Goods leaving a zone for entry into the United States must be properly marked with the applicable country of origin unless accepted under Customs Regulations. If an imported article undergoes a substantial transformation while in the foreign-trade zone, that is, such processing that the resultant product is one having a name, character or use differing from that of the article that was admitted into the foreign trade zone, the final product may no longer be of foreign origin. Authorization of the use of the legend “Made in USA” is beyond the scope of Customs; it is within the jurisdiction of the Federal Trade Commission. If no transformation occurs, the requirements of Section 304 of the Tariff Act must be met upon entry of the merchandise into the Customs territory.

Customs-Trade Partnership Against Terrorism (C-TPAT) – A voluntary government-business initiative to build cooperative relationships that strengthen and improve overall international supply chain and U.S. border security.

Customs & Border Protection – On March 1, 2003, the border inspection functions of the U.S. Customs Service, the Immigration and Naturalization Service, and the Agriculture and Plant Health Inspection Service, along with the U.S. Border Patrol, were transferred to U.S. Customs & Border Protection. Customs is an official agency of the Department of Homeland Security. Customs & Border Protection is responsible for carrying out the Tariff Act and various other laws and regulations in respect to foreign trade zones.

Customs Broker – A person who is licensed to transact customs business on behalf of others [19 CFR 111.1]. A firm, representative, or individual who acts on behalf of the operator and/or the importer of record under an authorized power of attorney.

Customs Modernization Act – A 1993 law that expanded statutory recordkeeping requirements for importers and their agents. The law fundamentally changed to U.S. Customs & Border Protection enforcement methodology from a transaction-by-transaction approach to a post entry audit approach. The new method of enforcement is like the Internal Revenue Service (IRS) and places the burden for valuation and classification on the importer.

Customs Territory of the United States – The territory of the U.S. in which the general tariff laws of the U.S. apply. “Customs territory of the United States” includes only the States, the District of Columbia, and Puerto Rico (General Note 2, Harmonized Tariff Schedule of the United States [19 CFR USC 1202]), [19 CFR 146.1(b)]. Zone status merchandise in an FTZ is considered outside of the Customs territory of the United States.

Deactivation – Voluntary discontinuation of the activation of an entire zone or subzone by the grantee or operator. Discontinuance of the activated status of only a part of a zone site is an alteration [19 CFR 146.1(b)].

Default – An act or omission that will result in a claim for duties, taxes, charges, or liquidated damages under the FTZ Operator’s Bond.

Destruction – Destruction means the complete destruction of articles or merchandise to the extent that they have no commercial value. Any residue from destruction within a zone, which is determined to be without commercial value, may be removed to Customs territory for disposal [19 CFR 146.52]. Destruction in a zone may be performed only under approved permit from the Port Director of U.S. Customs & Border Protection.

Direct Delivery – A procedure for delivery of merchandise to an FTZ without prior application and approval on CBPF 214; designed for shipments where ordering and timing are under the control of the operator. Approval to utilize direct delivery must be obtained from the Port Director [19 CFR 146.39].

Domestic Status Merchandise (DOM) – Merchandise that has been (i) grown, produced, or manufactured in the U.S. and not exported therefrom, (ii) previously entered the commerce of the United States as duty and tax free or (iii) previously imported into Customs territory and properly released from Customs custody. This means imported merchandise on which all necessary duties and taxes, if applicable, have been paid, and if upon which no drawback has been claimed, is considered Domestic status merchandise when admitted to a foreign trade zone [19 CFR 146.43].

Dutiable Value – For material imported from a foreign country, the price actually paid or payable for the foreign sourced material in the transaction that caused the material to be admitted into the zone, less, if included, international shipment and insurance costs and U.S. inland freight costs. The dutiable value is used to calculate duty payments [19 CFR 146.65(b)(2)].

Duty – A tax on imports. In a foreign trade zone, duties are not payable until the merchandise exists the zone and is entered into the commerce of the United States.

Entry – To bring merchandise into the Customs territory of the United States. Documentation required by [19 CFR 142.3] to be filed with the appropriate Customs officer to secure the release of imported merchandise from Customs custody, or the act of filing that documentation [19 CFR 141.0(a)].

Estimated Weekly Entry – An estimated entry, made on CBPF 3461 and officially accepted, estimating the removals of merchandise during a 7-day period [19 CFR 146.63(c)(a)],

Estimated Weekly Removals (Application for Weekly Zone Permit) – An estimate of weekly in-bond removals may be made on CBPF 7512 and officially accepted, estimating the in-bond removal of during a 7-day period [19 CFR 146.68(a)]. This procedure may be used for exports or zone-to-zone transfers from a zone and requires a weekly reconciliation report. Alternatively, electronic in-bonds using QP/WP procedures may be used.

Expansion – Expand the physical dimensions of an approved zone area as it relates to the scope of operations envisioned in the original plan [15 CFR 400.24].

Export – The transportation of merchandise out of the U.S. for the purpose of being entered into the commerce of a foreign county [19 CFR 192.1].

First-In First-Out (FIFO) – The FIFO is the method by which fungible merchandise is identified by recordkeeping based on the first merchandise received into the inventory. Under this method, withdrawals are from the oldest (first-in) merchandise in inventory at the time of the withdrawal.

Foreign-First (FOFI) – An accounting method based on the assumption that foreign status merchandise is decremented first.

Foreign Merchandise – Imported merchandise of every description (except articles specifically and absolutely prohibited by statute) that has not been released from U.S. Customs custody into

the U.S. Customs territory. Imported merchandise upon which duty and taxes, if applicable, have not been paid [19 CFR 146.1(b)].

Foreign Trade Zone (FTZ) – A foreign trade zone is one or more restricted-access sites, including subzones, in or adjacent to a Customs port of entry, operated as a public utility under the sponsorship of a zone grantee authorized by the Foreign-Trade Zones Board, with zone operations under the supervision of Customs & Border Protection [15 CFR 400.2].

Foreign Trade Zones Act – The Foreign Trade Zones Act of June 18, 1934 [19 USC 81a-81u], as amended, that established the Foreign-Trade Zones Board and the Foreign-Trade Zones Board Regulations. This statute is administered through 15 CFR 400 (Foreign-Trade Zones Board Regulations) and throughout 19 CFR (Customs Regulations).

Foreign-Trade Zones Board (FTZB) – The Board that was established to carry out the provisions of the Foreign Trade Zones Act of 1934, codified in Title 19, 81a-81u. The Board consists of the Secretary of Commerce, who is chairman and executive officer of the Board, and the Secretary of the Treasury, or their designated alternatives [19 USC 81a; 15 CFR 400.2]. The Board staff is responsible for administering the FTZ program on behalf of the Board. The Executive Secretary of the Board staff represents the Board in administrative, regulatory, operational, and public affairs matters. The Executive Secretary serves as the director of the staff.

Foreign Trade Zone Number – A number assigned by the Foreign-Trade Zones Board upon establishment of a foreign trade zone.

Foreign Trade Zone Forms/Reports – Forms/reports used in the operation of foreign trade zones are designated by Customs. These forms/reports may be completed by either the operator/user as the Importer of Record, its duly assigned Customhouse broker, or the operator. In addition to forms/reports used general for bonded movements, imports and exports, the main FTZ forms/reports required by Customs include:

Customs Form 214 (CBPF 214)	Application for FTZ Admission and/or Status Designation
Customs Form 216 (CBPF 216)	Application for FTZ Activity Permit

Fungible Merchandise – Merchandise that for commercial purposes is identical and interchangeable in all situations [19 CFR 191.2(b)]. In an FTZ, fungible merchandise may be identified by an inventory method authorized by Customs, which is consistently applied, such as First-In, First-Out (FIFO) and using a unique identifier [19 CFR 146.32(2)].

Grant of Authority – A document issued by the Foreign-Trade Zones Board that authorizes a zone grantee to establish, operate and maintain a zone, subject to limitations and conditions specified in 15 CFR Part 400 and 19 CFR Part 146. The authority to establish a zone includes the responsibility to manage it.

Grantee – A Grantee is the corporate recipient of a grant of authority for a zone project [15 CFR 400.2]. A grantee is a public or private corporation to which the privilege of establishing, operating, or maintaining a foreign trade zone has been given [FTZ Manual, Section 3.10].

Harbor Maintenance Fee (HMF) – A port use fee of 0.125 percent of a cargo’s value may be payable by commercial vessels unloading cargo at a port that is authorized to charge HMG [19 CFR 24.24]. The applicant for admission of cargo unloaded in a foreign trade zone must pay the HMF due on a quarterly basis [19 CFR 24.24(e)(2)(iii)]. HMF payment must be received no later than 31 days after the close of the quarter being paid. Quarterly periods end on the last day of March, June, September, and December.

Imports – Foreign merchandise of every description (except articles specifically and absolutely prohibited by statute) entered Customs territory to become a part of the domestic supply for the purpose of domestic commerce or consumption, and particularly that which is entered into regulations of various other federal agencies having jurisdiction within the zone, is said to be “imported” into foreign trade zones, Customs bonded warehouses, or Customs custody. This latter merchandise in relation to operations in the zone, is foreign merchandise until its entry into the commerce of the United States.

In-Bond Merchandise – Any merchandise other than explosives and merchandise the importation of which is prohibited, arriving at a port of entry in the United States may be entered, under such rules and regulations as the Secretary of the Treasury may prescribe, for transportation in-bond without appraisalment to any other port of entry designated by the consignee, or his agent, and by such bonded carriers as he designates, there to be entered in accordance with the provisions of this chapter. Pursuant to Public Resolution 108, of June 19, 1936, (19 USC 1551, 1551a) and subject to compliance with all other applicable provisions, the Port Director, upon the request of the party in interest, may permit merchandise entered and examined for Customs purposes to be transported in-bond between ports by bonded cartmen or lightermen duly qualified if the Port Director is satisfied the revenue [19 CFR 18.1(b)]. Foreign status merchandise that is moved to or from another port other than the port in which the zone is located must be moved in-bond.

Lapse Provision – Authority for a zone or a subzone shall lapse unless the zone (in the case of subzones, the subzone facility) is activated, pursuant to 19 CFR Part 146, and in operation not later than five years from the authorization of the zone or subzone, subject to the provisions of Board Order 849.

Magnet Site – A site intended to serve or attract multiple operators under the Foreign-Trade Zones Board’s Alternative Site Frameworks (ASF).

Manipulation – Activity described as manipulation is generally considered to include cleaning, sorting and/or repacking or otherwise changing condition but not manufacture/production.

Merchandise – Merchandise includes goods, wares, and chattels of every description except prohibited merchandise. (Building materials, production equipment and supplies for use in operation of a zone are not considered “merchandise”.)

Mixed Status Merchandise – Foreign merchandise which has been combined with domestic merchandise in the FTZ is sometimes referred to as mixed status merchandise.

Merchandise Processing Fee (MPF) – Generally, merchandise that is formally entered or released is subject to the payment to Customs of an ad valorem fee of 0.21 percent. The fee shall be due and payable to Customs by the importer of record of the merchandise at the time of presentation of the entry summary and shall be based on the value of the merchandise. Per entry, the ad valorem fee (MPF) shall not exceed \$485 and shall not be less than \$25. This fee is assessed differently for formal and for informal entries or releases. An ad valorem fee and other charges are applicable according to the provisions of 19 CFR 24.23. On October 21, 2011, Public Law No: 112-40 was adopted. The law temporarily increases the merchandise processing fee from .21% to .3464% from October 1, 2011, through November 30, 2015. The MPF rate reverts to .21% from December 1, 2015, through September 30, 2016. The law temporarily decreases the merchandise processing fee from .21% to .1740% from October 1, 2016, through September 30, 2019. The MPF rate reverts to .21% after September 30, 2019. The cap of \$485 per entry remains unchanged.

Non-privileged Foreign Status (NPF) – Merchandise subject to tariff classification according to its character, condition and quantity as constructively transferred to Customs territory at the time the entry or entry summary is filed with Customs. In other words, a status of merchandise for tariff purposes that provides for classification and appraisal in accordance with the condition of merchandise when constructively transferred to the Customs territory of the United States [19 CFR 146.42 and 146.65(a)(2)]. In a zone, NPF merchandise may be changed to Privileged Foreign (PF) or Zone Restricted (ZR) status before any processing/manufacturing has occurred, at the option of the zone user and with approval by Customs [FTZ Manual, Section 5.6]. Waste recovered from any manipulation or manufacture of PT or NPF merchandise in a zone has NPF status. NPF status is selected when the duty rate of the finished product is lower than the duty rate of the imported foreign components in a manufacturing environment.

Operator – An operator is a person that operates within a zone or subzone under the terms of an agreement with the grantee (or third party on behalf of the grantee), with the concurrence of Customs [15 CFR 400.2].

Operator Agreement – Prior to activation, an agreement between the operator and grantee will be executed. Activation cannot occur without execution of an operator agreement and issuance of an activation concurrence letter by the grantee.

Operator's Bond – All operators must submit to Customs a bond to assure compliance with Customs regulations. The bond is submitted on Customs Form (CF) 301. The bond provisions are set forth at 19 CFR 113.73, Customs Regulations. A failure to comply with the regulations may be deemed a “default” by Customs and results in the assessment of liquidated damages under the bond.

Penalties/Fines – Merchandise introduced into the United States contrary to law may subject the responsible parties to penalty actions. If merchandise is entered, introduced, or attempted to be

entered or introduced by a false document, oral or written statement, or act or omission which is the result of fraud, gross negligence or negligence, the person(s) responsible may be liable for a civil monetary penalty as provided in 19 USC 1592. Upon violation of the FTZ Act, or any regulation issued under the Act, the person responsible shall be subject to a fine of not more than \$1,000. Each day during which a violation continues may constitute a separate offense. Liquidated damages, where applicable, will be imposed in addition to the fine.

Permit to Transfer (PTT) – The request and Customs authorization procedures for within port movements of cargo. Bonded cargo destined for a foreign trade zone can be moved on a Customs-authorized PTT that is transmitted to Customs electronically through the electronic CBPF 214 process or using a manual CBPF 214 or CBPF 6043.

Port Director – The principal Customs official of a designated port of entry (except for the Headquarters Port). Under certain contexts, refers to whomever the Port Director delegates to act in his or her authority and thus may refer to any Customs officer [FTZ Manual, Section 1.5].

Port of Entry – A port of entry in the United States, as defined by part 101 of the regulations of Customs (19 CFR Part 101), or a user fee airport authorized under 19 USC 58b and listed in part 122 of the regulations of Customs (19 CFR Part 122) [15 CFR 400.2].

Privileged Foreign Status (PF) – Merchandise subject to tariff classification according to its character, condition, and quantity at the rate of duty and tax in force on the date of filing the CBPF 214. In other words, a status that, upon proper application and approval anytime preceding manufacture or manipulation within a zone, is granted to an imported input, allowing the zone user the privilege of treating the input, for tariff purposes, as remaining in its original condition at the time of admission to the zone [19 CFR 146.41; 146.65(a)(1); FTZ Manual, Section 5.5]. Once established, Privileged Foreign status cannot be changed except in the case of recoverable waste (see 19 CFR 146.42). PF merchandise may be exported or withdrawn for supplies, equipment, or repair material of vessels or aircraft without the payment of taxes and duties in accordance CFR 146.67 and 146.99.

Prohibited Merchandise/Operations – Merchandise that is prohibited by law to be imported on grounds of public policy or morals, or any merchandise that is excluded from a zone by order of the Board. Books urging treason or insurrection against the U.S., obscene pictures, and lottery tickets are examples of Prohibited Merchandise [19 CFR 146.1(b)]. Prohibited operations include, but are not limited to, manufacturing of alcohol products, tobacco products and firearms. Any activities determined by federal, state, or local authorities to be detrimental to the public health and safety, and retail trade are not permitted in a zone.

Property Owner Agreement – Prior to FTZ designation of any site, an agreement between the property owner of the proposed site and the grantee will be executed.

Quota Control – Foreign merchandise subject to U.S. Government import quota controls may be placed in the FTZ pending approval for transfer to Customs territory, re-export to a foreign destination, manipulation, or other authorized purposes.

Restricted Merchandise/Operations – Merchandise that may not be authorized for delivery from Customs’ custody without a special permit, or a waiver thereof, by an agency of the U.S. Government. Also, the Foreign-Trade Zones Board and U.S. Customs & Border Protection have restricted certain operations in a zone involving the following products: steel, textiles, sugar, petroleum products, explosives, firearms, meat processing, pigments and printers’ ink, tires, chain saws, golf carts, television tubes, and pistachios/nuts. The restrictions may vary on a case-by-case basis. See FTZ Manual 11.6 for more information.

Reactivation – A resumption of the activated status of an entire area that was previously deactivated without any change in the operator or the area boundaries. If the boundaries are different, the action is an alteration. If the operator is different, it is a new activation.

Service Area – The jurisdiction(s) within which a grantee proposes to be able to designate sites via minor boundary modifications under the ASF.

Specific Identification – Method for physical inventory control in an FTZ as opposed to record identity; controlled by exact unit of merchandise, by model and number.

Subzone – A site (or group of sites) established for a specific purpose. The term “zone” also applies to a subzone, unless specified otherwise [19 CFR 146.1(b); 15 CFR 400.2].

Sunset Limits – FTZ designation self-removes if there is no FTZ activity at the site before the sunset date. For magnet sites, the default sunset period is 5 years (with variation possible based on circumstances, including possible permanent designation for one magnet site). Usage-driven sites have a three-year sunset period. FTZ activity at a site during the sunset period resets the sunset date for an additional 5 years (magnet) or additional 3 years (usage-driven).

Time of Admission – Generally, merchandise is admitted to a zone upon the Port Director’s signature of an application for admission, i.e., the filing of the CBPF 214 or through concurrence of the e214 [FTZ Manual, Section 6.4].

Time of Entry – Generally, merchandise is entered into the Customs territory of the United States when the appropriate Customs officer authorizes the release of the merchandise, or any part of the merchandise covered by the entry documentation [19 CFR 141.68(a)].

Total Zone Value – The total zone value shall be that price actually paid or payable to the zone seller in the transaction that caused the merchandise to be transferred from the zone. Where there is no price paid or payable, the total zone value shall be the cost of all materials and zone processing costs related to the merchandise transferred from the zone [19 CFR 146.65(b)(1)].

Transfer – To withdraw merchandise in zone status from an FTZ for consumption, transportation, exportation, warehousing, cartage or lighterage, vessel supplies and equipment, admission to another FTZ, and like purposes.

Transferee – A person or entity to which right is transferred. As applied to FTZ, it refers to a transfer of the right to make entry and remove merchandise from an FTZ.

Unique Identifier Number (UIN) – A material UIN will be the product identification number for a specific material. “Unique identifier” means the numbers, letters, or combination of numbers and letters that identify merchandise admitted to a zone with zone status [19 CFR 146.1(b)(2)]. The UIN will be used in the FTZ accounting system and for inventory purposes. The relief of merchandise from a UIN layer in the FTZ accounting system is what triggers duty payment for companies operating in an FTZ.

United States – The United States, District of Columbia, and Puerto Rico. The term “United States” includes all territories and possessions of the United States, except the U.S. Virgin Islands, Guam, American Samoa, Wake Island, Midway Islands, and Johnston Atoll.

Usage-Driven Site – A site tied to a single operator or user under the Foreign-Trade Zones Board’s Alternative Site Framework (ASF).

User – A party using a zone under agreement with the zone operator [15 CFR 400.2]. An Operator may also be a User.

Waste and Scrap – That which must be measured (in addition to by-products) to account for the difference between input and output to and from a zone. Waste may be recoverable and attributed to non-privileged status under certain circumstances [FTZ Manual, Section 5.6(b)].

Weekly Entry Summary – The entry document, executed on CBPF 7501, of the actual entries into the Customs territory of the United States. The CBPF 7501 will identify the actual quantity, value, and HTS for the product entered. “Entry Summary” means any other documentation necessary to enable Customs to assess duties and collect statistics on imported merchandise and determine whether other requirements of law or regulation are met [19 CFR 141.0a(b); FTZ Manual, Section 9.8(c)].

Zone – A foreign trade zone established under the provisions of the FTZ Act and regulations. The term also includes subzones unless the context indicates otherwise [15 CFR 400.2].

Zone Inventory System(s) (ZIS) – Automated, non-automated, or combination inventory control and recordkeeping system(s) used for operation of a zone. ZIS is referred to by Customs as ICRS or inventory control and recordkeeping system(s).

Zone Plan – Includes all the zone sites that a single grantee is authorized to establish [15 CFR 400.2].

Zone Restricted Status (ZR) – Merchandise taken into a zone for the sole purpose of exportation, destruction (except destruction of distilled spirits, wines, and fermented malt liquors), or storage will be given Zone Restricted status on proper application. ZR status can be requested at any time that the merchandise is in the zone but cannot be abandoned once granted except by order of the Board. Merchandise in Zone Restricted status may not be removed to Customs territory for domestic consumption except where the Board determines the return to be in the public interest [19 CR 146.44(a)].

Zone Site – The physical location of a zone or subzone. A site is composed of one or more generally contiguous parcels of land organized and functioning as an integrated unit, such as all or part of an industrial park or airport facility.

Zone Status – The legal status of merchandise that has been admitted to an FTZ, thereby becoming subject to the provisions of the FTZ Act. Zone status distinguishes between merchandise which has already cleared Customs or is a product of the United States (domestic status) and merchandise which was imported and has not yet cleared Customs (non-privileged and privileged foreign status) or is being held in a zone pending exportation or destruction (zone restricted status). The choice of which type of zone status is applicable to merchandise is, to a large extent, at the option of the applicant for admission or the owner of merchandise in the FTZ. However, in some cases, the type of status is dictated by law because of the definition of the status in the U.S. Customs regulations, the operation of other laws in conjunction with the FTZ Act, or special condition in the FTZ grant.

Zone-to-Zone Transfer – Merchandise transferred from one zone in a port to another zone in that same port or to a zone within a different port. Each type of transfer requires different reports and procedures as specified in 19 CFR 146.66.

Zone Week – The user's business week for FTZ weekly entry reporting purposes.

Zone Year – The operator's business year to CBP annual reconciliation and systems review purposes.



Open Session Item

SUBJECT: Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO)
Budget Amendment Request

PRESENTATION DATE:

PRESENTATION BY: Matt Mullenax, Executive Director, HEPMPO; Jill Baker, Director,
Department of Planning and Zoning

RECOMMENDED MOTION: Move to approve the budget amendment in the amount of
\$110,000.

REPORT-IN-BRIEF: Earlier this fiscal year a federal grant was awarded to the City of Hagerstown to complete a safety action plan in the amount of \$200,000. To streamline the completion of this study, the City of Hagerstown partnered with the HEPMPO to use the MPO's on call consultant to perform the work. As work is completed the consultant will invoice the MPO and in turn, the MPO will invoice the City of Hagerstown for reimbursement. No County funds will be used for this study.

The work is expected to be completed over two fiscal years (FY 2024 & 2025). The request to amend the budget in the amount of \$110,000 represents the estimated expenditure for FY 2024. The remainder will be included in the FY 2025 budget. This influx of funding via the City of Hagerstown in the amount of \$110,000 is requested to be included as revenue in the MPO's budget with expenditure included in the consulting services line item.

DISCUSSION: The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) was officially established on July 1, 1996 as a re-designation/expansion of the Hagerstown Urbanized Area MPO. The HEPMPO is established to conduct regional transportation planning for a federally designed tri-state planning area. The HEPMPO's planning process brings together representative from four states (MD, WV, PA, VA), five counties (Washington County, MD; Berkeley and Jefferson Counties, WV; Franklin County, PA; and Frederick County VA) the cities of Hagerstown, MD, Martinsburg, WV, Charles Town, WV and various towns and municipalities in the planning region. The HEPMPO has the responsibility to implement the federal requirements relating to Metropolitan Planning as set forth in the Code of Federal Regulations (CFR).

FISCAL IMPACT: There are no Washington County funds included within this request. The fiscal impact would be on the HEPMPO budget should this request not be granted.

CONCURRENCES:

ALTERNATIVES:

ATTACHMENTS: Budget Amendment Form

AUDIO/VISUAL NEEDS: None



Washington County, Maryland Budget Adjustment Form

- (?) Budget Amendment
- Budget Transfer

BOCC Approval Date (if known)

Deputy Director - Finance

Preparer, if applicable *Jill Baker*

signed by Baker, Jill on:
3/20/2024, 8:26:57 AM

Department Head Authorization

Jill Baker

signed by Baker, Jill on:
3/13/2024, 9:45:18 AM

Division Director / Elected Official Authorization

Budget & Finance Director Approval*

Expenditure / Account Number	Fund Number	Department Number	Project Number	Grant Number	Activity Code	Department and Amount Description	Increase (Decrease) +/-
490000	29	29010			▼	Miscellaneous	110,000.00
515130	29	29010			▼	Consulting Services	110,000.00

Explain Budget Adjustment The City of Hagerstown is in the process of developing a safety action plan using the consulting services currently employed by the MPO. The MPO will act as the primary agent in obtaining reimbursement from the City of Hagerstown for work completed by the MPO consultant.

Attach Additional Items

[Hagerstown Safety Action Plan.pdf](#)

597.36KB

Comments

2000 characters left



Agenda Report Form

Open Session Item

SUBJECT: Wierer Rural Legacy Program (RLP) Easement

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Chris Boggs, Rural Preservation Administrator, Dept. of Planning & Zoning

RECOMMENDED MOTION: Move to approve the Karlynn A. Wierer and Kristi A. Wierer-DuBois RLP Easement project, in the amount of \$347,897.30 for 85.853 easement acres, paid for 100% by the Maryland Department of Natural Resources, and to adopt an ordinance approving the easement purchase and to authorize the execution of the necessary documentation to finalize the easement purchase.

REPORT-IN-BRIEF: The Wierer property is located at 3940 Trego Rd., Keedysville, and the easement will serve to permanently preserve a valuable agricultural, scenic and environmental property in the County. The parcel is mostly agricultural with some woodland areas. It lies in a part of Washington County that was heavily trafficked during the Civil War and the Battle of Antietam, is the location of historic ruins of a log complex on the Maryland Inventory of Historic Places, and is nearby the Weverton-Roxbury Rail Trail. The property is also within close proximity to several other sites on the Maryland Inventory of Historic Places. Additionally, the parcel contains roughly 3,500 feet of tributaries to Little Antietam Creek.

The parcel adds on to a block of hundreds of acres of contiguous preserved farmland near Antietam Battlefield and Keedysville. Six (6) development rights will be extinguished with this easement.

DISCUSSION: Since 1998, Washington County has been awarded more than \$31 million to purchase Rural Legacy easements on more than 8,700 acres near Antietam Battlefield in the Rural Legacy Area. RLP is a sister program to the Maryland Agricultural Land Preservation Program (MALPP) and includes the protection of environmental and historic features in addition to agricultural parameters. RLP uses an easement valuation system (points) to establish easement value rather than appraisals used by MALPP. For FY 2024, Washington County was awarded RLP grants totaling \$3,127,000. The Wierer RLP Easement will use part of those funds. Easement applicants were previously ranked based on four main categories: the number of development rights available, the quality of the land/land management (agricultural component), natural resources (environmental), and the historic value.

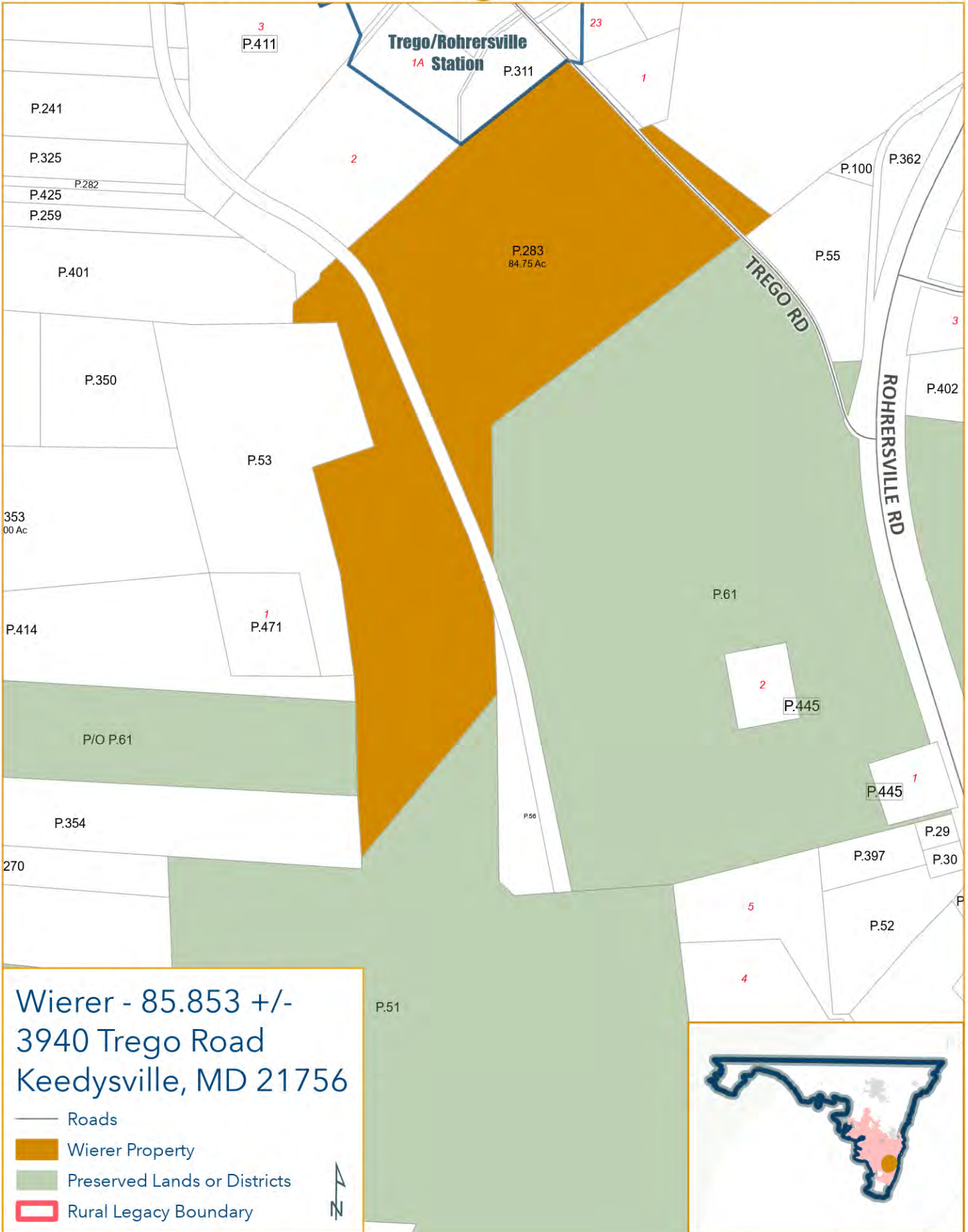
FISCAL IMPACT: RLP funds are 100% State dollars, mainly from DNR Open Space funds. In addition to the easement funds, we receive up to 3% of the easement value for administrative costs, a mandatory 1.5% for compliance/monitoring costs, and funds to cover all of our legal/settlement costs.

CONCURRENCES: Both the State RLP Board and the State Department of Natural Resources (DNR) staff have approved and support our program.

ALTERNATIVES: If Washington County rejects State funds for RLP, the funds will be allocated to other counties in Maryland.

ATTACHMENTS: Aerial Map, Location Map, Ordinance

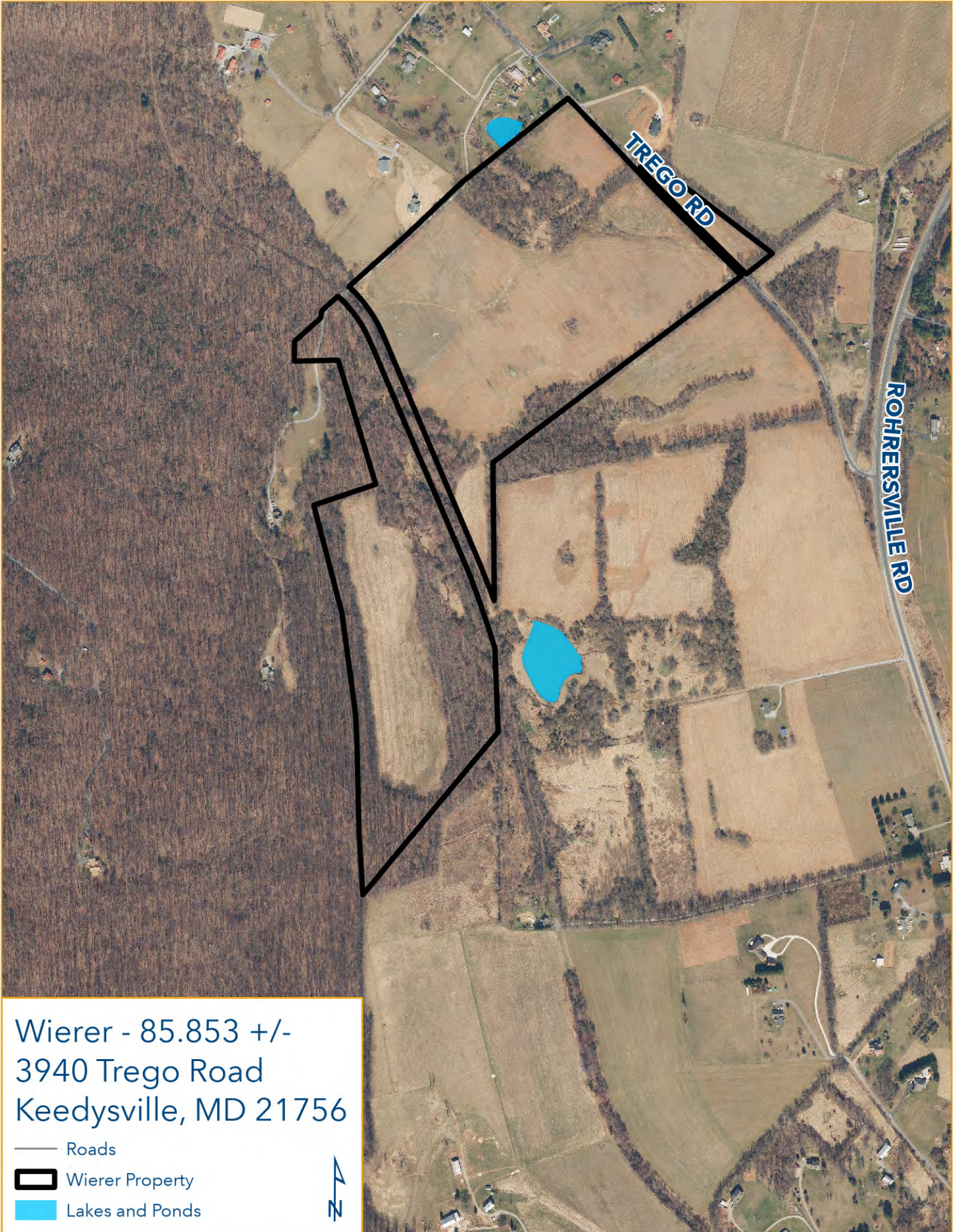
AUDIO/VISUAL NEEDS: N/A



Wierer - 85.853 +/-
3940 Trego Road
Keedysville, MD 21756

- Roads
- Wierer Property
- Preserved Lands or Districts
- Rural Legacy Boundary





ORDINANCE NO. ORD-2024-

**AN ORDINANCE TO APPROVE THE PURCHASE OF A CONSERVATION
EASEMENT UNDER THE MARYLAND RURAL LEGACY PROGRAM
(*Re: Wierer RLP Conservation Easement*)**

RECITALS

1. The Maryland Rural Legacy Program ("RLP") provides the funding necessary to protect large, contiguous tracts of land and other strategic areas from sprawl development and to enhance natural resource, agricultural, forestry, and environmental protection through cooperative efforts among State and local governments.

2. Protection is provided through the acquisition of easements and fee estates from willing landowners and the supporting activities of Rural Legacy Sponsors and local governments.

3. For FY 2024, Washington County (the "County") was awarded a RLP grant totaling \$3,127,000.00 (the "RLP Funds").

4. Karlynn A. Wierer and Kristi A. Wierer-DuBois (the "Property Owners") are the fee simple owners of real property consisting of 85.853 acres, more or less (the "Property"), in Washington County, Maryland. The Property is more particularly described on Exhibit A attached hereto.

5. The County has agreed to pay the sum of approximately THREE HUNDRED FORTY-SIX THOUSAND TWO HUNDRED TWENTY-EIGHT DOLLARS AND SIXTY CENTS (\$346,228.60), which is a portion of the RLP Funds, to the Property Owners for a Deed of Conservation Easement on the Property (the "Wierer RLP Conservation Easement").

THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Washington County, Maryland, that the purchase of a conservation easement on the Property be approved and that the President of the Board and the County Attorney be and are hereby authorized and directed to execute and attest, respectively, all such documents for and on behalf of the County relating to the purchase of the Wierer RLP Conservation Easement.

ADOPTED this 9th day of April, 2024.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND

Dawn L. Marcus, County Clerk

BY: _____
John F. Barr, President

Approved as to legal sufficiency:

Rosalinda Pascual
Assistant County Attorney

Mail to:
Office of the County Attorney
100 W. Washington Street, Suite 1101
Hagerstown, Maryland 21740

EXHIBIT A - DESCRIPTION OF PROPERTY

ALL that farm, tract, or parcel of land, and all the rights, ways, privileges, and appurtenances thereunto belonging or in anywise appertaining, situate in Election District No. 8, Washington County, Maryland, being the property identified by the State Department of Assessments and Taxation as tax account no. 08-005362, and being more particularly described in accordance with the description contained in the Deed recorded in Liber/Book 7054, Folio/Page 386 among the Land Records of Washington County, Maryland, as follows:

BEING part of a tract called "Elk Hill", and BEGINNING for the same at a stone standing on the Eastern side of the public road leading from Eakles Mill to Weaverton, [now or formerly] adjoining the lands of William Smith, deceased, and others, and running thence South 49 degrees West 115 perches to a stone; thence South 7 perches to a stake in the line of land now or formerly belonging to Joseph S. Grimm; thence bounding the said land South 89½ degrees East 23.28 perches to a stone; thence South 10½ degrees East 38.4 perches to a stone; thence South 75 degrees West 23.6 perches to a stone in a fence corner; thence leaving said Grimm land South 11¾ degrees East 43 perches; thence South 3 degrees East 83.6 perches to a pile of stones; thence North 36½ degrees East 68 perches to a stake in swamp; thence North 1 degree East 84.4 perches; thence North 55 degrees East 110 perches; thence North 54½ degrees West 41.8 perches to a stone; thence [North] 12½ degrees East 4.6 perches to a stone; thence [North] 73 degrees West 11 perches to a stake on the Western margin of the aforesaid Public Road leading from Eakles Mil to Weaverton; thence North 45½ degrees West 30.7 perches to the point of beginning; containing 84¾ acres of land, more or less.

SAVING AND EXCEPTING therefrom, however, all that parcel of land conveyed by William M. Gloss and Goldie R. Gloss unto Roger E. Rohrer and Gladys L. Rohrer by Deed dated October 28, 1964, and recorded in Liber 415, Folio 455 among the Land Records of Washington County, Maryland, to which reference is hereby made for a more particular description thereof, AND

FURTHER SAVING AND EXCEPTING therefrom the road bed of Trego Road; AND

FURTHER SAVING AND EXCEPTING therefrom the bed of the former railroad lands conveyed to the State of Maryland for the use of the Department of Natural Resources (the "DNR") on September 6, 1991, and recorded in Liber 1015, Folio 796 among the aforesaid Land Records; AND

ALL of the land to be encompassed in the Easement, and the excepted parcels, are depicted on the Plat entitled "Boundary Survey Rural Legacy Easement Across the Lands of Dorothy Wierer, Karlynn A. Wierer And Kristi A. Wierer-DuBois Deed Book 7054, Page 386" recorded at Miscellaneous Plat Folio 1024 among the Plat Records of Washington County, Maryland; said Plat recites that the Easement contains two parcels: [1] 85.446 acres, more or less, and [2] 0.407 acres, more or less parcel.

THE street address of the herein described property is currently known and designated as 3940 Trego Road, Keedysville, Maryland.

BEING the same property which was conveyed from Dorothy Wierer, by and through Charles R. Wierer, her attorney-in-fact, to Dorothy Wierer, Karlynn A. Wierer, and Kristi A. Wierer-DuBois, as joint tenants with the right of survivorship, by Deed dated June 28, 2022, and recorded in Liber/Book 7054, Folio/Page 386 among the Land Records of Washington County, Maryland. Dorothy Wierer died on October 27, 2023; title thereafter vested in Karlynn A. Wierer and Kristi A. Wierer-DuBois, surviving joint tenants.



Agenda Report Form

Open Session Item

SUBJECT: Construction Bid Award – Stream Restoration at Smithsburg High School
County Contract No. SR-SH-251-12

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Scott Hobbs, Director, Division of Engineering

RECOMMENDED MOTION: Move to award the Stream Restoration at Smithsburg High School to the lowest responsive, responsible bidder, Greenridge Contractors, Inc., of Hagerstown, Maryland in the amount of \$600,000 which includes the base bid of \$570,000 plus the add alternate of \$30,000.

REPORT-IN-BRIEF: The project was advertised in The Herald Mail, on the County's website, and e-Maryland Marketplace Advantage. Three (3) bids were received on Wednesday, March 20, 2024 as listed below, and further detailed on the attached bid tabulation.

<u>Contractor:</u>	<u>Base Bid</u>	<u>Base Bid + Add Alternate</u>
Greenridge Contractors, Inc.	\$570,000.00	\$600,000.00
Aquatic Resource Restoration Company*	\$765,090.00	\$1,055,091.00
Meadville Land Service, Inc.	\$1,110,750.00	\$1,174,750.00

* Non-responsive – Altered bid form

The bids have been evaluated and the low bid is in order. The engineer's estimate is \$700,000.

DISCUSSION: This is a 200-calendar day design/build project which involves the restoration of approximately 1,100 linear feet of a tributary to Grove Creek on the Smithsburg High School campus. The project involves stream channel restoration, vegetative plantings, outfall stabilization measures, and the replacement of pedestrian bridges. The add alternate item involves upgrading one of the pedestrian bridges to accommodate vehicular loading as requested by Washington County Public School (WCPS) staff. The project will improve water quality in accordance with standards set forth by Maryland and the Clean Water Act and address the National Pollutant Discharge Elimination System (NPDES) permit.

FISCAL IMPACT: This is a budgeted Capital Improvement Plan (CIP) project (DNG030, Stream Restoration at Various Locations). Total expenses are estimated at \$630,000; including \$600,000 for the proposed bid award, \$10,000 for inspection/testing, and \$20,000 for construction contingency. WCPS would cover the cost for the upgrade.

CONCURRENCES: N/A

ALTERNATIVES: N/A

ATTACHMENTS: Bid Tabulation, Aerial Map

AUDIO/VISUAL NEEDS: Aerial Map



WASHINGTON COUNTY MARYLAND
DIVISION OF ENGINEERING
BID TABULATION
SMITHSBURG HIGH SCHOOL STREAM RESTORATION
CONTRACT NO. SR-SH-251-12
BID OPENING: March 20, 2024 at 3:00 PM (EST)

DESCRIPTION	ITEM NO.	CITY	UNIT	Greenridge Contractors, Inc. w/ Arno Consulting Hagerstown, MD		Aquatic Resource Restoration Co. w/ ECS Mid-Atlantic, LLC York, PA		Meadville Land Service, Inc. w/ BayLand Consultants & Designers, Inc. Cochranon, PA	
				UNIT PRICE	ITEM TOTAL	UNIT PRICE	ITEM TOTAL	UNIT PRICE	ITEM TOTAL
MOBILIZATION	1	1	LS	\$ 60,000.00	\$ 60,000.00	\$ 67,000.00	\$ 67,000.00	\$ 15,000.00	\$ 15,000.00
OUTFALL STABILIZATION (DESIGN / BUILD)	2	1	LS	\$ 55,000.00	\$ 55,000.00	\$ 165,540.00	\$ 165,540.00	\$ 216,000.00	\$ 216,000.00
STREAM RESTORATION (DESIGN / BUILD)	3	1	LS	\$ 447,000.00	\$ 447,000.00	\$ 502,550.00	\$ 502,550.00	\$ 797,000.00	\$ 797,000.00
POST CONSTRUCTION MONITORING	4	1	LS	\$ 8,000.00	\$ 8,000.00	\$ 30,000.00	\$ 30,000.00	\$ 82,750.00	\$ 82,750.00
ADD ALTERNATE: 8-FT WIDE PAVED BRIDGE CROSSING AT BRIDGE #3 ABLE TO HANDLE VEHICULAR LOADING UP TO 5,000 LBS (DESIGN / BUILD)	Add Alternate 5	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 290,001.00 *	\$ 290,001.00 *	\$ 64,000.00	\$ 64,000.00
TOTAL BASE BID + ADD ALTERNATE:					\$ 600,000.00		\$1,055,091.00 *		\$ 1,174,750.00

* Non-responsive - Altered Bid Form

Smithsburg High School Stream Restoration





Open Session Item

SUBJECT: Project Award Under Engineering Services Contract PUR-1421 – Minor Bridge Inspections

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Scott Hobbs, Director, Division of Engineering

RECOMMENDED MOTION: Move to award the Minor Bridge Inspections project under the Engineering Services - Requirements Contract (PUR-1421) to the lowest responsive, responsible bidder, Brudis & Associates, Inc. in the amount of \$120,135.

REPORT-IN-BRIEF: Requests for Proposals were provided to the list of consultants under the Engineering Services – Requirements Contract (PUR-1421). The following price proposals were received and opened on Wednesday, March 27, 2024 as listed below.

<u>Consultant:</u>	<u>Bid</u>
Brudis & Associates, Inc.	\$120,135.00
Pennoni / Development Facilitators, Inc., JV	\$127,393.00
Charles P. Johnson & Associates	\$196,850.48
Wallace Montgomery & Associates	\$505,405.95

The proposals were evaluated, and the lowest price proposal is in order.

DISCUSSION: The minor bridge inspection program involves visual inspection of County owned structures. A minor structure is defined as a culvert or bridge with a span between six and twenty feet. Minor structures are routinely inspected every four years, and the work involves providing the County with inspection reports for review and use in managing the maintenance, repair, or replacement needs based on the conditions observed.

FISCAL IMPACT: This is a budgeted Capital Improvement Plan (CIP) project, Bridge Inspection and Inventory (BRG002).

CONCURRENCES: N/A

ALTERNATIVES: N/A

ATTACHMENTS: Bid Tabulation, Aerial Map

AUDIO/VISUAL NEEDS: Aerial Map



WASHINGTON COUNTY DIVISION OF ENGINEERING

BID RESULTS

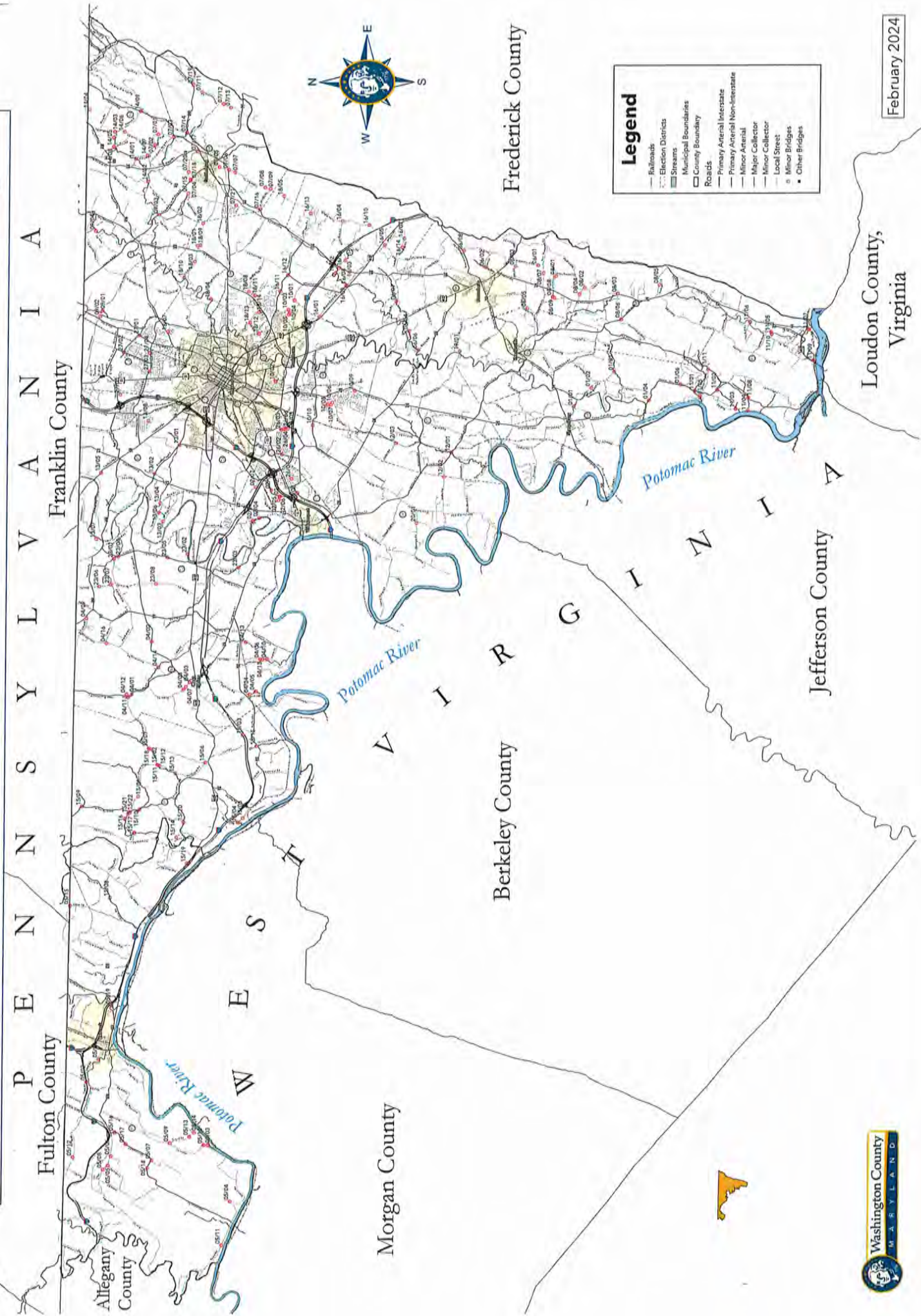
2024 MINOR BRIDGE INSPECTIONS

PUR-1421

**Bids Submitted by
Wednesday, March 27, 2024
2:00 PM**

	<p><i>Brudis & Associates</i> Columbia, MD</p>	<p><i>Pennoni & Associates/ Development Facilitators, Inc. J.V.</i> Baltimore, MD</p>	<p><i>Charles P. Johnson & Associates</i> Silver Spring, MD</p>	<p><i>Wallace Montgomery & Associates</i> Hunt Valley, MD</p>
<p>Description</p>	<p>Total</p>	<p>Total</p>	<p>Total</p>	<p>Total</p>
<p>Engineering Services per PUR-1421: Minor Bridge Inspections 2024</p>	<p>\$120,135.00</p>	<p>\$127,393.00</p>	<p>\$196,850.48</p>	<p>\$505,405.95</p>

Washington County Minor Bridge Inventory



February 2024





Open Session Item

SUBJECT: State Surplus Property - St Paul's Church Road

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Todd Moser, Real Property Administrator, Division of Engineering

RECOMMENDED MOTION: Arrive at a consensus to decline acquisition of state surplus property.

REPORT-IN-BRIEF: The State of Maryland has declared a property in Washington County to be surplus property. The property consisting of 0.688 acres is located along the west side of St Paul's Church Road, south of Pebble Lane, approximately 1 mile north of US-40 in Clear Spring.

DISCUSSION: The adjoining property owner has requested to purchase the surplus property and the State intends to convey the property to the adjoining property owner by sealed bid. In accordance with Maryland Department of Transportation Policy and Procedures, the State has offered the County first right of refusal. The County would be required to pay market value (determined by the State) for the property. County staff has reviewed the property and determined the property would serve no immediate or future use to the County.

FISCAL IMPACT: N/A

CONCURRENCES: N/A

ALTERNATIVES: N/A

ATTACHMENTS: State Clearance Package, Aerial map

AUDIO/VISUAL NEEDS: Aerial Map



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

March 18, 2024

SENT BY ELECTRONIC MAIL

Mr. Todd Moser
Real Property Administrator, Engineering Division
Washington County Government
80 West Baltimore Street
Hagerstown MD 21740

Dear Mr. Moser:

The State Highway Administration (SHA) proposes the sale of MC# 23-2819 identified as the former Frank W. Mish property, Item No. 4789 and further described in the attached Salient Fact Sheet with Property Plat, Tax and Location Maps.

In accordance with Maryland Department of Transportation Policy and Procedures, before proceeding with any other sales activity, we will allow you a period of **60 days** to review the attached information, request additional information and to notify us of your interest, in writing, concerning the property as offered. This review period shall expire on **Friday, May 17, 2024** without further notice. Please be aware that in most cases an interest in the property would require the purchase of the property based on an appraised value or, in a few cases, a cost plus interest basis. Additionally, we are not interested in a conveyance on any exchange basis.

Should you have an interest in acquiring the subject property, please contact this office, in writing, on or before the expiration of the review period. Any other extension for your consideration of this property must be requested, in writing, within the review period and shall be subject to specific written approval from this office.

If you have no interest in the property, please notify the following individual at your earliest convenience. In either case, we request you provide all responses to:

Mr. Jordan Smith
Clearance and Disposition Coordinator
Office of Real Estate and Economic Development
Maryland Department of Transportation The Secretary's Office
7201 Corporate Center Drive, MS 470
Hanover MD 21076
Phone: 410-865-1234
email: Jsmith38@mdot.maryland.gov

Mr. Todd Moser
Page Two

If you require any assistance or need additional information, please do not hesitate to contact me at 410-865-1234 or via email at Jsmith38@mdot.maryland.gov.

Sincerely,

Jordan Smith

Mr. Jordan Smith
Clearance and Disposition Coordinator
Office of Real Estate and Economic Development

Attachments

- Salient Fact Sheet
- Plat No. 62221
- Location and Tax Maps
- Aerial

cc: Ms. Mashel Wakil, Team Leader, Office of Real Estate and Economic Development,
MDOT The Secretary's Office
Mr. Stuart H. Plovan, Real Property Specialist, Property Asset Management Division,
MDOT State Highway Administration

Salient Fact Sheet

Conveyance of Real Property

Maryland Department of Transportation State Highway Administration
Office of Real Estate

Date of Preparation: November 15, 2023 **Refer to MC#:** 23-2819
Property Name: Frank W. Mish
Property Item/Reference # 4789 **Internal Clearance:** February 17, 2023
Plat No: 62221 **Dated:** July 11, 2023
Location: Located along the west side St Paul's Church Road, south of Pebble Lane, approximately 1 mile north of US-40 in Clear Spring, Washington County

SDAT Property Tax Information:

County: Washington	Tax Map #: 0035	Parcel: 512
Grid: 1	Block:	Account #

Type of Transaction: Disposition
Acreage: Containing a total of 29,972 square feet or 0.688 acres of land, plus or minus
Improved: No
Description of Improvements: N/A
Consideration: TBD
Federal Approval: No

Additional Notes/Info: MDOT SHA acquired the subject property in 1939 for the construction of MD Route 57 (St. Paul Rd) in Clear Spring, Washington County. This property is not capable of independent usage. SHA proposes to convey this property to the adjoining owner through a sealed bid.

The following information is provided subject to Appraisal and is in no way warranted:

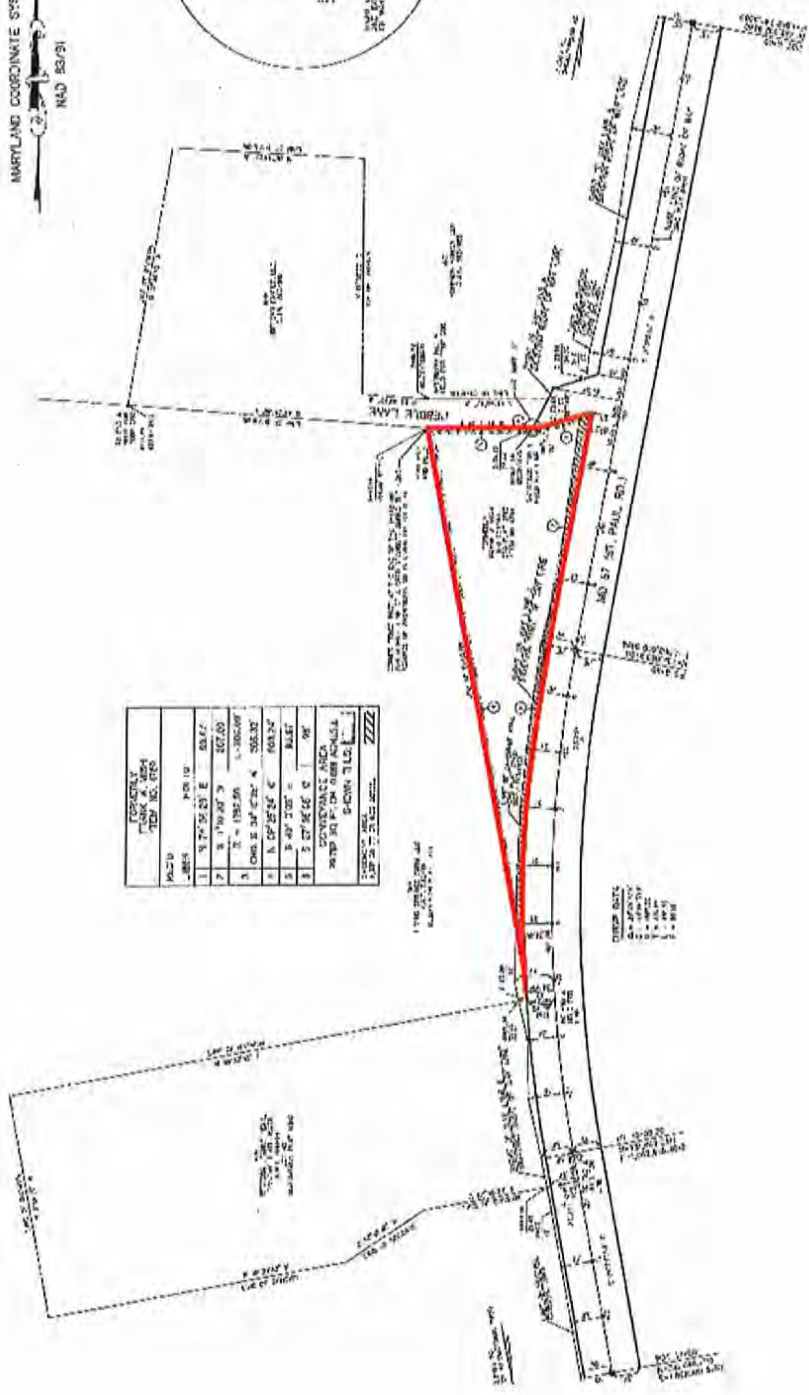
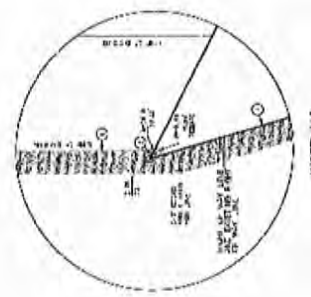
Assumed Zoning: Residential/Agricultural
Utilities Available: TBD
Estimated Market Value: TBD

Prepared by:

Stuart Plovan
Real Property Specialist, Property Asset Management
Maryland Department of Transportation State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Phone: 410-545-2837
Fax: 410-209-5023
email: splovan1@mdot.maryland.gov

MARYLAND COORDINATE SYSTEM
NAD 83(91)



NO.	DESCRIPTION	DATE	BY
1	AS SHOWN	10/11/01	...
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AREAS CONTAINED HEREIN TO BE CONVEYED BY THE STATE HIGHWAY ADMINISTRATION, UNDER THE SUPERVISION OF THE COMMISSIONER OF TRANSPORTATION, TO THE STATE HIGHWAY ADMINISTRATION, UNDER THE SUPERVISION OF THE COMMISSIONER OF TRANSPORTATION.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
STATE ROADS COMMISSION

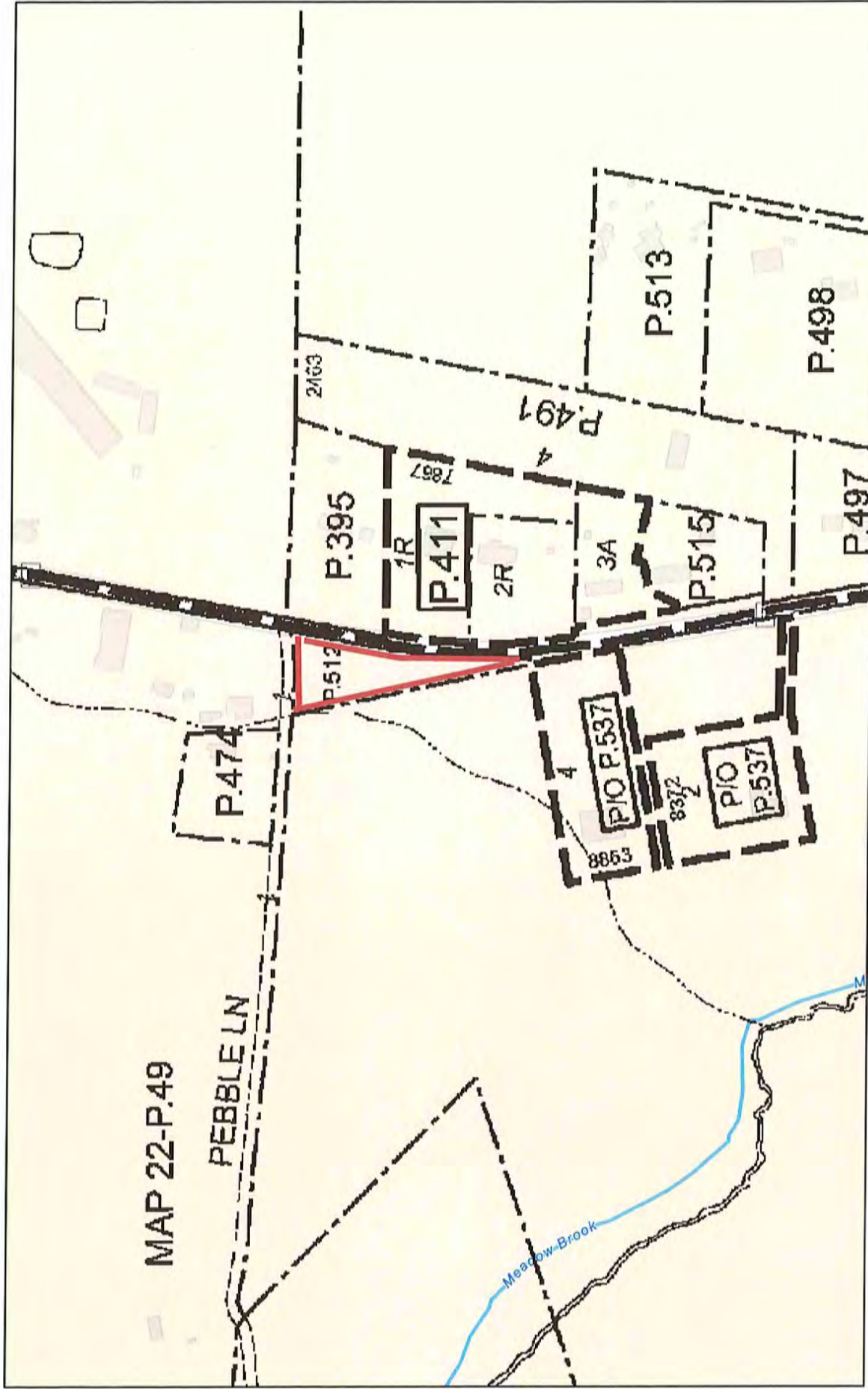
PROJECT NO. 3-2008-01
FEDERAL AID PROJECT NO. 3-2008-01
CONTRACT NO. 3-2008-01
SCALE: 1"=50'

CONVEYANCE PLAT NO. 6222



THE ROAD OR PORTION THEREOF SHOWN ON THIS PLAN IS TO BE CONVEYED TO THE STATE HIGHWAY ADMINISTRATION, UNDER THE SUPERVISION OF THE COMMISSIONER OF TRANSPORTATION, TO THE STATE HIGHWAY ADMINISTRATION, UNDER THE SUPERVISION OF THE COMMISSIONER OF TRANSPORTATION.

MDOT SHA Property Viewer



12/8/2022, 1:36:38 PM

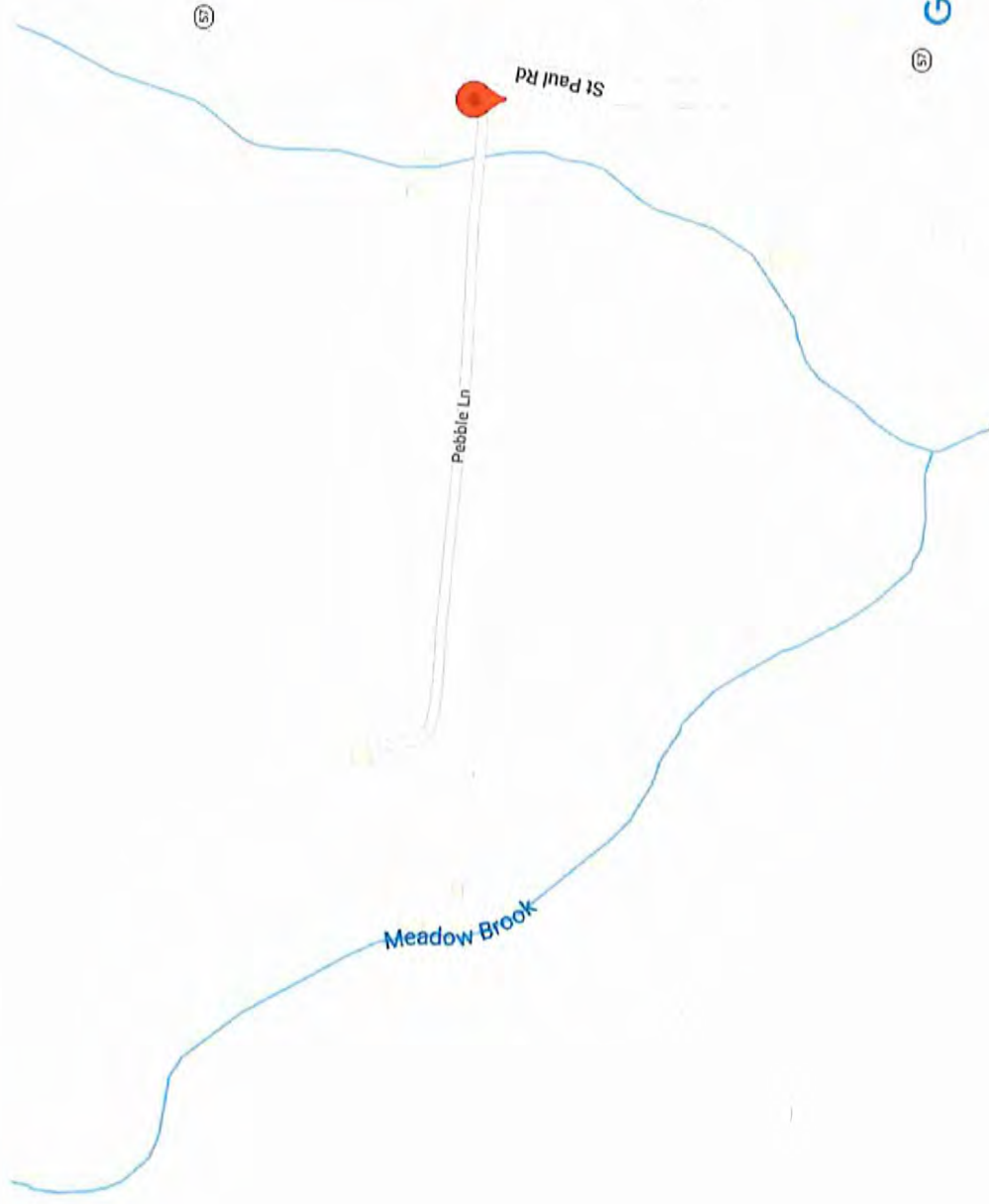
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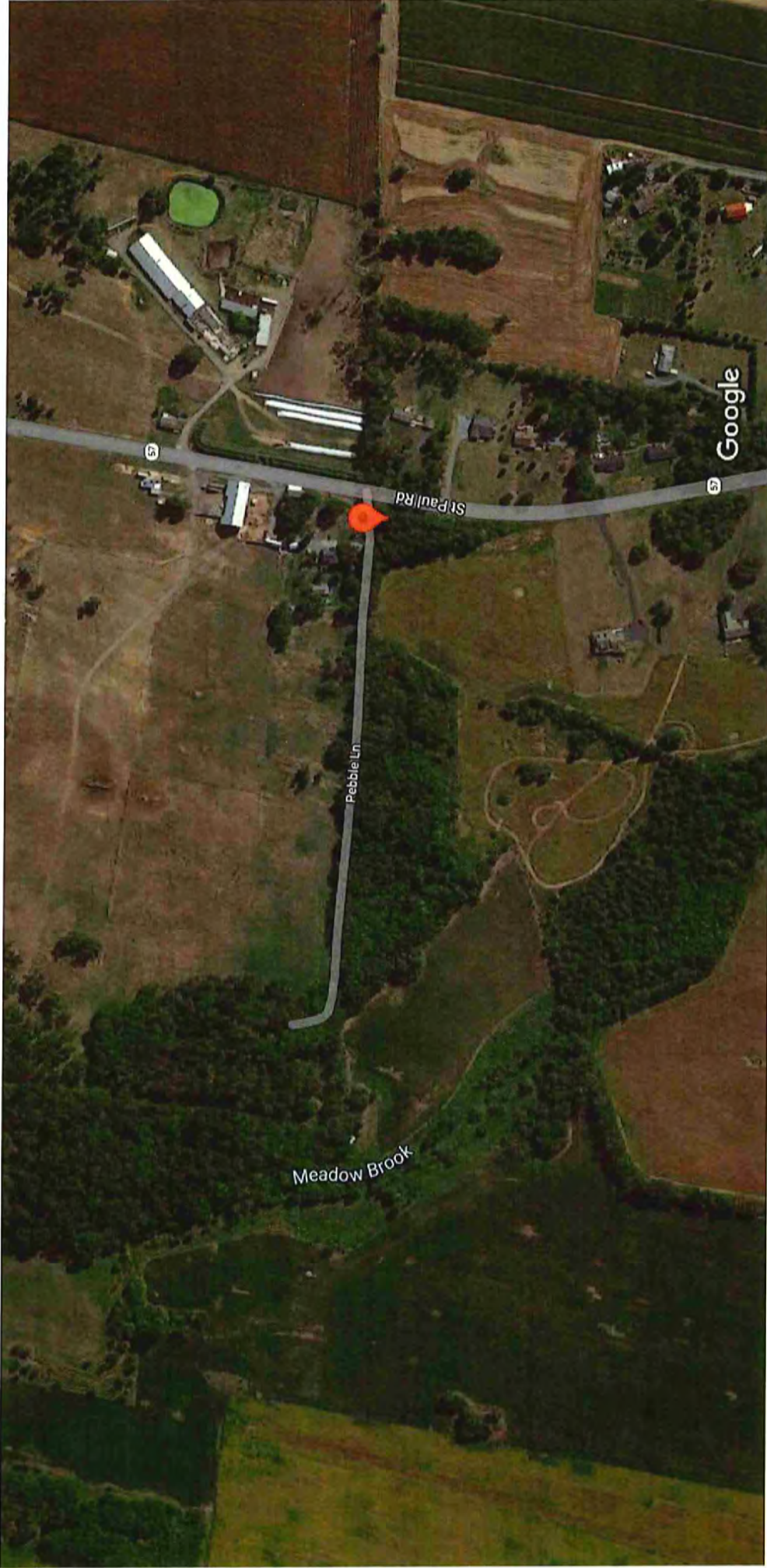
0 0.03 0.06 0.11 mi

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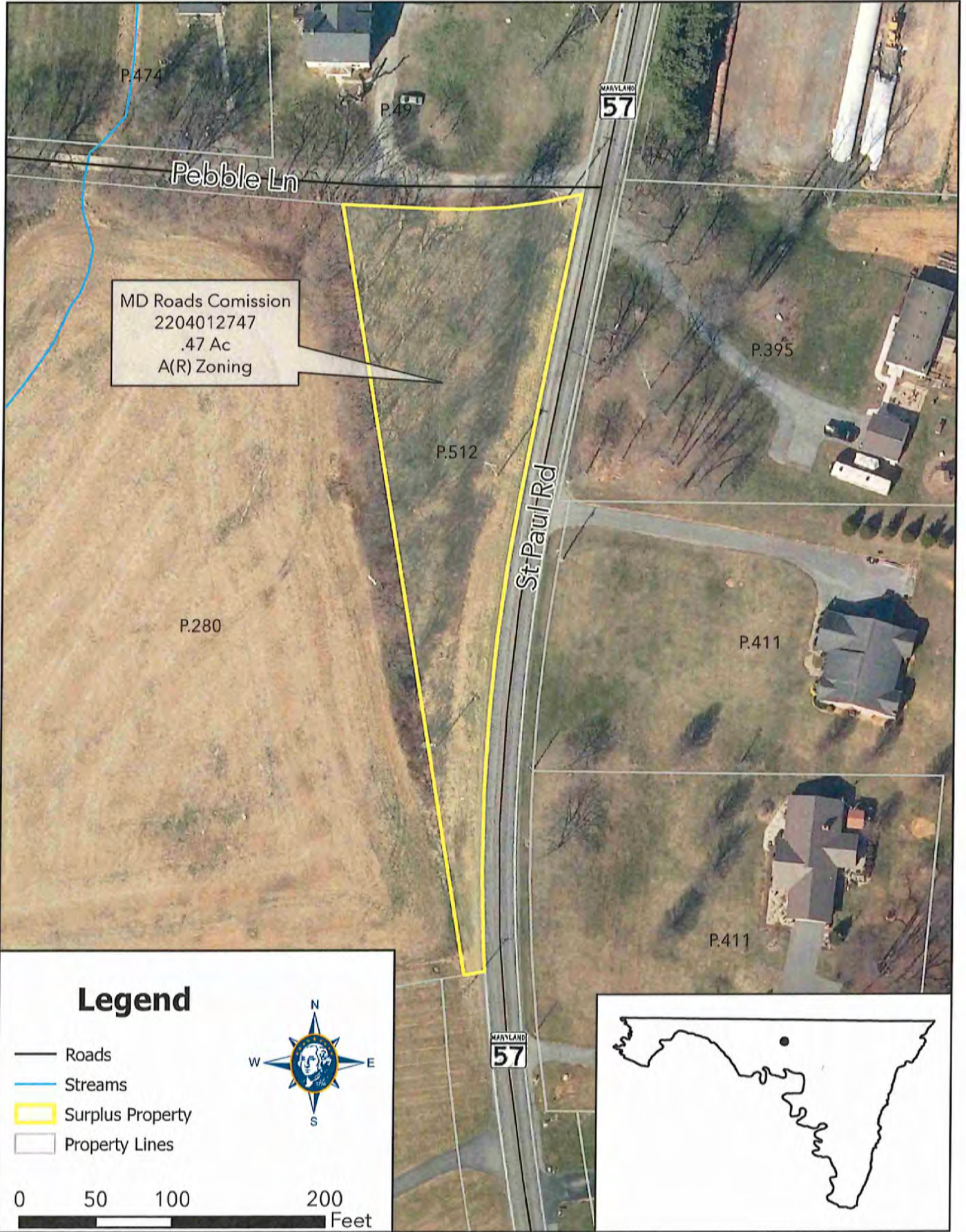
Esri Community Maps Contributors, WashCo MD, West Virginia GIS, ©
OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph,

Maryland Department of Transportation (MDOT)
This information is provided "as is" without warranty. MDOT assumes no responsibility for errors or omissions of any kind.





State Surplus Property





Agenda Report Form

Public

Open Session Item

SUBJECT: Contract Award (PUR-1668) – Investment Services for the "Defined Benefits Retirement Plan for the Employees of Washington County" and the "Length of Service Awards Program (LOSAP)" for the Washington County Emergency Services Volunteers

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Rick Curry, CPPO, Director of Purchasing and Alton Fryer (the County's Contracted Provider for Record-Keeping/Actuarial Services), Committee Facilitator

RECOMMENDED MOTION: Move to award the contract to the responsive, responsible proposer with the lowest fee schedule over five (5) years.

REPORT-IN-BRIEF: Washington County requires the services of a firm to provide investment services for the "Defined Benefits Retirement Plan for the Employees of Washington County", for the "Length of Service Awards Program (LOSAP)" for the Washington County emergency services volunteers, and for the Other Post-Employee Benefits Plan (OPEB). The contract is for a one (1) year period, with an option by the County to renew for up to four (4) additional consecutive one (1) year periods.

The RFP was advertised in the local newspaper, on the State's *eMaryland Marketplace* web site, as well as on the County's web site. Thirty-five (35) persons/firms downloaded the RFP document. The Committee was comprised of the following members: County Administrator (Chairman), County Chief Financial Officer, County Purchasing Director, County Health & Services Director, Human Resources Manager for City of Hagerstown, and the Western Maryland Consortium Executive Director. Representatives from Bolton Investment consulting Group Benefits and Insurance Services served as the Facilitators for the Committee.

The Committee not only considered the firm's fee proposal, but also their qualifications and experience, investment philosophy, past performance, and responsiveness to the RFP. Four (4) proposals were received for the Committee's evaluation in response to the RFP. One (1) Qualifications & Experience Proposal submittal was considered responsive, and the Committee evaluated the Technical Proposal of the one (1) firm and evaluated their Price Proposal as indicated on the attached Price Proposal Information sheet. Three (3) firms' Qualification & Experience Proposal were considered non-responsive for not providing the required client information or their references did not respond to the reference check call.

The fee schedule of Marquette Associates, Inc. covers all client expenses and charges; that is, there are no additional fees or expenses outside of the scope of the RFP. In the unusual circumstance

where there would be a request for services outside the scope of the RFP, additional fees, if any, would be negotiable. During the previous contract, there were no additional fees.

DISCUSSION: N/A

FISCAL IMPACT: Fees are supported by the Fund's return on investment.

CONCURRENCES: As recommended by the Coordinating Committee

ALTERNATIVES: N/A

ATTACHMENTS: Excerpt from the RFP containing the "Scope of Work"

AUDIO/VISUAL NEEDS: N/A

SCOPE OF REQUIRED SERVICES

- A. The qualified investment manager shall bid on all three (3) plans or none.

- B. The County is requesting proposals from qualified investment managers who will assume responsibility for directing approximately two hundred thirty-three million, four hundred thousand (\$233.4M) dollars of plan investments in accordance with established investment policy. Proposing investment managers must be fully and currently licensed by all appropriate Federal, State, and industry agencies to provide fee-based investment consulting services to the retirement plan. Specific responsibilities of the selected investment manager will include:
 - 1. Comply with all applicable laws, regulations, and rulings.
 - 2. Be currently registered and maintain registration as an investment advisor under the Investment Advisors Act of 1940 (the "Act"), or an insurance company qualified to perform investment management services under the laws of more than one state unless otherwise approved on an exception basis.
 - 3. Manage the portion of the Funds' assets under their control in accordance with the Investment Policy and any applicable management agreement or prospectus.
 - 4. Acknowledge in writing their fiduciary responsibility (if applicable) and fully comply with all portions of the IPS applicable to the Investment Manager, and as modified in the future.
 - 5. Exercise full investment discretion within the policies and standards established as to buy, hold, and sell decisions for the Funds' assets under management.
 - 6. On at least a quarterly basis, reconcile the account's positions with the Funds' designated custodian.
 - 7. Unless the Funds have retained a proxy voting service, exercise the proxy voting rights related to securities held in its portfolio in a manner consistent with the economic best interests of the Funds.
 - 8. If applicable, notify the Investment Committee if any time the Investment Manger feels that the guidelines in this IPS restrict the Investment Manger's performance, or that the objectives cannot be met.
 - 9. Notice any regulatory action or finding against the firm in the past three (3) years. Is there any pending SRO action against your firm.
 - 10. Prior to subcontracting the services, the investment manager shall request the approval from the County.
 - 11. If the investment manager wishes to utilize a subcontractor, the County has the right to accept or reject the subcontractor.

- C. Quarterly, all investment asset managers will meet either on-site or via telephonic meeting with the Retirement Committee and/or Board of County Commissioners as mutually agreed upon, the agenda of which will include, but not be restricted to:
1. A review and re-appraisal of the investment program;
 2. A commentary on investment results in light of the appropriate performance standards as stated in the investment policy;
 3. An annual audited financial report;
 4. A synopsis of the key investment decisions made by the manager, its underlying rationale, and how these decisions could impact on future investment results;
 5. Recommendations as to changes in the objectives, goals or standards of the investment policy based upon any material and sustained changes in the capital market;
 6. Notice of material changes in the managers outlook, policy and tactics;
 7. Notice of material changes in the manager's ownership organization structure, financial condition, senior staffing, and management.



Agenda Report Form

Open Session Item

SUBJECT: Intergovernmental Cooperative Purchase (INTG-24-0139) – Personal Protective Equipment (PPE) for Division of Emergency Services

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Rick F. Curry, CPPO, Director of Purchasing; Eric Jacobs, Operations Manager, Division of Emergency Services.

RECOMMENDED MOTION: Move to authorize by Resolution, for the approval of the purchase of 26 sets of Personal Protective Equipment (PPE) (coats and pants) for the Division of Emergency Services from Municipal Emergency Services of Rockville, MD at the contracted unit prices based on the contract awarded by the Fairfax County, VA contract (#4400010661)

13 Honeywell Morning Pride Coats (zipper closure) \$2,462.71 x 13= \$32,015.23

13 Honeywell Morning Pride Tailcoat \$1,625.64 x 13 = \$21,133.32 Totaling - \$53,148.55

REPORT-IN-BRIEF: Section 106.3 of the Public Local Laws of Washington County grants authorization for the County to procure goods or services under contracts entered into by other government entities. On items over \$50,000, a determination to allow or participate in an intergovernmental cooperative purchasing arrangement shall be by Resolution and shall indicate that the participation will provide cost benefits to the county or result in administrative efficiencies and savings or provide other justification for the arrangement.

The County will benefit with the direct cost savings in the purchase of PPE (pants and coat) because of economies of scale this contract has leveraged. Additionally, the County will realize savings through administrative efficiencies as a result of not preparing, soliciting and evaluating a bid. Acquisition of the equipment by utilizing the Fairfax County, VA contract and eliminating our County's bid process would result in an administrative and cost savings for the Division of Emergency Services in preparing specifications and the Purchasing Department.

DISCUSSION: This structural-firefighting, turn-out gear will be purchased to assist in outfitting our first responders throughout the County. This is an annual program that has been supported through general budget funding.

FISCAL IMPACT: Funding is in the department's FY'22 operating budget 599999-10-10500.

CONCURRENCES: N/A

ALTERNATIVES: N/A

ATTACHMENTS: N/A

AUDIO/VISUAL NEEDS: N/A

RESOLUTION NO. RS-2024-

(Intergovernmental Cooperative Purchase Price Increase [INTG-24-0139] Personal Protective Equipment [PPE] for Division of Emergency Services)

RECITALS

The Code of Public Local Laws of Washington County, Maryland (the “Public Local Laws”), §1-106.3(b)(2), provides that the Board of County Commissioners of Washington County, Maryland (the “Board”), “may procure goods and services through a contract entered into by another governmental entity in accordance with the terms of the contract, regardless of whether the county was a party to the original contract.”

Public Local Laws subsection (c) of §1-106.3 provides that “A determination to allow or participate in an intergovernmental cooperative purchasing arrangement under subsection (b) of this section shall be by resolution and shall either indicate that the participation will provide cost benefits to the county or result in administrative efficiencies and savings or provide other justifications for the arrangement.”

The Division of Emergency Services is requesting to purchase twenty-six (26) sets of Personal Protective Equipment (PPE) (coats and pants) from Municipal Emergency Services of Rockville, Maryland, at the following contracted unit prices based on the contract awarded by Fairfax County, Virginia (contract number 4400010661): thirteen (13) Honeywell Morning Pride Coats (zipper closure) at \$2,462.71 per coat for a total of \$32,015.23, and thirteen (13) Honeywell Morning Pride Tail Coat at \$1,625.64 per tail coat for a total of \$21,133.32, for a grand total cost of \$53,148.55.

Eliminating the County’s bid process will result in administrative and cost savings for the County. The County will benefit with direct cost savings because of the economy of scale the aforementioned contract has leveraged. Additionally, the County will realize administrative efficiencies and savings as a result of not preparing, soliciting, and evaluating bids.

NOW, THEREFORE, BE IT RESOLVED by the Board, pursuant to §1-106.3 of the Public Local Laws, that the Division of Emergency Services is hereby authorized to purchase twenty-six (26) sets of PPE at the aforementioned contracted unit prices from Municipal Emergency Services of Rockville, Maryland, and to utilize another jurisdiction’s contract that was awarded by Fairfax County, Virginia (contract number 4400010661).

Adopted and effective this ____ day of April, 2024.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND

Dawn L. Marcus, County Clerk

BY: _____
John F. Barr, President

Approved as to form
and legal sufficiency:

Zachary J. Kieffer
County Attorney

Mail to:
Office of the County Attorney
100 W. Washington Street, Suite 1101
Hagerstown, MD 21740



(877) 637-3473

Quote

Quote # QT1763526
 Date 11/29/2023
 Expires 03/31/2024
 Sales Rep Dunn, William
 Shipping Method FedEx Ground
 Customer Smithsburg EMS
 Customer # C61997

Bill To

Attn: Ward Fleger
 Smithsburg EMS
 8 Maple Avenue
 Smithsburg MD 21783

Ship To

Eric Jacobs
 WASHINGTON COUNTY (MD) DES
 16232 ELLIOTT PKWY
 Williamsport MD 21795
 United States

Item	Alt Item #	Units	Description	QTY	Unit Price	Amount
HFRP Tail Coat	MDWASH00033		MDWASH00033 HFRP Tail Coat Morning Pride coat (ZIPPER CLOSURE), as per Washington County spec ID# MDWASH00033. List price is \$3543.57.	7	\$2,462.71	\$17,238.97
HFRP Tail Pant	MDWASH00032		MDWASH00032 HFRP Tail Pant Morning Pride pant, as per Washington County spec ID# MDWASH00032. List price is \$2339.05.	7	\$1,625.64	\$11,379.48

Pricing is per Fairfax County contract # 4400010661.
 Honeywell- 30.5%

Subtotal \$28,618.45
Shipping Cost \$0.00
Tax Total \$0.00
Total \$28,618.45

This Quotation is subject to any applicable sales tax and shipping and handling charges that may apply. Tax and shipping charges are considered estimated and will be recalculated at the time of shipment to ensure they take into account the most current information.

All returns must be processed within 30 days of receipt and require a return authorization number and are subject to a restocking fee.

Custom orders are not returnable. Effective tax rate will be applicable at the time of invoice.



QT1763526



(877) 637-3473

Quote

Quote # QT1775948
 Date 01/10/2024
 Expires 03/31/2024
 Sales Rep Dunn, William
 Shipping Method FedEx Ground
 Customer WILLIAMSPORT VOL. FIRE CO.
 Customer # C33957

Bill To

Attn: Donny Bingaman
 WILLIAMSPORT VOL. FIRE CO.
 2 BRANDY DRIVE
 Williamsport MD 21795
 United States

Ship To

Eric Jacobs
 WASHINGTON COUNTY (MD) DES
 16232 ELLIOTT PKWY
 Williamsport MD 21795
 United States

Item	Alt. Item #	Units	Description	QTY	Unit Price	Amount
HFRP Tail Coat	MDWASH00033		MDWASH00033 HFRP Tail Coat Morning Pride coat (ZIPPER CLOSURE), as per Washington County spec ID# MDWASH00033. List price is \$3543.57.	6	\$2,462.71	\$14,776.26
HFRP Tail Pant	MDWASH00032		MDWASH00032 HFRP Tail Pant Morning Pride pant, as per Washington County spec ID# MDWASH00032. List price is \$2339.05.	6	\$1,625.64	\$9,753.84

Pricing is per Fairfax County contract # 4400010661.
 Honeywell- 30.5%

Subtotal \$24,530.10
Shipping Cost \$0.00
Tax Total \$0.00
Total \$24,530.10

This Quotation is subject to any applicable sales tax and shipping and handling charges that may apply. Tax and shipping charges are considered estimated and will be recalculated at the time of shipment to ensure they take into account the most current information.

All returns must be processed within 30 days of receipt and require a return authorization number and are subject to a restocking fee.

Custom orders are not returnable. Effective tax rate will be applicable at the time of invoice.



QT1775948

Public Packet

Open Session Item

SUBJECT: Contract Award (PUR-1664) Landfill Inspection Services Requirement Contract

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Rick F. Curry, CPPO, Director of Purchasing Department; Dave Mason, P.E., Deputy Director, Solid Waste Department

RECOMMENDED MOTION: Move to award the contract for Landfill Inspection Services to the responsive, responsible proposer with inspectors utilized on an as-needed basis with no guarantee of minimum or maximum number of hours or testing procedures; and contingent upon approval of the Contract Agreement by the County Attorney's Office and to extend the current contract with BAI Group, LLC for sixty (60) consecutive calendar days to complete the Rubble Capping work that was awarded under PUR-1403 with the same terms and conditions.

REPORT-IN-BRIEF: The services under this contract will consist of providing inspection services for landfill-related construction projects located throughout the County. The projects involve the construction of sanitary landfill floor construction, landfill capping, leachate collection systems, leachate storage tanks, gas collection systems, sediment basins, leachate collection pump station construction, earthwork, landscaping, building construction inspection, mechanical and electrical systems, monitoring wells and other related tasks. This is a requirements contract; inspectors will be utilized on an as-needed basis with no guarantee of minimum or maximum number of hours or testing procedures. The duration of the contract is for a period of one (1) year from the date of the executed contract or March 12, 2024 (whichever is later) for these services with an option by the County to renew for up to four (4) additional consecutive one (1) year periods. Should the consultant wish to renew the contract during the option years, he must submit a letter of intent to the Director of Purchasing at least ninety (90) calendar days prior to the expiration of the contract. The County reserves the right to reject any request for renewal and any increase in hourly rates. All other terms and conditions shall remain unchanged.

The Coordinating Committee shall be comprised of the Director of Purchasing (Chairman Designee), Director of Environmental Management, Deputy Director of Environmental Management – Solid Waste, Deputy Director of Environmental Management – Engineering Services, and County Buyer.

The Request for Proposal was published in the local newspaper, on the County web site, and on the State of Maryland's eMMA "eMaryland Marketplace Advantage" web site. Forty-eight (48) persons/companies registered/downloaded the RFP documents on-line. Ten (10) firms were represented at the pre-proposal conference/teleconference. On February 7, 2024, three (3) proposals were received. The Qualifications & Experience/Technical Proposal of one (1) of the three (3) firms was considered responsive by the Coordinating Committee and the Price Proposal of that firm was opened.

DISCUSSION: N/A

FISCAL IMPACT: Funds in the amount \$169,000 are budgeted in the department's CIP account for these services.

CONCURRENCES: As recommended by the Coordinating Committee.

ALTERNATIVES: To not award the contract.

ATTACHMENTS: Excerpt from the RFP containing the "Scope of Work"

AUDIO/VISUAL NEEDS: N/A

SCOPE OF WORK

- A. The work effort will consist of providing inspection services for landfill related construction projects located throughout the County. The projects involve the construction of sanitary landfill floor construction, landfill capping, leachate collection systems, leachate storage tanks, gas collection systems, sediment basins, leachate collection pump station construction, earthwork, landscaping, building construction inspection, mechanical and electrical systems, monitoring wells and other related tasks.
- B. The Consultant shall provide all required transportation for their personnel.
- C. The Consultant will be required to submit certified time sheets, signed by the County Representative, documenting the time charged for those personnel reporting to each project. Each person and each site must be clearly identified.
- D. In addition to the equipment and material necessary to perform the tasks described herein, the following safety-related equipment shall be supplied by the consultant, be present at the site at all times and be used when appropriate. The Consultant shall supply any personal safety equipment that is needed and not specifically listed.
 - 1. Hard hat
 - 2. Safety vest
 - 3. Safety shoes/boots
 - 4. Goggles or safety glasses
 - 5. Ear protection
- E. Office space may not be provided at all sites. For those projects with full time oversight, office trailers are anticipated. The Consultant shall be prepared to work out of their vehicle when office space is not provided.
- F. The current specification for these projects is the County job specific specifications and may include references to the SHA Standard Specifications for Construction and Materials, 2008 with addenda, and as modified by County Standards and special provisions.
- G. The Construction Inspector(s) shall prepare and/or review all monthly estimates for payment on forms acceptable to the County, reviewing them with the County Representative and submitting them for approval and processing. The inspector shall attach or submit all supporting documentation with the monthly estimate for review and approval.
- H. In addition to other equipment specified elsewhere, the Consultant shall, as a minimum, supply their personnel with the following: engineers and architects scales, miscellaneous drafting equipment for preparing sketches, calculators, pens and pencils, sketch book, diary, 100-foot tape, material thermometers, SHA Standard Specifications for Construction and Materials, 2008, all addendums, notepaper, computation, and sketch pads, and marking paint. Lock level, surveyor's level, tripod, and rod may be needed at specific direction from the County.
- I. The consultant shall supply a digital camera or phone capable of providing photographs to record normal daily progress of the work and to record and identify damage to problem areas, as necessary.

Photos may be printed in color and filed in a single three-ring binder or copied to a CD or other form of digital storage. Digital photos and printouts will become the property of Washington County. Photo records shall include project title, contract no., location, and date.

- J. No third-party material testing will be permitted without approval from the County. The inspector(s) presence may be required at various project sites during scheduled work hours. The inspector(s) will be required, within reason, to be on-call 24 hours to address emergency situations. Twenty-four (24) hour emergency contact telephone numbers shall be provided.
- K. The Consultant will be required to provide the services under this contract at any project located within Washington County and should be aware of the geographic boundaries of the County.
- L. Two (2) inspector grades, Project Manager and Certification Engineer positions are required.
- M. The lower inspector grade shall be **Construction Inspector**, with responsibilities as follows:
 - 1. Report to the County representative assigned to the project.
 - 2. Prepare and maintain:
 - a. Daily construction reports compiled in a log. These reports shall be signed and dated by the inspector and the construction contractor's superintendent, including all original sketches and computation sheets. Copies of this material may be given to the Contractor. Copies of the County's standard form will be supplied to the Consultant. The Consultant may use alternate forms if approved by the County's Representative.
 - b. Bound daily project diary supplied by the Consultant.
 - c. A sketch book, supplied by the Consultant, (in loose-leaf binder) of all pay items and changes from the designated plans and maintain a marked set of prints using a red pencil indicating all such changes.
 - d. Contract item ledger sheets for each pay item, including contingencies showing daily use and total to date.
 - e. Photographic documentation, as specified in above Section II. I.
- 3. Maintain in an organized manner files containing approved shop drawings, material certification(s), test results, mix designs, invoice requests, change orders, progress meeting minutes, and all correspondence.
- 4. Strictly monitor the quantities of all line items being incorporated in the contract and shall advise the County's Representative in advance of any need to increase any line-item quantity. The inspector shall not authorize the contractor to pursue any work for which the inspector does not have an executed change order unless an emergency situation exists.

5. Inspect the materials and installation methods in accordance with the approved plans and specifications.
6. Attend progress meetings and all other applicable meetings as necessary. On projects where multiple inspectors are assigned, only the Senior Inspector need attend progress meetings.
7. The Construction Inspector shall compare approved shop drawings and submittals with materials actually being incorporated in the work and inspect methods being used.
8. Review and make recommendations to the County on acceptance or rejection on any or all tests.
9. Conducts a semi-final inspection of the work performed and prepare a detailed punch list of all items requiring corrective work.
10. Collect material samples and certifications in accordance with the specification, as applicable. These shall be logged and kept in a neat orderly manner. Inspector shall not allow installation of any item or material without receiving proper samples and/or certifications.
11. Review the monthly invoices submitted by the contractor with the County Representative and make recommendations regarding payment due, payments to be withheld or other retainage.
12. Inspect and strictly enforce sediment and erosion control provisions and requirements.
13. Enforce the use of an approved traffic control plan and ensure that no work takes place until an approved traffic control plan has been provided (if Applicable).
14. Monitor the condition of all excavations, subsurface conditions and backfill. Record condition in daily construction log. Review and maintain copies of OSHA/MOSH Excavation Plans.
15. Witness all field tests as required by the specifications.
16. The Construction Inspector shall be capable of reading and interpreting construction plans and appropriate project specifications.
17. The Construction Inspector shall have required experience as specified herein for the construction of cell floor and/or capping, including liner installation, leachate collection systems, leachate storage tanks, permeability testing, compacted clay liner construction, geosynthetic clay liner, geotextiles, and aggregates.
18. The Construction Inspector shall report to the project site on time, as directed by the County Representative.
19. The Construction Inspector shall maintain a copy of the Scope of Work under this Contract readily available at all times.

20. The Construction Inspector may be required to collect soil samples for laboratory testing.
21. The Construction Inspector shall have at least one (1) year experience in the construction of sediment basins and related drainage structures.

N. The higher inspector grade shall be **Senior Construction Inspector**, with responsibilities as follows:

1. The Senior Construction Inspector shall be capable of performing all tasks required of the Construction Inspector.
2. The Senior Construction Inspector will report to the County Representative.
3. The Senior Construction Inspector shall be responsible for reviewing the plans and specifications, and other contract documents for completeness, verification of contractor documents and permit conditions, supervise construction inspection, administer the construction contractor, coordination, and work with County Representative to resolve potential problems and conflicts, check shop drawings, mix designs, and material certifications, if in compliance with project plan/specifications.
4. Review and make final recommendations of monthly contractor request for payment to the County Representative.
5. The Senior Construction Inspector shall be able to use a survey level to verify specified grades and elevations. The senior inspector must be proficient in the use of this equipment and the associated calculations. A complete set of the equipment, tripod, level and rod, must be supplied by the Consultant on an as needed basis as directed by the County.
6. The Senior Construction Inspector may generate correspondence and supporting material needed for the preparation of change orders. The County Representative shall prepare the change order document.
7. The Senior Construction Inspector will be responsible for providing guidance to the contractor, in coordination with the County representative. Guidance requiring a change in contract value and schedule will be the responsibility of the County.
8. The Senior Construction Inspector shall be responsible for making the determination as to compliance with the appropriate specification of all material and test results.
9. The Senior Construction Inspector shall comprehend and enforce the project schedule. Experience with the critical path method (CPM) of scheduling is required. The Senior Construction Inspector shall notify the County Representative when the construction activity deviates from the approved schedule. Maintain an inspection schedule based on Contractor's construction schedule(s), and document progress and delays.

10. The Senior Construction Inspector shall document all meetings that occur on the site. Documentation must include date, time, attendees, issues discussed, and decisions/direction given.
11. The Senior Construction Inspector will be responsible for the preparation of the final punch list necessary for project closeout, will participate in follow-up inspections, acceptance of work and report to the County at completion of the project.
12. The Senior Construction Inspector will be responsible for the preparation of a redlined plan reflecting the as-built conditions. The plan must be of suitable accuracy and clarity so that the County may prepare the final drafted as-built plan from the information it contains.
13. The Senior Construction Inspector shall notify the County Representative in advance of scheduled major tests, inspections, or start of important phases of work.
14. Identify potential construction deficiencies and problems; alert the Contractor and the County Representative to their existence, recommend remedial action and do so in a timely manner.
15. Verify Contractor as-built drawings and document all construction activities of sub-contractors on-site.
16. Observe and document quality control sampling and testing of material and observe workmanship by Contractor forces.
17. Must have basic computer knowledge and know how to use a digital camera. Must have access to e-mail for the purpose of communication and transfer of information.
18. Observe, inspect, and document any damage to installed material or potential hazards to personnel or property. Notify Contractor for corrective actions and check corrective actions.
19. Verify that certificates, warranties, operation and maintenance manuals and other required contractor's submittals are furnished and are complete.

During liner deployment, the Senior Inspector shall obtain and send a representative sample of each welded seam for destructive testing to an approved independent laboratory as directed. Upon receipt of the test results, the Inspector shall immediately compare it with Contractor's test results (conducted on site) and shall inform the County Representative as necessary.

20. The Senior Construction Inspector, when supported by a Construction Inspector, shall supervise the Construction Inspector's activity.



Open Session Item

SUBJECT: Contract Renewal (PUR-1544) – Trash Removal Services at County Facilities

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Brandi Naugle, CPPO, Buyer, Purchasing Department; Danny Hixon, Deputy Director, Parks, and Facilities

RECOMMENDED MOTION: Move to renew the contract for Trash Removal Services at County Facilities with Republic Services of Hagerstown, MD, per the rates included in its letter dated March 26, 2024. Republic Services is requesting a 5.3% increase above the current rates for work performed for the subject services. This increase is based on CPI-Water/Serwer/Trash.

REPORT-IN-BRIEF: On May 17, 2022, the Board originally awarded a contract for the subject services to Republic Services, in the total annual amount of \$67,698.60. The term of the contract is for a one (1) year period, that commenced on July 1, 2022, with an option by the County to renew for up to four (4) additional consecutive one (1) year periods thereafter. This is the second of four one (1) year optional renewals of the contract.

The following provision is included in the bid terms and conditions: Based on the estimate of the net weight of County dumpsters, the total minimum amount of tonnage that the Contractor must deliver to the County landfill shall be 340 tons per year or 28 tons per month.

DISCUSSION: N/A

FISCAL IMPACT: Funds are available in various departmental budgets for these services.

CONCURRENCES: Director of Public Works

ALTERNATIVES: N/A

ATTACHMENTS: Republic Services letter dated March 26, 2024.

AUDIO/VISUAL NEEDS: N/A



11710 Greencastle Pike, Hagerstown, Maryland 21740
(Office) 301-223-7272 (fax) 301-223-8875 republicservices.com

March 26, 2024

Rick Curry
Washington County Purchasing Department
Washington County Administration Complex
100 West Washington Street, Room 3200
Hagerstown, MD 21740

RE: (PUR-1544) Trash Removal Services

Dear Mr. Curry,

On behalf of Republic Services of Hagerstown team, I would like to thank you for the opportunity of servicing Washington County Trash Removal Service needs. We take pride in the quality of service that we offer to our valued customers. Our objective is to provide you with the kind of service that has made us a premier provider of solid waste services. Republic Services of Hagerstown would like to extend the Trash Removal Services contract another year to June 30, 2025.

In reference to our agreement for providing Trash Removal Service's, we respectfully request that all rates for services we provide be adjusted by 5.3% based on CPI-Water/Sewer/Trash collection services effective 7/1/24. As you are probably aware, like many businesses we have incurred numerous cost increases including labor, PPE and steel over the last year. We appreciate your consideration of the aforementioned requests.

We appreciate your business and if you have any questions, please feel free to contact me at your convenience. We are proud of the partnership we share with the Washington County.

Sincerely,

A handwritten signature in black ink, appearing to read "John Neyman", written over a white background.

John Neyman
Manager Municipal Services
Republic Services
jneyman@republicservices.com
[302-420-5987](tel:302-420-5987)



Agenda Report Form

Open Session Item

SUBJECT: Bid Award (PUR-1678) Two (2) 2024 or Newer Ford Police Interceptors Utility AWD Vehicles for the Sheriff's Office

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Brandi Naugle, CPPO, County Buyer; Alan Matheny, Deputy Sheriff Sergeant

RECOMMENDED MOTION: Move to award the procurement of Two (2) 2024 or Newer Ford Police Interceptors Utility AWD Vehicles for the Sheriff's Office to the lowest responsive, responsible bidder, RGH Automotive, LLC of New Holland, PA in the amount of \$44,596 each, for the total sum of \$89,192.

REPORT-IN-BRIEF: On March 27, 2024, the County received two (2) bids for the two (2) police interceptors. The Invitation to Bid notice was published in the local newspaper, listed on the State of Maryland's "eMaryland Marketplace Advantage", and on the County's website. Twelve (12) persons/companies registered/downloaded the bid document online. The new vehicles will replace units that meet the County's replacement criteria; the units will be advertised on GovDeals.com for auctioning or they will be given to an outside agency. Additional information: The County initiated the Vehicle and Equipment Types and Usage Guidelines in 2001. The County's replacement guidelines for vehicles less than 19,500 lbs. GVWR is recommended for a ten (10) year economic life cycle.

DISCUSSION: N/A

FISCAL IMPACT: Funds in the amount of \$886,966.26 are budgeted in CIP line account 30-11310-VEH006.

CONCURRENCES: Sheriff Albert

ALTERNATIVES: N/A

ATTACHMENTS: Bid Tabulation Matrix

AUDIO/VISUAL NEEDS: N/A

PUR-1678
Two (2) 2024 Ford Police Interceptor Utility AWD

	Hertrich Fleet Services, Inc. Milford, DE		RGH Automotive, LLC New Holland, PA	
Description	Unit Price	Total Price	Unit Price	Total Price
Two (2) 2024 Ford Police Interceptor Utility AWD	\$45,534.00	\$91,068.00	\$44,596.00	\$89,192.00
Delivery Date	120-365		Vehicles will be delivered to the County by the end of April	
Warranty	3/36,000 Basic, 5/60,000 Powertrain, 5/Unlimited Corrosion		3 yr/36k mile bumper to bumper, 5 yr/100k mile powertrain warranty	

*Corrected Calculations based on Unit Pricing

Remarks/Exceptions:
RGH Automotive, LLC
 #26 Not available on 2024



Agenda Report Form

Open Session Item

SUBJECT: Sole Source Procurement Award (PUR-1667) for Horizon Goodwill Industries Youth Homelessness Program in Washington County, Maryland

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Brandi Naugle CPPO, Buyer, and Nicole Phillips, Senior Grant Manager, Office of Grant Management

RECOMMENDED MOTION: Motion to approve a Sole Source procurement to Horizon Goodwill Industries in the amount of \$50,000 for enhancements to existing services offered to homeless youth contingent upon approval of the funding award from the Governor's Office of Crime Prevention, Youth, and Victim Services and as approved by the Washington County Local Management Board at its meeting on Friday, January 19, 2024.

REPORT-IN-BRIEF: The purpose of the service to be provided is to fulfill the requirements contained in a Community Partnership Agreement to be entered into and dated on or about July 1, 2024, by and between the Board of County Commissioners of Washington County, Maryland and the State of Maryland acting through the Governor's Office of Crime Prevention, Youth, and Victim Services which, in turn, is acting through the Washington County Office of Grant Management (OGM). The contract is for a one-year period commencing on July 1, 2024 and ending June 30, 2025. It is the intent of the Local Management Board supported by the contract with the Governor's Office to support the operations of Horizon Goodwill Industries for enhancements to existing services offered to youth experiencing homelessness.

DISCUSSION: The OGM wishes to apply Section 1-106.2(a)(1) to the Code of Local Public Laws of Washington County, Maryland, to the procurement requested. This section states that sole source procurements are authorized and permissible when: (1) only one source exists that meets the County's requirements.

This request requires the approval of four (4) out of the five (5) Commissioners in order to proceed with a sole source procurement. If approved, the following remaining steps of the process will occur as outlined by the law: 1) Not more than ten (10) days after the execution and approval of a contract under this section, the procurement agency shall publish a notice of award in a newspaper of general circulation in the County, and 2) An appropriate record of the sole source procurement shall be maintained as required.

FISCAL IMPACT: The total funding allocated is \$50,000. County funds are not required, but \$25,000 of County General Funding has been requested through the regular budget process to avoid reducing funding allocated to other LMB programs.

CONCURRENCES: The Local Management Board approves the submission of the proposal and recommends the acceptance of the award. The Director of Purchasing concurs as to the permitted use of the Sole Source procurement request.

ALTERNATIVES: Deny approval for submission of this request

ATTACHMENTS: N/A

AUDIO/VISUAL NEEDS: N/A



Open Session Item

SUBJECT: Jail Based Medication Assisted Treatment (MAT) Program – Approval to Submit Application and Accept Funding as Awarded

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Nicole Phillips, Senior Grant Manager, Office of Grant Management, and Meaghan Willis, Program Director, Day Reporting Center

RECOMMENDED MOTION: Move to approve submission of application and accept funding as awarded for the Jail Based Medication Assisted Treatment Program.

REPORT-IN-BRIEF: The Washington County Detention Center (WCDC) is requesting approval to submit an application to the Governor's Office for Crime Prevention, Youth, and Victim Services requesting \$399,851 in funding to support the Jail Based Medication Assisted Treatment (MAT) and accept any awarded funding.

DISCUSSION: The Jail-Based Medication Assisted Treatment Program serves individuals incarcerated at the Washington County Detention Center diagnosed with an opioid use disorder and provides them with medication assisted treatment using methadone, buprenorphine, or Vivitrol, addictions counseling, peer recovery services, and a referral to a local treatment agency at the time of release. Funding provided within this project will be used for medications, pill crusher, medication cart, rapid drug testing cups, medication safe, and contractual medical staff.

The Office of Grant Management has reviewed the grant funding guidelines and grant application. This grant has a one-year performance period, to begin on July 1, 2024 and end on June 30, 2025.

FISCAL IMPACT: Will provide \$399,851 to supplement the cost of MAT at the WCDC.

CONCURRENCES: Rachel Souders, Director, Office of Grant Management

ALTERNATIVES: Deny approval for application.

ATTACHMENTS: N/A

AUDIO/VISUAL NEEDS: N/A



Open Session Item

SUBJECT: Proclamation for Fair Housing Month

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Board of County Commissioner of Washington County to Timothy Fisher, CEO and Theresa Seary, CCO, Washington County Community Action Council, Inc.; Nicole Phillips, Senior Grant Manager, Grant Management

RECOMMENDED MOTION: N/A

REPORT-IN-BRIEF: Proclamation Presentation

WHEREAS, April 2024 marks the 56th anniversary of the passage of Title VIII of the Civil Rights Act of 1968, commonly known as the Federal Fair Housing Act, and;

WHEREAS, the Fair Housing Act emphasizes a national policy of fair housing designed to protect Americans from discrimination in the sale, rental and financing of housing based on color, race, sex, national origin, disability, family status and religion, and;

WHEREAS, equal housing is an important component of family and community health and stability, and;

WHEREAS, housing choice impacts our children's access to education, our ability to seek and retain employment options, the cultural benefits we enjoy, the extent of our exposure to crime and drugs, and the quality of health care we receive in emergencies, and;

WHEREAS, the laws of this nation and our state seek to ensure such equality of choice for all transactions involving housing, and;

WHEREAS, ongoing education, outreach and monitoring are key to raising awareness of fair housing principles, practices, rights and responsibilities.

NOW THEREFORE, We the Board of County Commissioners of Washington County, Maryland, do hereby recognize April as "Fair Housing Month".



Open Session Item

SUBJECT: Potential dissolution of the Agricultural Marketing Advisory Committee

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Michelle Gordon, County Administrator

RECOMMENDATION: Move to dissolve the Agricultural Marketing Advisory Committee.

REPORT-IN-BRIEF: Discussion regarding the continued need for the Agricultural Marketing Advisory Committee.

DISCUSSION: The Agricultural Marketing Advisory Committee (Committee) was formed to provide recommendations regarding the marketing and economic development of Washington County's agricultural industry and related businesses. This committee serves in an advisory capacity. The committee has no decision-making authority. Ten (10) voting members and three (3) non-voting, ex-officio members serve on this committee. An annual meeting of the Committee shall be held each year in May and regular meetings are to be held throughout the year according to a schedule set annually. All meetings are open to the public.

The most recent version of the Agricultural Marketing Advisory Committee By-Laws occurred on March 25, 2008. The Committee has been established by the Board of County Commissioners of Washington County. Article 7: Amendments to Bylaws, identifies that the bylaws may be amended, repealed, modified or altered, in whole or in part, by a majority vote at any duly organized meeting of the Committee, subject to the approval of the Board of County Commissioners.

The Committee has not held a meeting since 2020. The committee has had no active members since 2020; and, all member terms were expired as of September 30, 2020.

FISCAL IMPACT: N/A

CONCURRENCES: N/A

ALTERNATIVES: None

ATTACHMENTS: Agricultural Marketing Advisory Committee By-Laws approved 03/25/2008

AUDIO/VISUAL NEEDS: None

COPY

**BY-LAWS FOR THE
AGRICULTURAL MARKETING ADVISORY COMMITTEE**
Washington County, Maryland

Authority

The Agricultural Marketing Advisory Committee (*Committee*) has been established by the Board of County Commissioners of Washington County, Maryland (*Board*) to provide recommendations regarding the marketing and economic development of Washington County's agricultural industry and related businesses. The Committee shall serve in an advisory capacity only and shall have no decision-making authority except as herein provided for its organizational affairs and functioning.

Mission Statement

The Committee was created for the purpose of advising the Board on policy issues associated with the development, marketing, and management of strategies to attract, maintain, and develop Washington County's agricultural industry and related businesses.

Duties of the Committee

The Committee shall provide advice and recommendations to the Agricultural Marketing Specialist on annual goals to be accomplished and shall conduct a year-end review of progress toward and accomplishment of those goals. In addition, when requested by the Board, the Committee shall provide advice and recommendations as to policy issues associated with the development, marketing, and management of strategies to attract, maintain, and develop Washington County's agricultural industry and related businesses. Such recommendations shall be in writing.

By-Laws

1. The name of the Committee shall be "Agricultural Marketing Advisory Committee."
2. The principal office of the Committee shall be Maryland Cooperative Extension – Washington County Office, 7303 Sharpsburg Pike, Boonsboro, MD 21713
3. **Membership.**
 - A. The Committee shall have ten (10) voting members, consisting of seven (7) stakeholder members who shall be appointed by the Board and three (3) designated ex-officio members (Maryland Cooperative Extension–Washington County Extension Director or

designee; Hagerstown-Washington County Economic Development Commission Executive Director or designee; Hagerstown-Washington County Chamber of Commerce President or designee). Diversity of stakeholders within Washington County shall be considered when new members are selected. In addition to the ten (10) voting members, the Board may appoint other individuals from county government and elsewhere to serve as non-voting, ex-officio members of the Committee for various terms of office and for various purposes.

B. Stakeholder members shall serve for terms of three (3) years. Members shall be eligible for reappointment for one (1) additional full term only and, following the second consecutive three (3) year term, shall be eligible for reappointment only following an intervening three (3) year period.

C. Members shall serve without compensation. Members shall be bound by all applicable state and county laws, ordinances and policies, including without limitation the Washington County Ethics Ordinance.

D. Vacancies occurring in the Committee for any reason shall be filled for the unexpired term by the Board. The Board shall have the authority to remove any member(s) of the Committee in the Board's absolute and sole discretion. A member shall be automatically removed when the member has accumulated three (3) unexcused absences within a period of one year. Excuses for absences may be granted by the Chair or, in the absence of the Chair, the Vice-Chair, and shall be entered in the minutes of the meeting following the absence.

E. The members of the Committee shall elect from among their members a Chair and a Vice-Chair. The members shall appoint a Secretary, who may or may not be a member of the Committee. No two of such offices may be held by one member. The officers shall have the duties and powers usually attendant upon such offices, and such other duties and powers not inconsistent herewith as may be provided by the Committee.

F. Each active member, including designated ex-officio members as indicated herein, shall be entitled to one vote in the affairs of the Committee.

G. Membership in the Committee may be terminated by written, voluntary withdrawal as provided in these by-laws. Withdrawals shall be effective on fulfillment of all obligations to the date of withdrawal. All rights, privileges, and interests of a member in or to the Committee shall cease on termination of membership. Membership in the Committee shall be nontransferable.

4. Meetings.

A. Annual Meeting. There shall be an annual meeting of the Committee during the month of May, each year, unless otherwise ordered by the Committee, for electing officers, receiving reports, and transacting other business.

B. Regular Meetings. The Committee shall hold regular meetings for receiving reports and transacting business. The time and place of such regular meetings shall be determined by the Committee or at the discretion of the Board.

C. Special Meetings. Special meetings of the Committee may be called at any time by the Chair, and must be called at any time by the Chair, or in the Chair's absence, by the Vice-Chair or Secretary, on the written request of four (4) members of the Committee or upon request of the Board. One (1) week's notice of any special meeting must be given to the members of the Committee, and the notice must state the purpose of the meeting.

D. Open Meetings Act. All meetings shall be subject to the Open Meetings Act and members of the public shall be entitled to attend the open portion of any meetings of the Committee.

E. Quorum. A majority of the active members of the Committee, when present at any meeting, shall constitute a quorum, and in case there is less than this number, the presiding officer may adjourn from time to time until a quorum is present.

F. Order of Business. The order of business at meetings of the Commission shall be as follows:

- (1) Call to order.
- (2) Approval of minutes of previous meeting.
- (3) Receipt of communications.
- (4) Reports of officers.
- (5) Reports of committee heads.
- (6) Unfinished business.
- (7) New business.
- (8) Public comment.
- (9) Election of officers (if necessary).
- (10) Adjournment.

The order of business may be altered or suspended at any meeting by a majority vote of the members present. The usual parliamentary rules as laid down in the latest edition of Robert's Rules of Order shall govern, when not in conflict with these by-laws.

5. Officers.

A. Elective Officers. The elective officers of the Committee shall be the Chair, Vice-Chair, and Secretary. Other offices and officers may be established and appointed by the members of the Committee at a regular or annual meeting.

B. Terms. The Chair, Vice-Chair, and Secretary shall take office immediately upon their election, and shall serve for terms of one (1) year or until their terms

expire. Officers are eligible for re-election. Vacancies in any office must be filled for the balance of the term of such office by the Committee at the next regularly scheduled meeting.

C. Chair. The Chair shall be the chief officer of the organization and shall be present at meetings of the Committee. The Chair shall be a member ex-officio of all subcommittees. The Chair shall communicate to the Committee such matters and make such suggestions as may in the Chair's opinion tend to promote the welfare and increase the usefulness of the Committee, and shall perform such other duties as are necessarily incident to the office.

D. Vice-Chair. The Vice-Chair shall perform all duties of the Chair during the absence of the Chair. The Vice-Chair shall be a member ex-officio of all subcommittees.

E. Secretary. The administration and management of the Committee shall be vested in the Secretary. The Secretary shall direct the activities of the Committee and perform such other duties as may be defined by the Committee. It shall be the duty of the Secretary:

(1) To give notice of all meetings, including notice to the Board and the media pursuant to the Open Meetings Act, and attend all meetings of the Committee and all subcommittees and to make provision for the keeping of a record of proceedings;

(2) To conduct correspondence and to carry into execution all orders, votes, and resolutions not otherwise committed;

(3) To keep a list of the members of the Committee;

(4) To keep records of any agents retained by the Committee, and to take charge of and supervise the performance by such agents of their duties;

(5) To prepare an annual report of the transactions and condition of the Committee, and generally to act in the best interests of the Committee.

6. Elections.

The election of Committee officers shall take place annually at the time and place of the annual meeting. Candidates who receive a majority of votes so cast shall be elected.

7. Amendments.

These by-laws may be amended, repealed, or altered, in whole or in part, by a majority vote at any duly organized meeting of the Committee, subject to the approval of the Board.

8. Liabilities.

Nothing in these by-laws shall constitute members of the Committee as partners for any purpose. No member, officer, agent, or employee shall be liable for the act or failure to act of any other member, officer, agent, or employee, or be liable for his or her acts or failure to act


under these by-laws, excepting only acts or omissions arising out of his or her willful misfeasance.

Adopted this 25th day of March 2008.

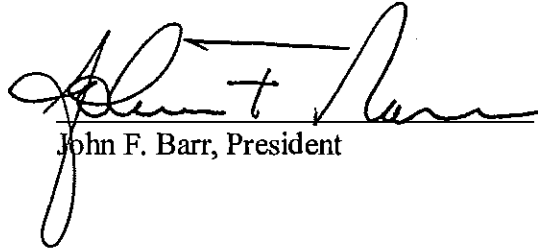
APPROVED BY:

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND



Joni L. Bittner
Joni L. Bittner, Clerk



John F. Barr
John F. Barr, President

Approved for legal sufficiency:



Andrew F. Wilkinson
Andrew F. Wilkinson,
Assistant County Attorney



Agenda Report Form

Open Session Item

SUBJECT: MD Annotated Code, Local Government § 4-410. Petition for referendum--By county governing body

PRESENTATION DATE: April 9, 2024

PRESENTATION BY: Zachary Kieffer, County Attorney; Michelle Gordon, County Administrator

RECOMMENDATION: Move to approve a petition to call for a referendum on City of Hagerstown Annexation numbers *A-2024-01* - 55 West Oak Ridge Drive, Building One and *A-2024-02* – I-70/SHA/MVA/Col. Henry K. Douglas Drive.

REPORT-IN-BRIEF: Discussion regarding a Petition for referendum regarding recent annexations approved by the City of Hagerstown.

DISCUSSION: The City of Hagerstown held two (2) public hearings on March 26, 2024 regarding the annexation of two (2) separate tracts of land: Hearing 1) *A-2024-01* - 55 West Oak Ridge Drive, Building One (+74 acres); and, Hearing 2) *A-2024-02* – A portion of the right-of-way of I-70 /State Highway Administration located at 18320 Col. Henry K. Douglas Drive / Motor Vehicle Administration located at 18306 Col. Henry K. Douglas Drive / a portion of the right-of-way of Col. Henry K. Douglas Drive. On April 2, 2024, the City’s Mayor and Council approved the Annexation Resolution for *A-2024-01* – 55 West Oak Ridge Drive, Building One. According to the City’s documentation, *A-2024-01* will become effective on May 17, 2024; and, *A-2024-02* will become effective on July 12, 2024.

Within the forty-five (45) days prior to the effective date of the resolution, any of three groups may petition the annexation resolution to referendum:

1. § 4-409 *Petition for referendum – By qualified voters of municipality* - At least twenty (20%) percent of the registered voters in the existing municipality; or,
2. § 4-408 *Petition for referendum – By residents of area to be annexed* - At least twenty (20%) percent of the registered voters in the area to be annexed; or,
3. § 4-410. *Petition for referendum--By county governing body* – A minimum of two-thirds (2/3) of the county governing board may petition to call for a referendum on the annexation question.

After verification of petition signature or county governing board compliance with the law’s requirements (whichever is applicable), the effectiveness of the resolution is suspended pending results of the referendum.

§ 4-412. *Referendum* The annexation referendum may be held from 15 to 90 days following newspaper publication of notice of the referendum. The notice must occur a minimum of two times at a minimum of

weekly intervals. Should the referendum pass, the annexation will become effective on the fourteenth (14) day following the referendum.

FISCAL IMPACT: To be determined

CONCURRENCES: N/A

ALTERNATIVES: None

ATTACHMENTS: None

AUDIO/VISUAL NEEDS: None