

## Meeting Minutes

**Salisbury Wicomico Metropolitan Planning Organization  
Technical Advisory Committee (TAC)  
April 27th, 2005**

**City of Salisbury/Wicomico County Government Building  
125 North Division Street, Salisbury, MD  
Room 302**

### **Attendees:**

#### TAC Members:

John Redden, Chair, Wicomico County Public Works  
Dallas Baker, (representing Ray Birch), City of Salisbury Public Works  
Tracey Gordy, Maryland Department of Planning  
Mike Nixon, Maryland Department of Transportation

#### Others:

Frank McKenzie, City of Salisbury/Wicomico County Planning  
Gary Pusey, SW/MPO staff, City of Salisbury/Wicomico County Planning  
Lenny Howard, Maryland Transit Administration  
Linda Alder, Maryland Department of Planning  
Jim Thompson, Maryland State Highway Administration  
Dr. Michael Scott, Salisbury University  
Ric Kautz, Sussex Co. (Del.) Planning Department

### **Discussion**

Mr. Redden opened the meeting at 1:05 p.m. and welcomed everyone.

Members and other attendees introduced themselves.

### Minutes

Mr. Redden introduced the first item on the agenda, which were the minutes of the Committee's March 30, 2005, meeting. Mr. Thompson clarified that he should be listed as an "other" since he is not a regular member of the Technical Committee. Mr. Pusey stated that this change will be made. Ms. Gordy moved to approve the March 30, 2005 meeting minutes with the change noted by Mr. Thompson. Mr. Nixon seconded the motion. All Committee members voted aye, with none opposed, and the motion to approve the minutes was passed.

### Presentation by Dr. Mike Scott – Computer-Generated Analysis of Traffic Modeling

Dr. Mike Scott, Geography Department faculty member at Salisbury University, presented a Powerpoint demonstration entitled "A Study of the Impact of Growth on Traffic Congestion in Talbot County Using Microsimulation." Dr. Scott explained that "microsimulation" models the behavior of each individual vehicle that is visually

displayed through the computer software program that is used. The case study that Dr. Scott presented was for the Route 33/332 intersection in Easton in Talbot County, which was done to anticipate traffic impacts as a result of proposed development in the area.

Dr. Scott emphasized that the first step in ensuring that microsimulation is effective is to have a professional traffic study done, complete with traffic counts, turning movements, etc. He also stated that validation/calibration is always an issue that needs to be addressed. Discussion ensued about the practical uses of this modeling software, with much discussion occurring about “what if” scenarios.

The Committee thanked Dr. Scott for the presentation and noted that it may be helpful for the MPO Council to view it as well.

#### Discussion of Long-Range Transportation Plan

Mr. Redden asked Mr. Pusey to report on this item. Mr. Pusey summarized the information that was provided to the Tech Committee members, including the traffic count data obtained from the SHA Traffic Volume Maps for roads within the MPO area; the summary of the Federal regulations that describe the elements of the long-range transportation plan; and the compilation of all recommended transportation projects contained in the comprehensive plans for jurisdictions in the MPO area. Mr. Pusey also referred to a map that indicated the location of the proposed projects that were contained in the jurisdictions’ plans.

Mr. Thompson pointed out that the MPO Plan will only address those roads classified as Rural Major Collector/Urban Minor Arterial level and above, so that those recommended projects that do not pertain to these classified roads can be eliminated from the MPO Plan. In addition, traffic count data for other roads not classified as Rural Major Collector/Urban Minor Arterial level and above can also be deleted.

Other comments made, in regards to the listing of projects provided, were that projects could be limited primarily to those relating to surface transportation, and did not need to be specific to the Airport and Port facilities, and that Shore Transit needed to be included. It was also noted that, although an emphasis would be placed on those roads classified as Rural Major Collector/Urban Minor Arterial level and above, intersection improvements for roads that are not in this classification system could still be included as recommendations.

In summary, the Long Range Transportation Plan needs to be adopted by October 1, 2005, to meet federal requirements. Staff is continuing to collect data as recommended by the Technical Committee and is reviewing other MPO plans for guidance. It is anticipated that a consultant will be hired to help provide those parts of the Plan that Staff needs assistance with. The Technical Committee will be provided with updates at future meetings.

#### Next Meeting Date

SW/MPO Tech Comm

April 27, 2005 Meeting Minutes

The next meeting is tentatively scheduled for **May 25, 2005 from 1 p.m. to 3 p.m.** at the same location. [NOTE: The May 25, 2005 meeting was cancelled, and the next meeting of the Tech Committee was instead re-scheduled for **June 15, 2005 from 1 p.m. to 3 p.m.** at the same location.]

Upon a motion by Mr. Nixon, seconded by Ms. Gordy, the meeting adjourned at 2:45 p.m.