



**SALISBURY CITY COUNCIL
WORK SESSION AGENDA**

JUNE 6, 2022

Government Office Building, Council Chambers, Salisbury, MD and Zoom Video Conferencing

4:30 p.m. PRESENTATIONS- presented by Mayor Jacob R. Day
Proclamations

- Juneteenth Day
- LGBTQ Pride Month
- Sanitation Workers Week

4:45 p.m. Potters Field Cemetery- presented by Edward Dean

5:00 p.m. Budget amendment to appropriate funds from sale of ambulance- Fire Chief John Tull

5:10 p.m. Vision Zero Annual Report- Will White, Transportation Projects Specialist

5:30 p.m. South Division Street-Rinnier Annexation introduction- Bill Holland, Building Official

5:40 p.m. Ordinance No. 2729- amending City Code to update procedures for dispatching police directed towing- Council discussion

5:55 p.m. Administration and Council Remarks

6:00 p.m. Adjournment

*Times shown are approximate. Council reserves the right to adjust the agenda as circumstances warrant.
The Council reserves the right to convene in Closed Session as permitted under the Annotated Code of Maryland 3-305(b).*

Join Zoom Meeting
<https://us02web.zoom.us/j/88186172560>

Meeting ID: 881 8617 2560

Phone: 1.301.715.8592

Posted 6/2/22



City of
Salisbury
Jacob R. Day, Mayor

MEMORANDUM

To: Julia Glanz, City Administrator
From: John W. Tull, Fire Chief
Subject: Budget Amendment Request
Date: May 30, 2022

The Fire Department is requesting the approval of a budget amendment in the amount of \$14,615 for proceeds received from the auction sale of a 2012 International Terrastar Horton Ambulance that was declared as surplus and sold through auction in compliance with City code and policy. The requested funds will be moved into the Department's Gasoline account to cover projected budget shortfalls

Thank you in advance for your time and consideration on this request. If you should have any questions or need any additional information, please do not hesitate to contact me.

Attachment: Budget Amendment Ordinance

AN ORDINANCE OF THE CITY OF SALISBURY APPROVING A BUDGET AMENDMENT OF THE FY2022 GENERAL FUND BUDGET TO APPROPRIATE FUNDS TO THE SALISBURY FIRE DEPARTMENT'S OPERATING BUDGET.

WHEREAS, this vehicle was operated by the Salisbury Fire Department; and

WHEREAS, the budget amendment as provided herein must be made upon the recommendation of the Mayor and the approval of four-fifths of the Council of the City of Salisbury.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE COUNCIL OF THE CITY OF SALISBURY, MARYLAND, as follows:

Section 1. The City of Salisbury's Fiscal Year 2022 General Fund Budget be and is hereby amended as follows:

- (a) Increase the Sale of Fixed Assets Account (01000-469200) by \$14,615.00 and
- (b) Increase the Salisbury Fire Department's Gasoline Account (24035-556204) by \$14,615.00 and

BE IT FURTHER ENACTED AND ORDAINED BY THE COUNCIL OF THE CITY OF SALISBURY, MARYLAND, as follows:

Section 2. It is the intention of the Mayor and Council of the City of Salisbury that each provision of this Ordinance shall be deemed independent of all other provisions herein.

Section 3. It is further the intention of the Mayor and Council of the City of Salisbury that if any section, paragraph, subsection, clause or provision of this Ordinance shall be adjudged invalid, unconstitutional or otherwise unenforceable under applicable Maryland or federal law, such adjudication shall apply only to the section, paragraph, subsection, clause or provision so adjudged and all other provisions of this Ordinance shall remain and shall be deemed valid and enforceable.

Section 4. The recitals set forth hereinabove are incorporated into this section of the Ordinance as if such recitals were specifically set forth at length in this Section 4.

Section 5. This Ordinance shall take effect from and after the date of its final passage.

THIS ORDINANCE was introduced and read at a Meeting of the Mayor and Council of the City of Salisbury held on the _____ day of _____, 2022 and thereafter, a statement of the substance of the Ordinance having been published as required by law, in the meantime, was finally passed by the Council of the City of Salisbury on the _____ day of _____, 2022.

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[SIGNATURES APPEAR ON THE PAGE THAT FOLLOWS]

ATTEST:

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Kimberly R. Nichols, City Clerk


John R. Heath, City Council President

Approved by me, this _____ day of _____, 2022.

Jacob R. Day, Mayor



City of
Salisbury
Jacob R. Day, Mayor

To: Julia Glanz, City Administrator
From: Rick Baldwin, Acting Director of Infrastructure and Development 
Date: April 6, 2022
Re: FY2022 Annual Report on Vision Zero

Salisbury Department of Infrastructure and Development has completed the FY2022 Annual Report on Vision Zero in Salisbury, the second annual report since adoption of the program. Per Resolution No. 2934, DID is presenting the Annual Report as a part of the commitment to Council to report on progress of the program regularly. The Report details projects accomplished in the past year and provides updated crash data from 2020 and preliminary 2021 data (as of this date the state has not yet released official 2021 data).

The annual report will be located in the Transportation Section of the Infrastructure and Development website which includes information about current projects related to transportation, as well as transportation resources.

In FY22, we are pleased to receive funding in the budget to address the following Vision Zero initiatives: Pedestrian Signals, Crosswalks, ADA Upgrades, Slow Zone Program, and the Speed Awareness & Safety Program. The accomplishments from these initiatives will be discussed in next year's annual report. With these funds numerous ADA upgrades have completed and upgraded crosswalks are in the pipeline. The City is also moving forward with grant applications to leverage the benefit of these funds.

The Vision Zero FY2022 Annual Report is attached. Since this is an update on an approved program, no action is required from Council at this time. Unless you or the Mayor have further questions, please forward a copy of this memo and the Report to the City Council.



VISION ZERO

SALISBURY, MD

FY 2022 ANNUAL REPORT ON PROGRESS

PROJECTS COMPLETED / PROJECTS IN DESIGN / ACCOMPLISHMENTS / DELAYS /
DATA UPDATE AND TRENDS / THE YEAR AHEAD



FISCAL YEAR 2022

VISION ZERO ANNUAL REPORT

REPORT AUTHORED BY William White, Transportation Project Specialist
PRINCIPAL OVERSIGHT Rick Baldwin - Acting Director, Infrastructure & Development

MAYOR Jacob Day
CITY ADMINISTRATOR Julia Glanz
DEPUTY CITY ADMINISTRATOR Andy Kitzrow

CITY COUNCIL April Jackson, District 1
Muir Boda, District 2, Council Vice President
John "Jack" Heath, District 3, Council President
Michele Gregory, District 4
Angela Blake, District 5

ADDRESSES

The Salisbury Vision Zero Initiative is coordinated by the Department of
Infrastructure & Development:
125 N. Divisions St., Room 202
Salisbury, MD 21801

410-548-31701

infradev@salisbury.md

**FOR MORE INFORMATION ABOUT VISION ZERO OR TO VIEW THE
FY 2021-2025 ACTION PLAN VISIT
[HTTPS://VISION-ZERO-SALISBURY.HUB.ARCGIS.COM/](https://vision-zero-salisbury.hub.arcgis.com/)**

01

THE YEAR IN REVIEW

Notes on a full year of Vision Zero
in Salisbury

02

PROJECTS COMPLETED

Main St / Fitzwater - Parsons PBL
/ Church St Sidewalk Upgrades /
Northwest Bikeways, Ph. 1

04

PROJECTS IN DESIGN

Carroll St / South Blvd Bikeway /
W College Ave Bikeway / Rail Trail,
Ph. 1 / Rail Trail, Ph. 7b

7

ACTION ITEMS IN REVIEW

Tasks Completed / Tasks
Underway / Tasks Delayed

9

DATA REVIEW

What we know from the Action
Plan / New Local Data Available /
Nationwide Trends

13

IN CLOSING

Appendix I - Grant Summary

THE YEAR IN REVIEW

JULY 1, 2021 TO

JUNE 30, 2022

2022 was the City's second full year under Vision Zero - the City's mission to end fatalities and serious injuries on the transportation network. To meet that goal, the City installed three brand new bikeways, provided significant upgrades to two more, calmed traffic on three streets, dramatically increased ADA accessibility in two low-moderate income neighborhoods and launched the construction of the first fully separated bikeway in the Delmarva region.

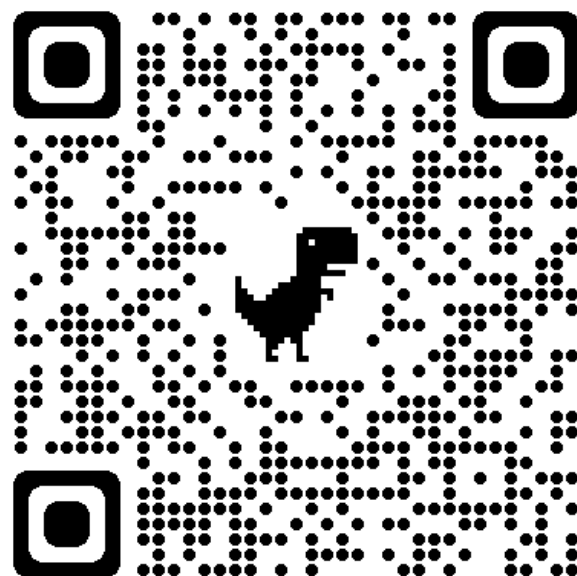
The work will continue in coming years with the advent of a traffic calming program, expansion of the bike and sidewalk networks, increased automobile safety measures and work on MovesBY - the City's first fully integrated mobility masterplan.



What is Vision Zero?

Vision Zero is the commitment to ending fatalities and serious injuries on our streets by January 1, 2030. It is a recognition that safe design can prevent mistakes from becoming tragedies.

For More Info, Visit: bit.ly/VZ-SBY or scan the QR Code below



PROJECTS COMPLETED OR ONGOING

St. Peters Street

When complete, Saint Peters Street will be the first Shared Street in the region, meaning it will have been intentionally designed as a pedestrian and cyclist priority street where cars are "guests." This will allow St Peters to serve as an additional public plaza space for events and gatherings - making the space more flexible than it currently is.

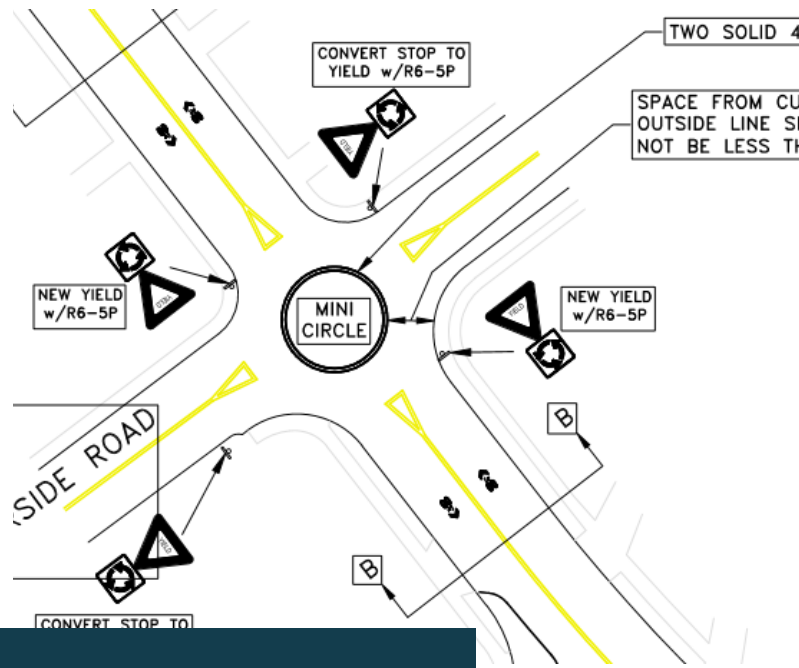


W College Avenue

A perfect example of the City's ability to rapidly install safety infrastructure - W College Ave was designed using funds from a state Bikeways grants, and within a week of design completion, the City had started concrete work. Project uses a traffic calmed setup west of Camden Ave but transition to a two-way bikeway adjacent to the University - this sets up users for transition to a future shared-use path east of US 13 Business.

South Boulevard & Riverside Drive Bikeway

South Blvd. & Riverside Dr. had preexisting bike routes but they were inadequate for rising bike use volumes and lacked the safety features of other bikeways in the City. The new bikeways establish a protected-style intersection at Waverly Drive, places protected or buffered lanes along approx. 75% of the two corridors and calms traffic along the remainder of the route, allowing bikes and cars to safely mix



Carroll Street

As it stands, Carroll Street is one of the most intimidating streets in the City for people walking and biking to cross. The intersection with US 13 also lacks safe crossing signals. Ongoing construction of the Carroll Street Cycletrack will provide safe biking facilities, tie together a number of existing north-south bikeways, integrate Downtown fully into the bike network and install several pedestrian signals throughout the corridor.



Traffic Calming Program

The City is codifying a process by which neighborhoods may request traffic calming outside of the normal project cycle. Currently, two streets, both in the Camden neighborhood have received small scale traffic calming interventions - with nearly a dozen more in evaluation. Before this program, there was no dedicated effort to catalog, evaluate and construct such improvements.

ADA and Crosswalk Programs

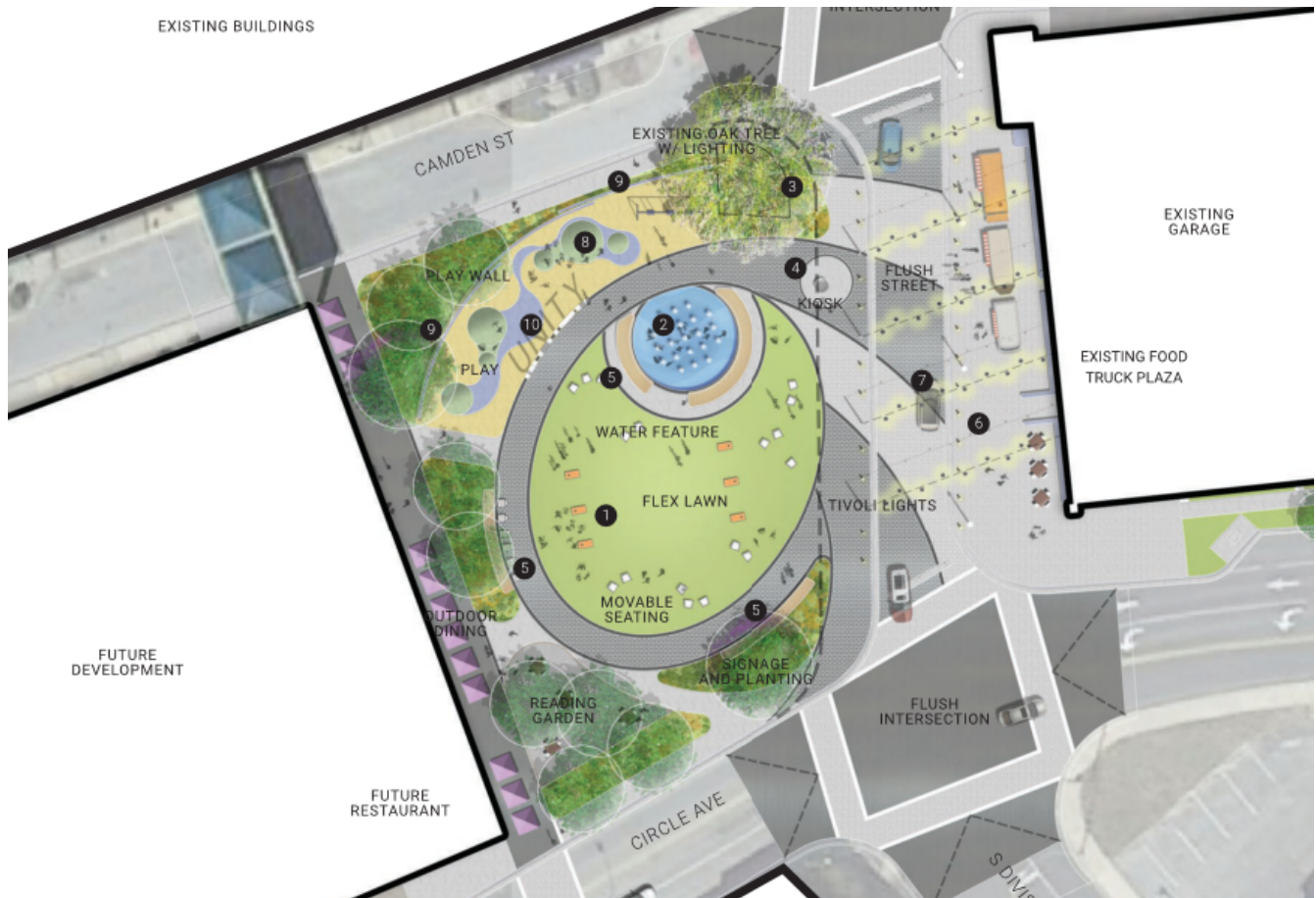
Fifteen ADA ramps along Newton and Smith Streets were updated to the latest federal standards allowing easier access for the impaired, or people pushing strollers, in the area around Newton Street Community Center. Additionally, 16 ramps were updated with the South Blvd project and 27 crosswalks have been upgraded or installed new.



PROJECTS IN DESIGN

The City prioritizes design projects based on several criteria:

- Is the street part of the High-Injury Network (HIN)? - High injury streets get priority
- Is the Street cited as part of the Bike Masterplan? - If so, is it actively used?
- Are there existing sidewalks?
- What is the condition of the street? - Is it due for surface maintenance, resurfacing or reconstruction?



Salisbury Town Square

The Salisbury Town Square project is an ongoing effort to complete the vision for a central City gathering area that began in 2015/2016, with Phase 1 - often known as the "Downtown Food Truck Pad." The current Phase 2 design is on target to produce a constructible design in September 2022 and will include a public gathering space, flex-use lawn, lighting amenities, children's play area and splash fountain and traffic calming on adjacent streets.

Rail Trail

A multiyear program, design and implementation of the Rail Trail is underway. As the two ends of the Trail system are the easiest to construct, they are underway first. Phase 7b, the farthest north portion, is grant funded for construction and will begin construction in the near future. Phase 1, the southernmost portion, has been grant funded for design and that project is ongoing.



Promenade at Eastern Shore Drive

Like Carroll Street, Eastern Shore Drive is also one of the most dangerous streets in the City with a high concentration of serious injury and fatal crashes. Redesign of the streets will additionally allow the City to address the intersections with Carroll St and College Ave which rank among the most dangerous intersections under City control.

The current project will bring the Promenade to a 30% level of design and set up future detailed engineering for success.



Northwest Bikeways, Phase 2

When complete, the NW Bikeways, Ph. 2 Project will provide a roadmap to implement a fully fleshed out, interconnected bike system in the West Side Neighborhood. Long-term this project will aid in the final implementation of a safe bike network in an area with a high percentage of people that don't own automobiles, that is fully connected to the rest of the City through various routes - connectivity the rest of the neighborhood currently lacks.



CATCHING UP ON DELAYS

Most of the action item delays stem from restriction on public outreach & education activities during the pandemic and limited budget for such activities at this time. Moving forward, Transportation staff is working with granting agencies to develop a plan to fund such activities in upcoming fiscal years. Other delays are simply due to a lack of staff time.

 - Task On schedule or delayed  - Task Ongoing/underway  - Task Complete

THE FIVE GOALS FROM THE ACTION PLAN

The Action Plan was organized around five broad goals. Each goal was associated with a specific series of Action items, tasks, that in turn had their own due dates. Each Action item and their status is shown below in association with the related goal:

Reduce Speeds to Safe Levels

- Context Based Speed Limit Analysis - Underway (2022)
- Expansion of Speed Camera Program - 2025
- Speed Awareness & Safety Program - Complete (Three Units in Service)
- Slow-Zone Program - Underway (2022)
- Expand Pop-Up Events - DELAYED (COVID-19)

Eliminate Fatal Crashes on the High-Injury Network

- Modifications to HIN- Underway (2025)
- Modifications to High-Injury Intersections - Underway (2023)
- HIN Streetlight Installation Program - Ongoing
- Study for expansion of Hike & Bike System to Naylor Mill Rd - 2025
- Naylor Mill Rd Corridor Study - 2025
- Establish Road Safety Audit Group - 2022
- Execute Eastern Shore Drive Visioning Study - Underway
- Camden & College Ave Improvements - Underway (2023)
- Establish Citywide Striping & Signage Maintenance Program - Underway

Reduce Occurrences of all Crashes on City Street 50% by 2030

- School Zone/ Pedestrian Dense Area Crosswalk Program - Ongoing
 - Scheduled Traffic Signal Replacement Warrant Analyses - Ongoing
 - Improvements to Dogwood Dr. and Wesley Dr. - Underway
 - Development of a Roundabout Policy - 2022
 - Publish New Street Design Guidelines - COMPLETE
 - Installation of Ped Signals at new or Existing Signals - Ongoing
 - Rectangular Rapid Flashing Beacon (RRFB) Installation Program - Ongoing
 - Establish Tri-Lateral Working Group to address crashes - 2022
 - Traffic Signal Visibility Upgrades - Ongoing
 - Intersection Visibility Audit - Ongoing
 - Street Surface Maintenance Program - Ongoing
 - Expand Transportation Team and hire Vision Zero Coordinator - 2023
 - Create Internal GIS tools for Vision Zero - COMPLETE
 - Crosswalk Campaign - 2022
-

Reduce Vehicle Miles Traveled by 15% by 2030

- Execute Rail Trail and Urban Greenway Masterplans - Ongoing
 - Plan for East-West Connectivity Improvements around SU - 2025
 - Shared Micromobility Implementation - COMPLETE
 - Execute Bike Network Masterplan - Ongoing
 - Increase BPAC Presence and Outreach - Underway
 - ADA Upgrade of Sidewalks - Ongoing
 - MaaS Study - 2023
 - Transit Expansion - 2025
 - Salisbury Long Range Transportation Plan (MovesBY)- Underway
-

Expand Education and Outreach

- Integrate Traffic Safety Modules into Junior Fire Academy - DELAYED (COVID-19)
- Expand Traffic Safety Education Program - DELAYED (COVID-19, and lack of staff time)
- Introduce Traffic Safety into SPD Mentor Program - DELAYED (COVID-19)
- Neighborhood Walks - DELAYED (COVID-19)
- University Student Educational Program - DELAYED (Funding, lack of staff time)
- Develop Vision Zero Website - COMPLETE

FY2022 in Review

THE MOST CURRENT CRASH DATA IS TRENDING IN THE DIRECTION OF ZERO

DATA HIGHLIGHTS:

NATIONAL DATA

- CRASHES HAVE DECREASED BUT SEVERITY OF EACH CRASH HAS INCREASED AS LACK OF CONGESTION ALLOWS HIGHER SPEEDS
- FATALITIES ARE UP
- VMT HAS RECOVERED TO APPROX. 95% OR MORE OF PRE-PANDEMIC LEVELS
- THE TRADITIONAL COMMUTE PATTERN, WITH MOST TRAVEL IN AM AND PM, HAS FLATTENED

SALISBURY DATA

- OVERALL CRASH NUMBERS ARE REMAIN DOWN
- WHILE INJURIOUS CRASHES HAVE INCREASED AS A PERCENTAGE OF CRASHES OVERALL, THEY ARE STILL DOWN COMPARED TO PREVIOUS YEARS
- ALL INDICATIONS ARE THAT VISION ZERO INITIATIVES ARE CONTINUING TO INCREASE NETWORK WIDE SAFETY

Changing Dangerous Streets

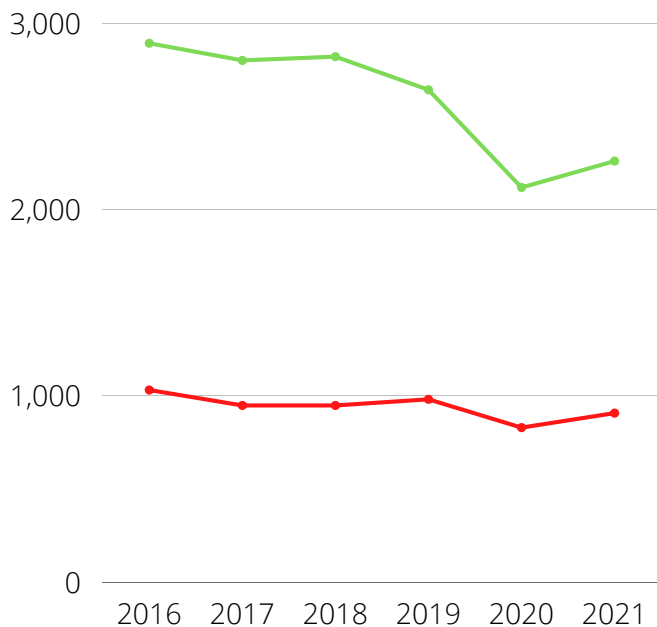
DANGEROUS STREETS ARE NOT A GIVEN - THE CITY HAS PROVEN OVER AND OVER AGAIN THAT STREETS CAN BE RAPIDLY MODIFIED TO INCREASE SAFETY

High Injury Network Safety Modifications

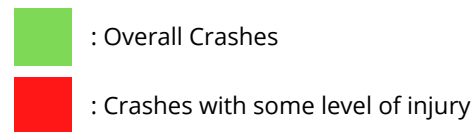
Street	Project	Status
Eastern Shore Dr.	Road Diet, Median	Design
Carroll St.	Bikeway, Median	Construction
Waverly Dr.	Bikeway	Phase 1 Complete
Church St.	Bikeway	Design
Truitt St	Bikeway	Design
Naylor St	Traffic Calming	Conceptual
Isabella St	Bikeway	Phase 1 Complete
E. Main St.	Bikeway	Design
Lake St.	Bikeway	Complete
Delaware Ave.	Bikeway	Design
W. Main St.	Traffic Calming	Conceptual
Fitzwater Dr.	Bikeway	Complete
Mill St.	Traffic Calming	Conceptual
Riverside Dr.	Bikeway	Complete
Camden Ave.	Traffic Calming	Conceptual
South Blvd.	Bikeways	Complete
College Ave	Bikeways, Median	Construction
Naylor Mill Rd.	Roundabouts	Conceptual
Northwood Dr.	Bikeway	Complete
West Rd.	Bikeway	Construction

REDUCE CRASHES

OVERALL CRASHES ARE DOWN IN SALISBURY



Overall crashes in the City remain down. There has been a small increase in overall number of crashes, and crashes with injury, reflecting the return to travel that the City experienced following 2020's COVID travel restrictions. In other words, there is a much lower crash rate over previous years when the amount of miles driven by residents is factored in. As many other cities across the US are seeing crash rates they have not witnessed in decades, Salisbury is showing significant progress with the overall downward trend.



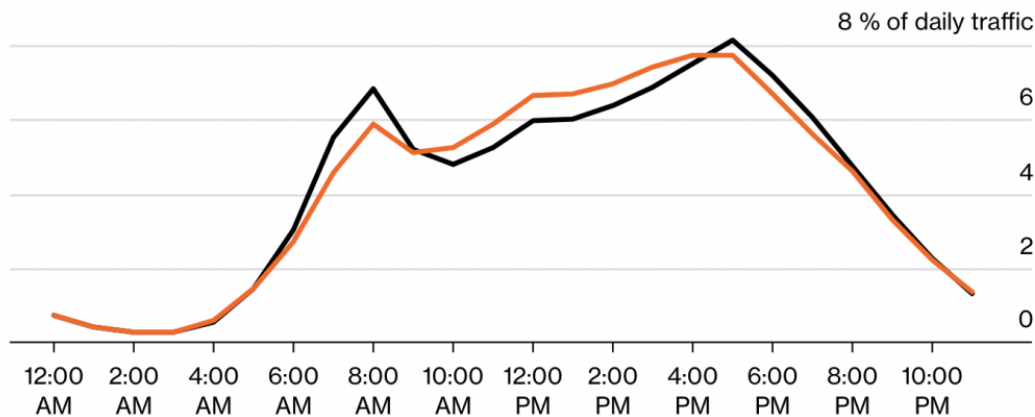
REDUCE VMT

VMT RETURNS, BUT NEW TRAVEL PATTERNS EMERGE

NYC Rush Hour Before and After Covid

The number of daily car trips at midday in July exceeded pre-pandemic rate.

● 2019 ● 2021



Source: INRIX

Overall, VMT has hovered below the 2019 high, but is higher than it was in 2020. However, as VMT has returned, the typical travel pattern has not. Pre-pandemic, travel was most intense at two periods each day - the AM and PM "peaks" that coincided with commuting patterns. Since remote work became normal, we have moved toward a flatter travel pattern where there is a generally higher level of sustained activity throughout the mid morning to late afternoon. This global trend is admittedly hard for Staff to measure locally without more aggregated data sources, but it fits with what we were seeing in crash rates, and spot traffic counts.

"SAFE SYSTEMS" BECAME THE NATIONAL TRANSPORTATION SAFETY POLICY

Years of advocacy working and mounting data resulted in 2021 being the year that United States Department of Transportation adopted "Safe Systems" a national strategy to eliminate fatalities and serious injuries on our roadways. Safe Systems is also used beyond America's borders and is the original inspiration for Vision Zero.

The announcement was coupled by increased funding in the Bipartisan Infrastructure Law, which will soon be available, for further developing Vision Zero plans, executing safety projects and improving use of the transportation system



SAFE SYSTEM



APPROACH

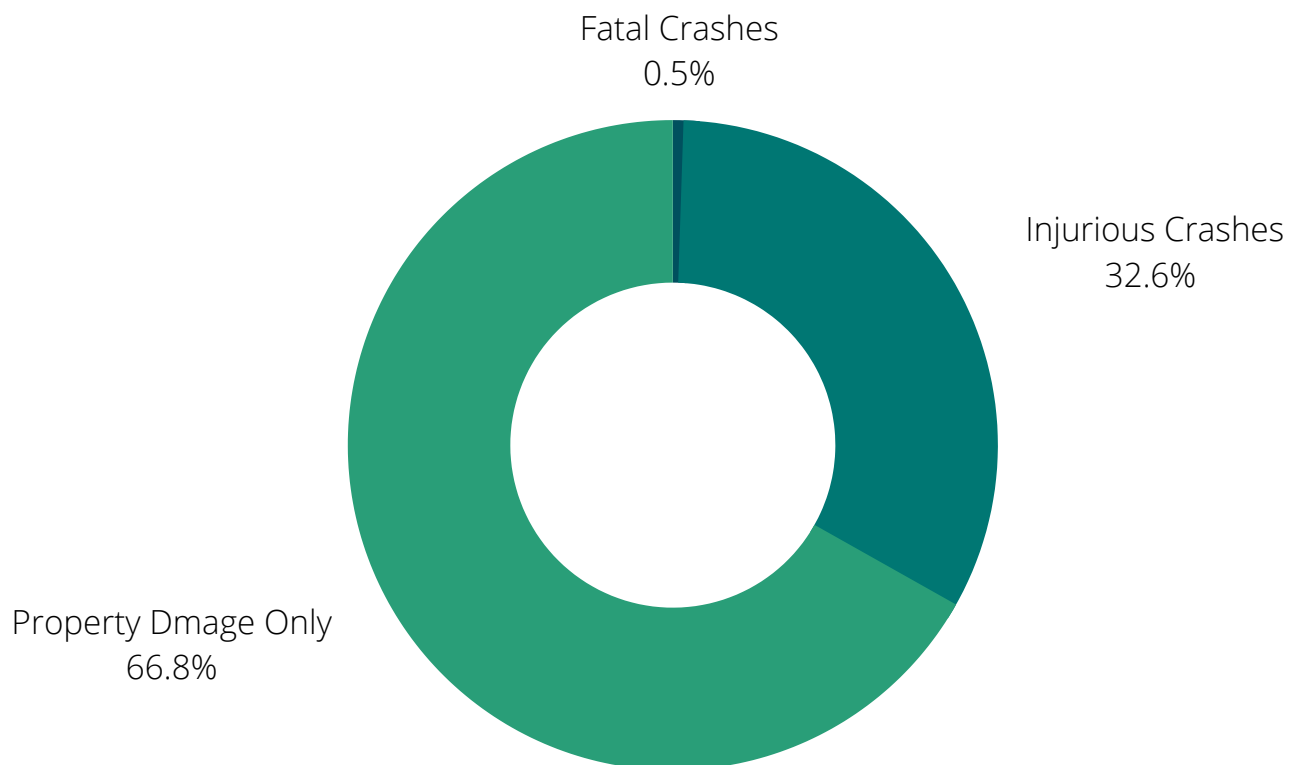
**Zero is our goal. A Safe System
is how we get there.**

Left: USDOT's Safe Systems Logo
Above: Transportation Secretary Pete Buttigieg

CRASH BREAKDOWNS

Official crash statistics from the State of Maryland for 2021/2022 are not yet available, however, the City has 2021 crash numbers and can piece together rough statistics using City Police data. It is possible these numbers could change slightly by next year's report, reflecting a true validation of the data, but for the time being, the numbers to the right and below are reasonably accurate. The numbers shown reflect the total number of crashes Citywide. Note that the fatal crashes (5 fatalities in 2021) occur within City limits, but not on streets controlled by the City - coordination of safety measures with partner agencies is among the City's next serious steps. **The total number of injurious crashes has dropped 19% since Vision Zero was implemented. Meanwhile, the number of fatalities on City owned-streets in 2021 was 0.**

Severity of Crashes Citywide in 2021



IN CLOSING

The push for zero continues to be a long one. After decades of speed oriented design, we cannot undo the past in a few short years. However, in the time we have had, we have been able to dramatically change the City's most dangerous streets for the better.

On streets from South Boulevard to Lake Street to Carroll Street, traffic speeds have been calmed, crashes have been reduced, intersections made safer and for the first time in decades, families can be seen riding bikes and walking casually along formerly high-speed - but underutilized - arterials. A massive Public Outreach effort, survey campaign and stakeholder engagement process has resulted in MovesBY, the City's first fully integrated Long-range mobility masterplan. Dangerous crashes and fatalities have been reduced on our streets, granting City residents the safest public spaces in memory.

As we continue the push toward ZERO we will make sure no neighborhood is left out - everyone deserves a world free from unnecessary tragedy.



APPENDIX I - GRANT FUNDING SUMMARY

Funding for Vision Zero projects comes from a variety of sources. While the City has contributed some dedicated funding in the upcoming fiscal year, much of the funding also comes from grants. The City pursues transportation grants in order to maximize the impact of local dollars. While grants rarely pay the full cost of a project, they typically pay up to 80% of total costs, though in some cases it may be more or less.

Rail Trail, Phase 7b Construction - \$722,522.83 (In Progress)
Northwest Bikeways Network, Phase 2a - \$100,000 (In progress)
Citywide Bikeway Network - \$597,024 (In progress)
Rail Trail, Phase 1 Design - \$125,957.60 (In progress)
Carroll Street Green Stormwater - \$100,000 (In Progress)


Additionally, the City is pursuing the following Grants Currently:

Eastern Shore Drive Promenade Design - \$224,000
HSIP High-Injury Network Pedestrian Signal Installation - \$84,000
Bike/Ped Counting Program - \$68,000
Rail Trail 7B (Additional Construction Funding) - \$400,000
Rail Trail Phase 2 & 3 Design - \$300,000



www.salisbury.md

Memorandum

To: Richard Baldwin, Acting Director Infrastructure & Development
From: William T. Holland 
Date: 5/24/2022
Re: Work Session – South Divisions Street – Rinnier Annexation

The Department of Infrastructure & Development requests the proposed South Division Street – Rinnier Annexation be placed on the City Council work session agenda scheduled for Monday, June 6th. As part of the presentation, the City Council will be provided information related to this request, including, but not limited to the following:

- Purpose of the request;
- Consistency with applicable plans and policies;
- Overview of next steps; and
- Obtain consent from the Council to proceed with the annexation request.

Consistent with the City's 2006 Annexation Policies and Procedures, the applicant has signed the annexation petition and has paid the required annexation deposit.

The 1.5-acre site is located on easterly side of South Division Street and is contiguous to the City corporate line on Onley Road and the rear property line. This request contains a concept development plan which the petitioner is proposing the construction of two apartment buildings, one with ten units and the other eight units.

Attached, please find the cover letter requesting annexation into the City, a signed annexation petition, annexation survey, the concept development plan, and an aerial view of the location.

Staff is available to answer questions about this request.



Salisbury Housing
410 Eastern Shore Drive
Salisbury, MD 21804
Office 410.749.0010
SalisburyHousing.com

May 5, 2022

Mr. William Holland
Infrastructure & Development
City of Salisbury
125 N. Division Street, B13
Salisbury, MD 21801

Mr. Holland:

Please have this letter serve as my request to annex the properties known as 1137-1141 S. Division Street into the City of Salisbury under the College and University zoning category. The purpose of this annexation request is to develop these parcels as shown on the attached annexation plat. I have previously mailed payment of \$2,000 towards this request.

Sincerely,

OT 2005, LLC
d.b.a Salisbury Housing


Blain Rinnier
Member

CITY OF SALISBURY

PETITION FOR ANNEXATION

To the Mayor and Council of the City of Salisbury:

I/We request annexation of my/our land to the City of Salisbury.

Parcel(s) # 199,200 & 202

1137-1141 S. Dimsboro St.

Map # 48

SIGNATURE (S)

Signature



2-21-22

Date

Printed

W. Blair Rinnier, Authorized Signor

Signature

Date

Printed

Signature

Date

Printed

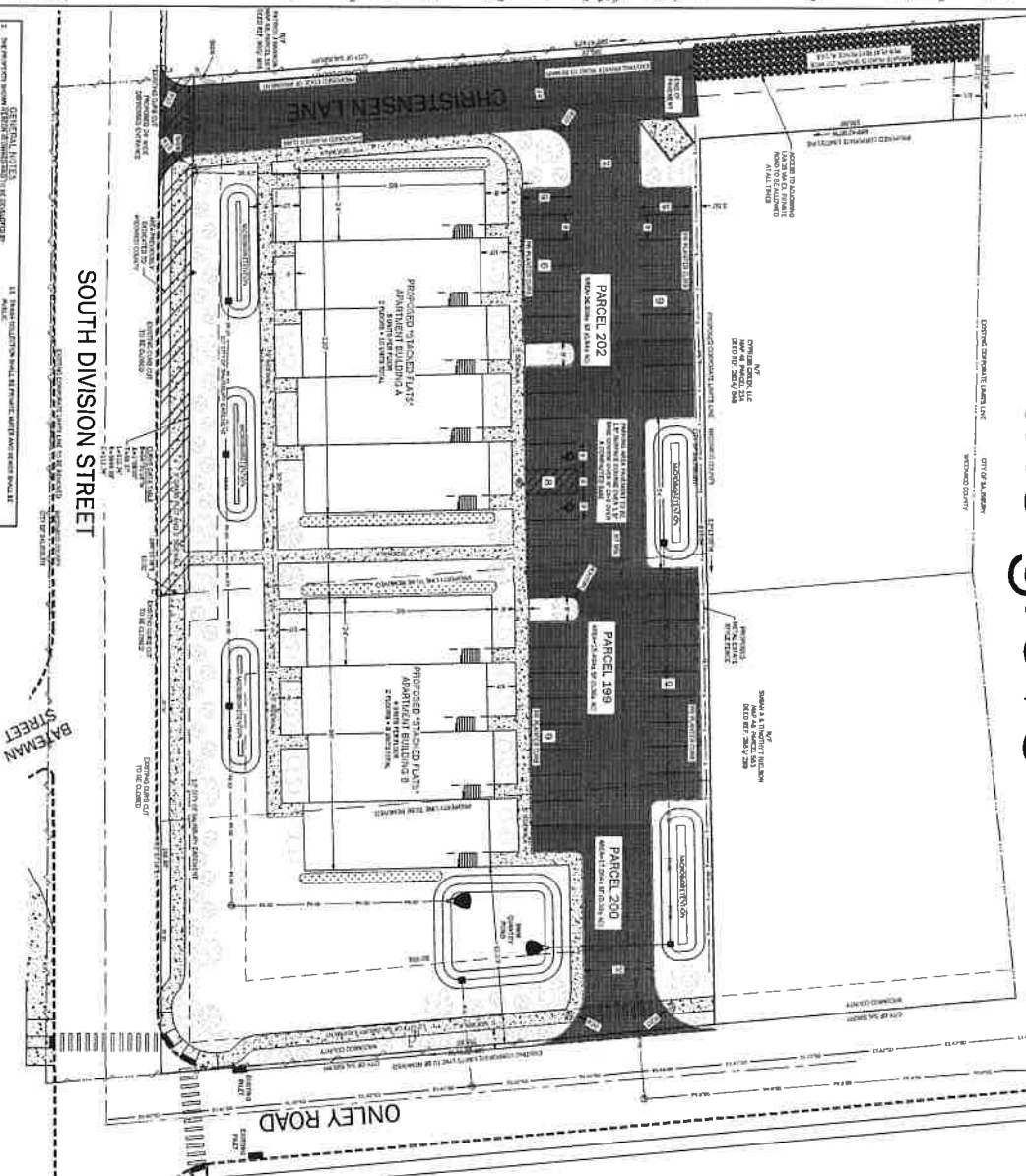
Signature

Date

Printed

- LEGEND**
- REAR FOUND
 - NO MARCH FOUND
 - ① DESTROY WILL
 - ② DESTROY POSTS
 - ③ DESTROY UTILITY POLE
 - ④ DESTROY UTILITY POLE W/ CITY WIRE
 - ⑤ CORPORATE LIMITS LINE
 - BUILDING STRUCK LINE (BSA)

the grove



UNISCOPE LEGEND				
UNISCOPE	PHYSICAL	MADE IN MEXICO	PROCESSED IN MEXICO	QUANTITY
CHERRY / PINK		NO MARIJUANA OR MARIJUANA	7' CUP/OPS	12
TEAL		CHERRY / WHITE OR MARIJUANA	7' CUP/OPS	7
8-GRAYS		NO MARIJUANA OR MARIJUANA	3 GAL.	54
PLAID / BLUE		NO MARIJUANA OR MARIJUANA	3 GAL.	80
POWDER COAT SILVER / WHITE		NET WEIGHT		

[illegible]

PROFESSIONAL CERTIFICATION
I, **WILLIAM E. KRAUTH, D.S., A.C.E.**, hereby certify that the above is a true and correct copy of the original as shown to me by the owner of the records, located at **77200 CRYSTAL LAKE AVE., SU. 2000**
CRYSTAL LAKE, ILL. 60015

WILLIAM E. KRAUTH, D.S., A.C.E.
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE
1432 7TH AVE., SUITE 200
CRYSTAL LAKE, ILL. 60015
E-MAIL: william@wckrauth.com

DATE: _____

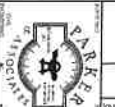
LANDSCAPE NOTES

1. FOUNDATIONS TO BE FINISHED AND COVERED BY A MINIMUM OF 6" CONCRETE AND EXPOSED REINFORCING BARS TO BE SET IN 4" MINIMUM DEPTH. ALL FOUNDATIONS TO BE FINISHED TO MATCH EXISTING ADJACENT AND SURROUNDING AREAS. EXISTING CONCRETE AND JOINTS WILL BE REPAIRED AND FINISHED TO MATCH EXISTING ADJACENT AND SURROUNDING AREAS. ALL UNDERLAYING WILL BE REPAIRED IN A HEALTHY MANNER. FINISHED GRASS AND SOLO GRASS SHALL BE RESEEDING AS REQUIRED.

[illegible][illegible][illegible]VICINITY MAP: 1" = 2000'

ANNEXATION SITE PLAN
the grove

ROAD NAME: SOUTH DIVISION STREET
FOR RINNIER DEVELOPMENT
? ELECTION DISTRICT: WICOMICO COUNTY, MARYLAND



CONNECTEXPLORER



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AN ORDINANCE OF THE CITY OF SALISBURY AMENDING CHAPTER 5.64 OF THE SALISBURY CITY CODE, ENTITLED “TOWING COMPANIES”, TO UPDATE PROCEDURES FOR DISPATCHING POLICE DIRECTED TOWING, OPERATIONS OF A POLICE DIRECTED TOW ON SCENE, AND PENALTIES FOR VIOLATIONS OF THE CODE.

WHEREAS, the ongoing application, administration and enforcement of the City of Salisbury Municipal Code (the “**Salisbury City Code**”) demonstrates a need for its periodic review, evaluation and amendment, in order to comply with present community standards and values, and promote the public safety, health and welfare of the citizens of the City of Salisbury (the “**City**”);

WHEREAS, the Mayor and Council of the City of Salisbury (the “**Mayor and Council**”) are authorized by MD Code, Local Government, § 5-202 to adopt such ordinances, not contrary to the Constitution of Maryland, public general law or public local law, as the Mayor and Council deem necessary to assure the good government of the municipality, to preserve peace and order, to secure persons and property from damage and destruction, and to protect the health, comfort and convenience of the citizens of the City;

WHEREAS, the Mayor and Council may amend Title 5 of the Salisbury City Code pursuant to the authority granted in § SC 2-15 of the Salisbury City Charter;

WHEREAS, the Mayor and Council find that the health, safety and general welfare of the citizens of the City will be furthered by amending Chapter 5.64 of the Salisbury City Code to update procedures for dispatching police directed towing, operations of a police directed tow on scene, and penalties for violations; and

WHEREAS, the Mayor and Council have determined that the amendments to Chapter 5.64 of the Salisbury City Code set forth below shall be adopted as set forth herein.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY COUNCIL OF THE CITY OF SALISBURY, MARYLAND, that Chapter 5.64 of the Salisbury City Code is hereby amended by adding the **bolded and underlined** language and deleting the ~~strikethrough~~ language as follows:

Section 1. Chapter 5.64 of the Salisbury City Code of the Salisbury City Code, entitled “Towing Companies” is amended as follows:

Chapter 5.64 TOWING COMPANIES

5.64.080 Investigation of employees of owner/applicants for police directed tow licenses.

A. Prior to the approval of the towing company application all employees of the owner/applicant shall submit to a criminal background investigation acceptable to the police department, including the completion of an affidavit and fingerprinting. Any costs associated with such investigation shall be assumed by the owner/applicant. A felony conviction or a plea of nolo contendere involving a ~~Part 1 crime~~ **an aggravated assault, forcible rape, murder, robbery, arson, burglary, larceny or motor vehicle theft** within three years of the date of the application will automatically disqualify the employee from responding to any police directed tow or releasing any police directed tow vehicle to the owner of said vehicle.

B. Prior to being allowed to respond to a police directed tow or to release a vehicle to its owner, any new employee shall submit to the background investigation process, fingerprinting and any costs associated with such investigation shall be assumed by the owner/applicant or towing company.

C. Should an otherwise approved employee be found guilty of or enter a plea of nolo contendere to a felony involving any crime listed in 5.64.080A, ~~a Part I crime~~ said employee shall immediately notify his employer who shall notify the police department within seventy-two (72) hours of having been notified. The police department shall remove said employee from the list of approved towing company employees.

D. Should the chief of police or his designee reject an employee for inclusion on the towing company's list of approved employees, the owner/applicant, the towing company and the employee shall have a right of appeal. This appeal shall be brought before the city administrator or his designee pursuant to Section 5.64.170.

(Ord. No. 2188, 2-13-2012)

5.64.090 Certificate of insurance to be filed by holders of police directed tow licenses.

Every towing company that is licensed to conduct police directed tows, under the provisions of this chapter, regardless of whether such license was issued before or after January 23, 2012, shall file with the Director of Finance a certificate of insurance evidencing commercial liability insurance coverage for auto liability with a minimum of one million dollars (\$1,000,000.00), with a maximum of one thousand dollars (\$1,000.00) deductible, and coverage for cargo, on unhook, and garage keeper's liability, with a minimum of fifty thousand dollars (\$50,000.00). Each licensee shall also list the city as an additional insured. If any insurance policy lapses without replacement by another insurance policy, said lapse shall be grounds for revocation of the license.

(Ord. No. 2188, 2-13-2012; Ord. No. 2444, 10-9-2017)

5.64.100 Procedure for dispatching police directed towing companies.

A. The Director of Finance shall furnish the police department with a current list of all towing companies with a police directed tow license. Whenever the service of a towing vehicle shall be required and a request is made to the police department for such service, the police department shall dispatch to the place where the service is required, a vehicle operated by that towing company whose license was first obtained and then request subsequent towing vehicles as needed on a chronological and rotating basis. If a towing vehicle is not available, the next company listed chronologically, in the order in which it obtained its license shall be called. If a towing vehicle does not arrive at the scene of the collision, parking violation or accident within thirty (30) minutes after the request is made, the officer at the scene shall notify the police department of such fact. It shall contact the next towing company, etc., as if the first towing company had not been contacted. Consideration will be given, however, to abnormal traffic patterns that result from adverse weather conditions, emergencies or other causes. Upon arriving at the scene of an accident, the towing company shall immediately remove the disabled vehicle to his storage lot or other location and notify, in writing, the police officer and vehicle owner, if available, of the location and telephone number of the storage lot as well as applicable towing and storage fees. If indoor storage is required, then the above rules shall apply to licensed towing companies with indoor storage. In the event a disabled vehicle cannot promptly and efficiently be removed from the scene of an accident, the towing company may have the police department call the next-listed licensee to assist in such removal.

B. ~~Any licensed towing company who shall decline three tow requests within a three month time period shall be removed from the police directed towing list for six months.~~ Any licensed towing company that declines or misses three tow requests within a calendar year shall have their police directed towing license suspended for one month. Following a one-month suspension, any licensed towing company that declines or misses a total of six or more tow requests within a calendar year shall have their police directed towing license suspended for three months. The following situations shall be considered a declination:

91 **1. Failure to respond to the tow scene within the 30 minute on-scene timeframe.**

92 **2. Failure to respond when requested, regardless of reason.**

93 **3. Failure to answer or respond to a call for service.**

94 **4. Explicit refusal to respond.**

95 **Should a tow company need to temporarily come out of the tow rotation for a period of more**
96 **than five (5) days due to mechanical or equipment problems, sick or injured employees or a**
97 **similar issue, the tow company shall notify the Police Department in writing of the reason for**
98 **the unavailability and the anticipated duration. The Police Department shall then remove**
99 **the company from the rotation until the Department receives written communication from**
100 **the company requesting to be placed back into rotation. The tow company shall be placed**
101 **back into the tow list rotation at the bottom of the existing list.**

102 **Any licensed towing company who would like to be temporarily removed from the towing**
103 **list, may request that the Finance Department temporarily suspend their police directed tow**
104 **license. All requests for a temporary suspension shall be made in writing to the Finance**
105 **Department and the Police Department. Making such a request will remove a company from**
106 **the list of companies with a police directed tow license until such a time that the company**
107 **requests its license be reinstated. Companies may request to have their license suspended for**
108 **no less than thirty (30) days and no more than one hundred and eighty (180) days. Any**
109 **requests for a temporary suspension must include the requested police directed tow license**
110 **suspension and reinstatement dates.**

111 C. The vehicle shall be towed by the safest and shortest practical route possible from the point
112 of origin to the vehicle's destination. **For all standard or basic tows, the vehicle shall be towed**
113 **to a storage lot or facility that is located no more than ten miles from 125 North Division**
114 **Street in Salisbury.**

115 D. If a department or agency of the city, a public utility or similar entity requests the relocation
116 of a vehicle from a work zone to a nearby street parking area, the police department shall follow
117 the procedure set forth in Paragraph A above. The fee for an emergency vehicle relocation shall be
118 established by ordinance and shall be at the expense of the requesting city department or agency,
119 public utility or similar entity.

120 E. No towing company shall, in any way, solicit towing business **at a scene involving either**
121 **a traffic accident or a police directed tow,** nor shall any such towing company attempt to take
122 any vehicle in tow unless he or it shall have been summoned by the owner/operator of the vehicle
123 requiring the tow or the city police department.

124 F. No towing company that is summoned by the owner/operator of the vehicle requiring the
125 tow shall attempt to take a vehicle in tow unless the towing company can respond within thirty (30)
126 minutes.

127 G. If a vehicle to be towed is gone upon the arrival of a towing company called from the police
128 directed tow list, the towing company shall remain at the top of the list to receive the next police
129 directed tow call.

130 (Ord. No. 2188, 2-13-2012; Ord. No. 2444, 10-9-2017)

131 **5.64.105 - Operations on scene of a Police Directed Tow.**

132 **A. The licensed towing company shall be required in accordance with the law to clean**
133 **the roadway of debris of a crash scene. A non-reusable cleanup materials fee may be charged**
134 **and a copy of the purchase invoice for the non-reusable cleanup material must be kept on file**
135 **and available for examination for two years. This fee is intended to offset the cost of single-**

use materials used to clean up the scene of the accident and to remove accident-related debris. A non-reusable cleanup materials fee may be assessed no more than once per tow call. This fee shall be established from time to time by ordinance.

B. If additional labor is essential and or required for roadway cleanup, such additional labor shall be provided by the licensed towing company. An invoice detailing the reason for the necessity of the labor and the type of work conducted shall be kept on file and available for examination for two years. This fee shall be established from time to time by ordinance.

C. Licensed towing company operators and owners shall comply with the established police directed tow operator code of conduct. Failure to do so may result in penalties in accordance with section 5.64.160 .

5.64.110 Release from storage.

A. A licensed towing company holder of a police directed tow license shall be required to release all police directed tows disabled vehicles during the regular business day. Each licensed towing company must accept cash, certified checks, money orders, debit and at least two major credit cards (Mastercard, Visa, American Express, or Discover) for payment. If a towing company fails to accept the listed forms of payment, a five hundred dollar (\$500.00) fine will be issued for the first offense and a fine not to exceed one thousand dollars (\$1,000.00), will be issued for the second and subsequent offenses.

B. A licensed towing company shall ~~must~~ provide storage lot staff on site to allow vehicle owners timely access to their vehicles during the regular business day. If a vehicle owner is unable to obtain timely release of a vehicle from storage within two hours of the initial request during the regular business day, and the police department is notified by the vehicle owner, and the violation is verified by the police department, then storage fees shall cease on the date of notification by the vehicle owner.

C. Whenever a vehicle is released from the storage lot of a licensed towing company on weekends, evenings (6:00 pm to 9:00 am), or state and federal holidays, a release fee shall be charged to the vehicle owner. This charge shall be established from time to time by ordinance. If a licensed tow company refuses to release a vehicle during evenings, weekends or state and federal holidays, then no storage fees shall be permitted for each day the release is refused.

D. Inside storage of a vehicle shall only be at the request of the vehicle owner, operator or law enforcement, or if essential or necessary to preserve the condition of the vehicle. If indoor storage is the licensed towing company's only method of storage available, then the inside storage shall be charged at the outside storage rate. If, at the request of the vehicle owner, operator or law enforcement and in order to preserve the condition of the vehicle where inside storage is not available, an application of self-adhesive film (for example: Crash Wrap) may be used on the area of the vehicle which is open to the elements. If a vehicle must be wrapped in order to be safely transported, a licensed towing company may apply a self-adhesive film and charge a self-adhesive film wrap fee. This fee shall be established from time to time by ordinance. Photographic evidence of the self-adhesive film on the specified vehicle shall be kept on file with the invoice and available for inspection

(Ord. No. 2188, 2-13-2012)

5.64.120 Fees for towing and storage for police directed tows.

Fees for towing and storage for police directed tows shall be established from time to time by ordinance.

180 A. Every police directed towing company engaged in towing vehicles shall, at the time of its
181 application for a license, pursuant to Section 15.64.030, file with the Director of Finance, a
182 statement that it will charge the standard towing and storage fees adopted by ordinance.

183 B. A police directed towing company shall not charge fees for towing, storage, or release of
184 vehicles of less than 10,000 GVW, other than those adopted by ordinance.

185 C. A police directed towing company shall post a list of current city council approved towing
186 and storage fees in a conspicuous place at its storage facility using a sign substantially similar to
187 that approved by the chief of police.

188 D. A list of current towing and storage fees shall be given to the vehicle owner/operator, if
189 available, at the scene of the tow by the tow truck operator. Should the vehicle owner/operator not
190 be available at the scene, a list of current towing and storage fees shall be given to the officer in
191 charge of the scene.

192 E. Vehicle owners may not abandon vehicles at a city licensed facility. Leaving a vehicle at a
193 tow facility for more than two weeks shall constitute abandonment. Abandoning a vehicle may
194 result in forfeiture of the vehicle, criminal and/or civil prosecution including a municipal fine of up
195 to one thousand dollars (\$1,000.00), plus court and recovery costs. In cases of police impounded
196 vehicles, the two-week time period begins on the day following the release of the vehicle by the
197 police department.

198 **F. All approved tow companies engaging in police directed towing shall maintain**
199 **adequate records to allow expeditious periodic review of their compliance with this chapter.**
200 **Such records must include, but are not limited to, sequentially numbered invoices, a copy of**
201 **which shall be provided to each customer and a copy of which must be retained for a period**
202 **of at least two (2) years by the tow company. In addition, the City Police Department may**
203 **conduct periodic reviews of the financial records of any tow company holding a police**
204 **directed tow license to ensure it is not directly or indirectly financially interested in any other**
205 **licensed police directed towing company as required by 5.64.70.**

206 (Ord. No. 2188, 2-13-2012; Ord. No. 2444, 10-9-2017)

207 **5.64.130 Release of vehicles removed at the order of the police department.**

208 A. Vehicles removed at the order of the police department may not be released until approved
209 by the police department and until the payment of all fines and fees has been made. In the case of
210 city parking regulations, this requirement applies uniformly to all:

- 211 1. Motor vehicles not registered in the state of Maryland;
- 212 2. Motor vehicles registered in the state of Maryland;
- 213 3. Motor vehicles registered in the state of Maryland to leasing companies and rental
214 agencies;
- 215 4. Nonregistered motor vehicles.

216 B. Vehicles shall be stored for a minimum of two weeks unless released as set forth above.
217 After two weeks of storage, the vehicle may be removed from storage by the licensed towing
218 company with written approval of the police department. No abandoned vehicle shall be scrapped
219 except in accordance with Maryland State Law.

220 C. Personal property of owners/companies not attached to the vehicle shall be immediately
221 returned to owners/companies upon owner's/company's request, unless the police department
222 requires retention of the personal property not attached to the vehicle. **Example of items which**

223 are not considered personal property for the purposes of this section include but are not
224 limited to: stereos, batteries, license plates, etc.

225 D. No vehicle shall be released to the owner or the owner's authorized agent until proof of
226 ownership and a valid identification is provided to the towing company.

227 (Ord. No. 2188, 2-13-2012)

228 **5.64.140 Signs required on vehicles.**

229 On each side of every towing vehicle there shall be legibly inscribed the name, telephone number,
230 and address of the owner and the department of transportation number of each towing vehicle.
231 Letters and numerals required by this section shall:

232 A. Be visible from a distance of fifty (50) feet during daylight hours;

233 B. Be permanently affixed on or applied to the towing vehicle. Magnetically affixed or
234 applied signs do not satisfy this requirement;

235 C. Be in letters that contrast sharply in color with the background on which the letters are
236 placed;

237 D. Comply with Maryland Vehicle Law 22-404.3.

238 (Ord. No. 2188, 2-13-2012)

239 **5.64.150 Unlawful to provide bail if holding a police directed tow license.**

240 It is unlawful for any towing company holding a police directed tow license to offer to secure or
241 provide bail or to enter into any agreement, oral or written, to secure or provide bail or to arrange
242 for the providing of bail for any person involved in a motor vehicle collision or accident in the city,
243 with the exception that this section shall not apply to bona fide automobile clubs, associations or
244 insurance companies.

245 (Ord. No. 2188, 2-13-2012)

246 **5.64.160 Violations—Penalties.**

247 Any towing company ~~that violates any of the provisions of this chapter shall be subject to license~~
248 ~~suspension for up to ninety (90) days, for a first offense, or revocation for up to one year, for a~~
249 ~~second offense, by the chief of police. No new license shall be issued during a period of suspension~~
250 ~~or revocation. In addition, any towing company, its employees and agents who shall violate any of~~
251 ~~the provisions of this chapter, other than the provisions of chapter 5.64.100 (B) concerning tow~~
252 ~~declarations, shall be guilty of a civil infraction and shall be subject to a fine not to exceed five~~
253 ~~hundred dollars (\$500.00) for a first violation or one thousand dollars (\$1,000.00) for subsequent~~
254 ~~violations. Any towing company, its employees and agents found guilty of perjury under Maryland~~
255 ~~Criminal Law Title 9 shall be subject to imprisonment not exceeding ten years. Any towing~~
256 ~~company, its employees, and agents who shall violate the provisions of chapter 5.64.100 (B)~~
257 ~~shall be subject to license suspension in accordance with the provisions enumerated in chapter~~
258 5.64.100.

259 (Ord. No. 2188, 2-13-2012)

260 **5.64.170 Appeal.**

261 Any towing company whose license is suspended or revoked by the chief of police or an
262 owner/applicant whose application is rejected, or a towing company and its employee who has been
263 rejected may appeal that decision to the city administrator in writing within ten days of the date of
264 the decision. Within twenty-one (21) days after receipt of the appeal, the city administrator or his
265 designee shall review the file, hear any testimony the city administrator or his designee deems

necessary, and render a written decision either affirming, reversing, or modifying the decision of the chief of police. Failure to file a timely appeal shall constitute an acceptance of the police chief's action.

(Ord. No. 2188, 2-13-2012)

5.64.180 Severability.

Severability is intended throughout and within the provisions of the ordinance. If any section, subsection, sentence, clause, phrase or portion of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then that decision shall not affect the validity of the remaining portions of this ordinance.

(Ord. No. 2188, 2-13-2012)

BE IT FURTHER ENACTED AND ORDAINED BY THE COUNCIL OF THE CITY OF SALISBURY, MARYLAND, as follows:

Section 2. It is the intention of the Mayor and Council of the City of Salisbury that each provision of this Ordinance shall be deemed independent of all other provisions herein.

Section 3. It is further the intention of the Mayor and Council of the City of Salisbury that if any section, paragraph, subsection, clause or provision of this Ordinance shall be adjudged invalid, unconstitutional or otherwise unenforceable under applicable Maryland or federal law, such adjudication shall apply only to the section, paragraph, subsection, clause or provision so adjudged and all other provisions of this Ordinance shall remain and shall be deemed valid and enforceable.

Section 4. The recitals set forth hereinabove are incorporated into this section of the Ordinance as if such recitals were specifically set forth at length in this Section 4.

Section 5. This Ordinance shall take effect from and after the date of its final passage.

THIS ORDINANCE was introduced and read at a Meeting of the Mayor and Council of the City of Salisbury held on the _____ day of _____, 2022 and thereafter, a statement of the substance of the Ordinance having been published as required by law, in the meantime, was finally passed by the Council of the City of Salisbury on the _____ day of _____, 2022

ATTEST:

Kimberly R. Nichols, City Clerk

John R. Heath, City Council President

Approved by me, this _____ day of _____, 2022.

Jacob R. Day, Mayor