

# Meeting Minutes

Salisbury/Wicomico Metropolitan Planning Organization  
November 29, 2010

City of Salisbury/Wicomico County Government Building  
125 North Division Street, Salisbury, MD  
Room 301 (Council Chambers)

## Attendees:

S/W MPO officials:

Luther Hitchens, Vice Chair, Deputy Mayor, Delmar, MD  
Ted Shea, Director of Administration, Wicomico County  
Stevie Prettyman, Wicomico County Council  
Michael Pennington, Tri-County Council for the Lower Eastern Shore  
John Pick, City of Salisbury  
Bobbie Grier, Delaware Department of Transportation

Others:

Keith Hall, S/W MPO staff  
Robin Ayele, S/W MPO staff  
Betty Tustin, The Traffic Group, Inc.  
Derek Joost, The Traffic Group, Inc.

## Introduction

Mr. Hitchens opened the meeting at 1 P.M. and welcomed everyone.

## Minutes

The first item of business was the minutes from the September 28, 2010 meeting. Mr. Hall asked if anyone had any additions or corrections, and there were none. Mr. Luther Hitchens made a motion to approve the minutes, with the motion seconded by Mrs. Prettyman. All Board members voted aye, with none opposed, and the motion to approve the minutes was passed unanimously.

## Amended FY 2011 Unified Planning Work Program

Mr. Hall reported the MPO received additional funding in the amount of \$6,417, which included the local match, or \$5,133 without the local match. Mr. Hall stated the amended FY 11 Unified Planning Work Program (UPWP) was reviewed by the Technical Advisory Committee (TAC) on November 10, which the TAC Committee provided a favorable review and recommended forwarding of the amended UPWP to the Council for review and adoption. Highlights of the amended FY 11 UPWP include:

1. \$6,000 increase to MPO Administration from \$30,000 to \$36,000;
2. \$950 increase to Traffic Modeling Analysis from \$19,050 to \$20,000; and
3. \$533 decrease to Recommended Local Roadway Improvements – Feasibility Analysis.

Mr. Pick inquired about the additional MPO Administration funding. Mr. Hall responded the monies in the MPO Administration line item are used to offset staff costs associated with the daily activities of the MPO, including administration and management of MPO grant and implementation of the work program.

After additional discussion, upon a motion by Mr. Hitchens, seconded by Ms. Prettyman, with all members voting aye, the Council approved the amended FY 2011 UPWP as submitted, and Vice Chairman Hitchens signed the adoption Resolution.

### **Presentations**

1. Riverside Drive Corridor Study – Mr. Hall introduced the Ms. Betty Tustin and Mr. Derek Joost of The Traffic Group, Inc. Ms. Tustin began by indicating on the Powerpoint presentation the boundaries of this study and the ten (10) intersections within the Study Area that were analyzed in detail. Traffic counts were taken for each of these intersections, and given data provided by the Planning Staff for parcels of land that were either vacant or under-developed, future traffic impacts could be estimated.

The study analyzed current traffic at each of these intersections, and estimated future traffic for the years 2015 and 2030. Ms. Tustin summarized the findings based on the year 2030, and with the assistance of the traffic modeling software, was able to show future traffic flows at each of the study's intersections. She explained that a Level of Service (LOS) of "D" or better was considered acceptable, especially since the LOS levels were for morning and evening peak hour conditions, with the expectation that the other 22 hours of the day these intersections would experience better conditions.

Based on existing conditions, traffic is operating smoothly throughout most of the Corridor. It was noted that excessive queuing was identified in the portion of the Corridor along Mill Street and its intersections due to high traffic volumes as a result of turning movements at U.S. Route 50, W. Main Street, Carroll Street and Riverside Drive. Ms. Tustin noted that with exception of the intersection of Riverside Drive and Wicomico Street, all intersections included within this Corridor are currently operating at a Level of Service of "C or better."

Ms. Tustin provided an overview of future traffic conditions in 2015 and 2030 based on anticipated development, which were similar to the existing conditions with respect to Level of Service. For the year 2030, intersections with potential problems included: Riverside Drive and Wicomico Street; westbound approach at U.S. Route 50 & Mill Street (AM peak hour); westbound approach at Mill Street & Main Street (PM peak hour); eastbound approach at Mill Street & Riverside Drive (AM & PM peak hour); and the westbound approach at Mill Street & Riverside Drive (AM peak hour). Additionally, she noted the results of the queuing analysis indicated several intersections in which the queue (back-up) at an intersection will exceed the available storage length of a road segment. These intersections included: U.S. Route 50 & Mill Street northbound left turn; Mill Street and Riverside Drive southbound left turn; and Riverside Drive and Wicomico Street westbound approach.

The results of the Corridor study identified four (4) recommendations that would alleviate congestion along Mill Street. Ms. Tustin expressed it is important to understand the analyses conducted as part of this study were confined to traffic volumes along Riverside Drive and do not reflect other traffic volumes within the MPO area which may benefit

from a third bridge crossing of the Wicomico River. Additionally, she recommended a further study should be conducted to determine the appropriate location of another bridge crossing of the Wicomico River based on trip origination and destination data.

Ms. Tustin's overview of the four (4) recommended alternatives included:

- Eastbound U.S. Route 50 right turn traffic being diverted with a right turn onto Lake Street, left onto W. Main Street and returned to Mill Street;
- In addition to diverting the eastbound U.S. Route 50 right turn traffic, the reverse movement, i.e. northbound left turn at U.S Route 50, is diverted with a left turn at W. Main Street, right turn onto Lake Street, and returning with a left turn at U.S. Route 50;
- New one-way bridge (southeast bound) to connect Lake Street and the diverted right turn traffic with Carroll Street. The existing Main Street Bridge would become one-way westbound; and
- The proposed Carroll Street Bridge as a two-way bridge and the Main Street Bridge would no longer be needed.

Following a brief discussion by Council members, Ms. Tustin concluded this presentation. No action was necessary by the Council on this study.

2. Beaglin Park Drive Safety Study – Ms. Tustin began the presentation by stating some of the recommendations contained in the Safety Study have been implemented. She noted a considerable number of accidents have occurred along Beaglin Park Drive, just south of Hannibal Street, especially during wet conditions. Recently, segments of Beaglin Park Drive had been repaved as part of the funding provided as a result of the American Recovery and Reinvestment Act of 2009. Primary recommendation was to re-engineer the aforementioned segment of Beaglin Park Drive, but due to funding constraints the option is not financially viable. Other recommendations of the Safety Study included: delineators along the curve; prohibit left turn in and out of Hannibal Street to provide additional lane widths along Beaglin Park Drive; and speed limits should be reduced to 35 mph.

Following a brief discussion, Ms. Tustin concluded the presentation. No action was necessary by the Council on this study.

3. Shore Transit / Tri-County Council of the Lower Eastern Shore (TCCLES) Traffic Impact Study – Ms. Tustin briefly provided the recommendations based on the results and analyses of the Shore Transit/TCCLES Traffic Impact Study based on the upcoming relocation of Shore Transit/TCCLES to the intersection of Walston Switch Road and westbound U.S. Route 50. As part of this study, Ms. Tustin indicated The Traffic Group projected traffic volumes for the above mentioned intersection based on the office building, as well as Shore Transit operations. She provided the Council members with the results of the study, which included:

- All of the study intersections operate and are projected to operate at acceptable LOS for morning and evening peak hours;
- Existing left hand turn lanes are sufficient in length based on existing and projected traffic volumes;
- Recommend to State Highway Administration to modify the existing signal at this intersection to stagger the green light / split the phase for north and

southbound traffic along Walston Switch Road. Currently, the signal turns green at the same time for south and northbound traffic, which creates back-ups in the median due to traffic associated with Wor-Wic Community College attempting to turn left onto westbound U.S. Route 50.

No action was necessary by the Council on this study.

### **Other Business**

1. Studies and Reports – Ms. Robin Ayele provided a brief status of the current studies and reports, which included the following:
  - a. Long-Range Transportation Plan – Anticipated completion date December 2010, and will be presented at an upcoming meeting of the MPO Council.
  - b. Naylor Mill Road / U.S. Route 13 Corridor Study – Draft has been provided by the consultant, which the draft will be reviewed by the MPO Technical Advisory Committee at an upcoming meeting.
  - c. Shore Transit / TCCLES Routing Analysis – Study is in process with an anticipated completion date of fall or winter 2011.
  - d. Delmarva Freight Study – Final Draft report has been submitted to Maryland Department of Transportation for review and comments.
  - e. MPO Freight Study – Project will be commencing in the beginning of 2011 with BEACON as the consultant.
2. Carry-Over Funds – Mr. Hall reported staff is almost finished with the analysis to determine the actual amount of MPO carry-over funds from previous fiscal years. He stated the actual carry-over amount is significantly less than MDOT records indicate. After completion of this analysis, staff will request Maryland Department of Transportation (MDOT) review of the carry-over funds, which upon a satisfactory review the MPO staff will work closely with the TAC and Council to prepare a spend-down plan for any available funds that have been carried over from previous fiscal years that are not allocated to a project.

### **Public Comments**

There were no public comments.

### **Next Meeting Date/Adjourn**

Mr. Hall will contact members when a meeting needs to be scheduled and an appropriate date and time will then be determined.

The meeting adjourned at 2:00 p.m.