

Meeting Minutes

Salisbury/Wicomico Metropolitan Planning Organization
May 9, 2013

Tri-County Council Multi-Purpose Center
One-Stop Job Market Conference Room - #012
31901 Tri-County Way
Salisbury, MD

Attendees:

S/W MPO Council members:

Matt Creamer, Chair, Wicomico County Council
John Pick, City of Salisbury
Tom "Bunky" Luffman Jr., Town of Delmar
Stevie Prettyman, Wicomico County Council
Jake Day, Salisbury City Council
Mike Pennington, Tri-County Council for the Lower Eastern Shore
Ian Beam, Maryland Department of Transportation

Others:

Joshua Golomb, RK&K
Keith Hall, S/W MPO staff

Introduction

Mr. Creamer opened the meeting at 1:00 P.M. and welcomed everyone.

Minutes

The first item of business was the approval of minutes from the November 27, 2012 meeting. Chairman Creamer asked if anyone had any additions or corrections. Mr. Day made a motion to approve the minutes, with the motion seconded by Mr. Beam. All Board members voted aye, with none opposed, the motion to approve the November 27, 2012 minutes was passed unanimously.

Presentation – U.S. Route 50 Pedestrian Safety and Connectivity Study by RK&K

Mr. Hall presented a brief background history of the study covering a portion of U.S. Route 50 Business from Ward Road to Beaglin Park Drive, as well as Mt. Hermon Road from Long Avenue to Beaglin Park Drive. The primary purpose of study was to identify ways to improve safety for pedestrians, cyclists and motorists in the short, intermediate and long range. Mr. Josh Golomb, from RK&K, explained the study encompassed inventorying the study area for current vehicular and pedestrian traffic and movements, identifying the safety concerns and providing recommendations. He stated the study area has two major activity generators (Wicomico

Middle and High Schools); therefore, traffic, pedestrian, and cyclist counts were collected in April and May while school was in session. As a result of site visits during the collection of non-motorized counts, several safety concerns were observed including, but not limited to pedestrian crossings of U.S. Route 50 Business at unsignalized intersections without crossing guards. As presented, the study recommends three levels of phased improvements to the U.S. Route 50 corridor study area. The study also identified four target locations for specific improvements. He noted some of the suggested improvements may require further study or public participation before implementation.

Level I improvements - improvements that would have a quick impact or minimal effort or expense to implement: a walking/cycling campaign; use of portable speed display unit; improving sidewalks, either by connecting gaps and/or increasing maintenance intervals; upgrade or installing ADA compliant ramps at certain locations; improving access management along Mt. Hermon Road; speed surveillance; transit stop improvements; dedicated / shared bike lanes on Mt. Hermon Road; stop line adjustments; and adding street furniture. Level II Improvements – improvements building upon Level I requiring a more moderate time frame for implementation and impact, higher costs, and may require additional study include: raised pedestrian crossings; adding additional pedestrian crossings and/or signals to certain locations; creating pedestrian safe refuge islands, curb radius reduction or choking; bulb-outs / curb extensions; creating extension crossings; increasing roadway lighting configurations; road diet for Mt. Hermon Road; pedestrian activated signals; and converting or raising existing islands. Level III recommendations are improvements that would be at a higher cost, longer time to implement, possibly require public involvement, and may require further study and are as listed: intersection channelization by installing a decorative fence in the U.S. Route 50 median between Ward and Naylor Streets, physically restricting traffic flow at U.S. Route 50 and Davis Street intersection; raised intersections; and pedestrian and bike under/over-passes.

Mr. Golomb, as part of his presentation, also identified four locations that were targeted for improvements by the study.

- U.S. Route 50 Corridor – Ward Street to Civic Avenue: The study suggests traffic in this part of the corridor could handle this as a four lane roadway. The outside lanes could be converted into bicycle lanes and/or made only as right turn lanes in spots or made to be a full shoulder. This change would be easy to implement requiring only some signage and new striping.
- U.S. Route 50 and Davis Street Intersection – The study revealed many of the Wicomico Middle School students are using this area as a primary / preferred crossing instead of with the pedestrian signal and crossing guard at Ward Street. To reduce the possibility of an accident / conflicts between pedestrian and vehicular movements the study recommends the left turn lanes at Davis Street. The approaching traffic will be channeled into right turn in and out only onto Davis Street. Fencing and landscaping could also be added from Ward to Naylor Streets to redirect pedestrian traffic from the Davis Street intersection altogether. Finally, moving pedestrian traffic away from the intersection might also be accomplished by eliminating the access point for staff parking area from Davis Street, which would require additional study and consulting with the Board of Education.

- Mt. Hermon Rd Corridor – The segment of State roadway has an Annual Average Daily Traffic of less than 20,000 vehicles, which is supportive of reducing the roadway from four to three-travel lanes with bike lanes. One travel lane for each direction, as well as a two-way center turn lane. The outside lanes can be converted into bike lanes, which would also serve as right turn only lanes at signalized intersections.
- Mt. Hermon Rd/East Main Street/East William Street/Long Avenue Intersection – This six-legged intersection would greatly benefit from a single lane roundabout, which would require significant public input prior to any additional planning or implementation efforts to improve this intersection. Roundabouts have been shown to calm traffic, reduce vehicle speed and increase the safety of pedestrian crossings. This improvement will require East William Street be changed to a one-way street heading in a westerly direction from the intersection, with traffic only allowed to exit the roundabout onto East William Street.

After the presentation, a brief discussion followed where Council Members advised staff and the consultant to establish the costs of the proposed improvements.

FY 2014 Unified Planning Work Program (UPWP) Review

Mr. Hall presented the proposed budget and noted an amendment would be introduced in the fall if necessary, and as customary, when the Federal Fiscal Year 2014 Budget is approved. He noted consistent with the requirements of the Organization's Public Participation Plan, the proposed budget was on the MPO Website and advertised in the Daily Times for a 15 day period prior to the meeting and no public comments had been received to date. Additionally, the proposed FY 2014 Budget was unanimously recommended to the Council by the MPO Technical Advisory Committee.

Mr. Hall provided a brief overview of the core planning items including the Transportation Improvement Program, UPWP, Long-Range Transportation Plan, and Transportation Development Plan. Additionally, he discussed the proposed special studies for the upcoming fiscal year, which consisted of GIS Enhancements, Pedestrian Connectivity Plan, and Shore Transit data collection for the National Transit Database requirements. He noted the preliminary budget of \$131,527 is consistent with last year's allocation.

Upon a motion by Mr. Luffman, seconded by Mr. Pick, with all members voting in favor, with none opposed, the motion to adopt the FY 2014 UPWP Budget passed unanimously.

FY 2005 and FY 2006 UPWP Amendments

Mr. Hall proposed the FY 2005 and FY 2006 UPWP Budgets be amended by combining prior carry-over funding in the amounts of \$11,175 and \$12,700, respectively, from unencumbered Special Studies allocations and re-allocating these funds to the Scenic Byways Planning Initiative. Mr. Hall noted the amendments were advertised in accordance with the Organization's Public Participation Plan, which requires the proposed amendments be available for public review on the MPO Website for a 15 day period prior to any action, as well as the public hearing advertised 14-days in advance of a MPO Council meeting. No public comments had been received to date.

He noted the MPO TAC voted unanimously to forward the proposed amendments to the FY 05 and FY 06 UPWPs to the MPO for review and action.

Upon a motion by Mr. Pick, seconded by Ms. Prettyman, with all members voting in favor, with none opposed, the FY2005 and FY2006 UPWP Budgets with amendments passed unanimously.

Amendments to the FY 2013-2016 Transportation Improvement Program (TIP)

Mr. Beam presented a handout and briefly went over the TIP. Additionally, Mr. Hall noted the proposed TIP was advertised in accordance with the Organization's Public Participation Plan for a 15 day period and no comments were received from the public to date. Mr. Hall mentioned the MPO TAC voted unanimously to forward the proposed amendments to the FY 13 – FY 16 TIP to the Council for review and action.

Upon a motion made by Mr. Day, seconded by Mr. Pick, with all members voting aye, with none opposed, the FY 13 – FY 16 TIP Budget as amended was passed unanimously.

Member Updates / Other Business

Mr. Hall briefly went over the following upcoming event and/or items of interest information for possible discussion at the next meeting and members to pass on to their organizations:

- National Trails and Recreation Grant application funded by SHA due on July 1, 2013. Staff has offered technical assistance to the MPOs member jurisdictions and organizations;
- Maryland Bikeways Program; and
- Delmarva Freight Summit

Public Comments

There were no public comments.

Next Meeting Date/Adjourn

Mr. Hall discussed with the Council the need for a Meeting in June to discuss Amendment #2 to the Draft FY 2013-2016 TIP, with the date and time to be forthcoming.

There being no other business before the Council, upon a motion by Mr. Day, seconded by Mr. Pick, with all members voting in favor, with none opposed, the meeting was adjourned.