

CITY OF SALISBURY  
WORK SESSION  
MARCH 18, 2019

Public Officials Present

Council President John R. "Jack" Heath  
Council Vice-President Muir Boda  
Councilman James Ireton, Jr.

Mayor Jacob R. Day (arrived 4:33 p.m.)  
Councilwoman Angela Blake  
Councilwoman April Jackson

Public Officials Not Present

Mayor Jacob R. Day  
Councilman R. Hardy Rudasill

Councilwoman April Jackson

In Attendance

City Administrator Julia Glanz, Department of Infrastructure & Development (DID) Director Amanda Pollack, Project Specialist Will White, Police Chief Barbara Duncan, Traffic Superintendent Bill Sterling, Traffic Department Supervisor Billy Lewis, City Clerk Kim Nichols, City Attorney Mark Tilghman, interested citizens and members of the press.

---

On March 18, 2019, Salisbury City Council convened in a Work Session at 4:30 p.m. in Council Chambers, Room 301 of the Government Office Building. The following is a synopsis of the topics discussed in the Work Session.

**Budget Amendment to appropriate additional funds for electric for street lighting**

Traffic Superintendent Bill Sterling and Traffic Supervisor Billy Lewis joined Council. Mr. Sterling explained the \$145,000 budget amendment was for Street Lighting account and was equivalent to the budget amendment passed last year to meet the Street Lighting account.

President Heath asked for the account balance for Street Lighting and Mr. Sterling said it was \$835,000, the same as last year. Mr. Boda thought when the budget amendment passed last year that the rates had been raised, and asked if the rate increase was included in last year's budget. Mr. Sterling said they did not monitor the increase with the budget account, but they should have included the adjustment in this year's budget. He did not know why the initial budget amount was replicated and Ms. Glanz thought it was an oversight during the budget process. Mr. Sterling said they had hoped the amount would be less this year because of the LED conversions, but the amount is the same. He said that Delmarva Power would be converting 5% of their lights to LED that the City pays a tariff for, and our savings should be reflected next year.

President Heath asked what the impact would be on the citizens if the amendment did not pass. Mr. Sterling thought the streetlights might be turned off and clarified that the increase made the electric account the same as last year.

Mayor Day and the Council considered asking Delmarva Power to discuss the rates. Mayor Day said that only 10% of the bill was for the actual cost of electricity and 90% was tariffs (profits). President Heath said he would vote no to the amendment; it was painful enough last year and a 17.3% difference was a big miss. Mr. Ireton asked if there was any movement in MML or the Mayor's Association (no) and Mr. Boda proposed having more solar powered lights. Mayor Day said the City would spend \$38 million with Delmarva Power on streetlights over the next 20 years, and 90% of that that would not be for electricity. Mr. Ireton asked if the City had a contract with Delmarva, and said it would be interesting for the Council agenda to hold a "Delmarva Power contract" discussion on how much of the 90% profit we were willing to pay.

President Heath asked what would happen if the budget amendment was not advanced - would Delmarva turn off the electricity. Mr. Sterling was unsure if they would turn off streetlights only. Ms. Jackson agreed that a Delmarva Power representative should explain why there was such a difference. Mayor Day suggested that the bill should have decreased based upon the City's installation of LED lights. This was now year 4, but the bill had increased. In addition, anytime there is development in new subdivisions, Delmarva Power adds lighting. Mr. Sterling explained that within the City there are City-owned lights and Delmarva Power-owned lights that the City pays tariffs for. The City has converted City-owned lights to LED to lower the electricity bill. Mayor Day said that if the City owned all of them, all of the tariff would be gone.

President Heath recalled discussing this last year and the percentage was close to the same. Mr. Sterling said the City had converted 120 lights to LED and the \$40/month for 4 dropped to \$10/month. He suggested Council meeting with Delmarva's Public Affairs Manager John Petito. President Heath thought to not move forward with the budget amendment until they met with Delmarva Power. Mayor Day said Administration would be prepared to present the capital costs, operation and maintenance costs and Ms. Jackson wanted to make sure the Public attended. Ms. Blake asked if Delmarva Power had ever discussed the bill with the City (no) and Mr. Ireton said the City's energy consultant was asked to explain the bill.

Council reached unanimous consensus to not move the legislation forward and to schedule a meeting with Delmarva Power to figure out what they would be able to do for the City.

**Budget Amendment to appropriate funds received from Witmer Public Safety Group to repair the moisture barrier along the foundation of the Salisbury Police Department (SPD)**

Police Chief Barbara Duncan said that last year water seeped over a two-year period and created mold in the Records Department where boxed documents are stored. The moisture barrier on the outside of the building had been compromised. This was repaired, an efficient way to draw the water off the building was discovered, and guttering was repaired. Now, the moisture barrier on the west side of the building is beginning to peel away. SPD would like to add funds from the sale of used weapons to the Building and Maintenance Fund to make the preventative repair.

Council reached unanimous consensus to advance the budget amendment to legislative agenda.

**Budget Amendment for street resurfacing and concrete repair from MDOT-SHA reimbursement**

DID Director Amanda Pollack said the City received State-Aid money from MDOT-SHA from street resurfacing projects. The City receives approximately \$47,000 per year from this annual program. They had a backlog for a few years, made a reimbursement request and received a check for \$123,864.47. She said there is another request for \$90,000, and they will be caught up with the backlog from previous years. The amount is calculated based on the City's lane miles of roads. The City applies for reimbursement for specific roads it has repaved. Transportation Project Specialist Will White said the roads submitted included Northwood Drive, South Park Drive, North Park Drive, Beaver dam, South Boulevard, and College Avenue.

Council reached unanimous consensus to advance the budget amendment to legislative agenda.

### **Riverwalk Construction Reimbursement Program**

Ms. Pollack made the following notations regarding several unanswered questions from Council:

- Lines 61 and 62- upon completion of the Riverwalk, the owners of the properties would have to convey the title of the completed Riverwalk to the City of Salisbury (this was not included before but they wanted to clarify that the City wanted to own the Riverwalk)
- Lines 64 through 66 – The question came up that if the land changed hands would the program continue. This was phrased so that this reimbursement is payable only to the then current owners of the land adjoining the Riverwalk Construction project.

Ms. Pollack said they were recommending reimbursing just for the construction of the Riverwalk itself if the work is in the area designated in the Code to have a public Riverwalk. The City would fund 75% of the costs of Riverwalk Construction. Mayor Day explained the Riverwalk would be City infrastructure and the City would own it.

Council reached unanimous consensus to advance the legislation to legislative agenda.

### **Vision Zero Presentation and overview**

Ms. Pollack and Transportation Project Specialist Will White introduced the integration of Vision Zero (VZ), a systematic program to prioritize pedestrian and cyclist safety over speed.

Mr. White reported VZ was developed in Sweden in the late 1980s and fully implemented by 1995. VZ has gained momentum across Europe where it is the engineering standard. In the United States (US) about 40,000 people die yearly on the streets, and the majority are often preventable pedestrian and cyclist accidents. If proactive preventative approaches are taken to traffic safety, most tragedies can be prevented. VZ focuses on speed since at 20 miles per hour a pedestrian struck by a car has a 90% chance of survival. At 40 miles per hour, there is a 20 % change of survival. As speed increases, the chance of survival dramatically decreases.

Mr. White said that 42 cities in the United States have adopted VZ. Maryland Highway Safety Office asked each county to create a strategic highway plan that moves towards "Zero Deaths", the State's program. Salisbury reached out to the County, but received no response yet. Salisbury


has a vital interest in pedestrian and cyclist safety, but also must allow for a large number of daily commuters who do not live in the City. Its growing bike and pedestrian network is incompatible with the high-speed highways. Due to bike lanes and pedestrian infrastructure focus, the City is already mandating speed reduction in traffic calming techniques to prevent crashes and reduce their seriousness. Mr. White said since Sweden adopted VZ in 1995, they have doubled the cars in their network and cut their fatal collisions in half.


To become a VZ city, Salisbury must: pass an ordinance that defines a goal to set a timeline to achieve zero fatalities/injuries by January 1, 2030; appoint a committee to oversee it; mandate the formation of an action plan with yearly reports made to Council; mandate engineering design changes; step up police enforcement in education and outreach; and reduce/better manage city-wide speed. Mr. White discussed improved intersections already incorporated in the City and removed free right turns, right-in right-outs, and narrowed lanes in order to greatly reduce speed.

Ms. Pollack said the legislation would be introduced at another Work Session. Council reached unanimous consensus to advance the discussion to the next Work Session.

**Adjournment**

With no further business to discuss, the Work Session adjourned at at 5:37 p.m.

  
\_\_\_\_\_  
City Clerk

  
\_\_\_\_\_  
Council President