

CITY OF SALISBURY
WORK SESSION
JUNE 6, 2022

Public Officials Present

Council President John R. “Jack” Heath
Councilwoman Angela M. Blake
Councilwoman April Jackson

Council Vice-President Muir Boda
Councilwoman Michele Gregory

Public Officials Absent

Mayor Jacob R. Day

In Attendance

City Administrator Julia Glanz, Deputy City Administrator Andy Kitzrow, Police Chief Barbara Duncan (via Zoom), Fire Chief John Tull, Nate Sansom, Special Assistant to the Mayor, Traffic Projects Specialist Will White, City Clerk Kim Nichols, and City Attorney Ashley Bosche.

On June 6, 2022 the Salisbury City Council convened at 4:30 p.m. in a hybrid Work Session in Council Chambers of the Government Office Building and on Zoom Conferencing Video.

Proclamations- presented by City Administrator Julia Glanz

LGBTQ Pride Month

City Administrator Julia Glanz presented the proclamation. Advancements have been made with respect to equitable treatment of the LGBTQ Community throughout the Nation, but opposition continued. It was important to stand up for the residents, come together and celebrate June as LGBTQ Pride Month. The City of Salisbury will host its first ever LGBTQ Pride Festival on June 25, 2022. All are invited to attend the festival.

Sanitation Workers Week

Ms. Glanz presented the Sanitation Workers Week proclamation to celebrate and support all the Sanitation Workers who worked keeping the community clean and safe. The City’s dedicated Sanitation Workers managed not only trash collection but also the recycling the paper, glass, plastics, aluminum, yard debris and cardboard. They also cleaned the streets and did bulk pick-ups.

Juneteenth Day

Ms. Glanz presented the Juneteenth Day proclamation to celebrate the events of June 19, 1865 in Galveston, Texas whereby General Gordon Granger led Union soldiers to bring news that the Civil War had ended. Juneteenth is the oldest known public celebration of the end of slavery in the United States and has been celebrated by the African-American Community for more than 150 years. A parade and festival were scheduled in Downtown Salisbury on Saturday, June 18, 2022.

Presentation – Potters Field Cemetery presented by Edward Dean, Founder and Director of Lower Shore Cemetery Preservation Organization.

Edward Dean provided a presentation on the Potters Field Cemetery, also known as Old Salisbury Cemetery. In 1959 when Route 50 was routed through Salisbury, there was an estimated 150 graves that had to be moved, which actually turned out to be 767 graves. He wondered where all the burials were – there were 74 unknown, 68 marked graves in Potters Field today- but 767 remained not marked. He discussed the graves not known about that had been relocated but not identified and the manner in which he found plot markers of many unidentified graves, and was concerned that the individuals were not respected properly when moved. He wanted to inform the City about what he found and recommended the following:

- change the street name back to Cemetery Street
- curbing installed on both sides of the street
- do a GPR of the area and determine the actual grave locations
- fence in the entire cemetery
- erect a memorial for the unidentified graves

President Heath asked Mr. Dean to write a letter to Council stating his recommendations and requests.

Budget amendment to appropriate funds from sale of ambulance

Fire Chief John Tull and Assistant Chief Rob Frampton joined Council to discuss the budget amendment in the amount of \$14,615, which were the proceeds from the sale of the second EMS Unit. The request was for the money to go to the fuel account to cover a significant shortfall.

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

Vision Zero Annual Report

Transportation Project Specialist Will White provided the update for Council. This was the second update on Vision Zero and would be available on the City's website.

He said the City made significant progress in reducing injuries, crashes, fatal crashes, as well as bike and pedestrian involved crashes, where all of the categories had increased across the nation. Injurious crashes increased as a percentage of crashes overall, but were down compared to the previous years. He reviewed upcoming and ongoing projects and stated that all indications were that the Vision Zero initiatives were working. Out of all of the crashes in the City of Salisbury, fatal crashes made up only .5%, injurious crashes made up 32.6% and property damage only crashes made up 66.8%.

In closing, Mr. White reported the City was looking to further projects to work on as the push for zero continued to be a long one. Decades of speed-oriented design could not be

undone in a few short years. They had a series of projects coming up and were working towards further reductions in fatal injuries and crashes, and looked forward to working on the City's MovesBY Masterplan which would further unite the efforts with the City's other transportation goals including reducing vehicle miles and emissions.

Ms. Jackson asked where the City was with the Rail Trail. Mr. White said it had 8 phases. Phase 1 and 7B were under design, paid for by grants. Further grants were being applied for and the first segment should be completed in a year to a year and a half.

President Heath asked if reflectors were on all of the chicanes so they could be seen, specifically on College Ave .Mr. White said they were in stock and would be installed.

South Division Street-Rinnier Annexation introduction

Building Official Bill Holland said the City received a petition for annexation for a 1 ½ acre site on the East side of South Division Street on the corner of Onley Road. The petitioner also included a concept development plan which included two separate buildings- one with five units and one with eight units. He requested Council's consent to move the annexation forward to the Planning Commission to be rezoned.

Council reached unanimous consensus to move forward with the annexation.

Ordinance No. 2729- amending City Code to update procedures for dispatching police directed towing

Special Assistant to the Mayor Nate Sansom reviewed what was resolved since the last meeting. The ordinance as passed by Council for first reading remained the same but there were changes to the proposed FY23 Fee Schedule. The proposed accident clean-up fee was removed because the intent was to allow tow companies to bill them under the additional labor fee proposed.

Mr. Boda asked about the City un-regulating many of the fees related to accidents since most of the costs would be paid for by insurance. Mr. Sansom said it was discussed and the Police Department strongly advised against it due to concern in the past for price gouging. Mr. Boda said it was negotiated by the tow company and insurance company. Mr. Sansom said they intended on increasing the accident vehicle tow fee from \$200 to \$300, and the disabled vehicle tow fee from \$80 to \$100. These were when there was a police requested tow- not a private citizen's request for towing.

Ms. Blake asked how the towing fees correlated with price gouging, and Ms. Gregory said that if the tow companies charged more than the insurance companies wanted to cover, the customer would be responsible for the difference. Regulating the costs helped keep costs down for the customer.

President Heath asked to find out what surrounding municipalities were doing, wanted it to be fair and wanted the City to still have control over what it should have control of.

He asked Chief Duncan what drove the need for regulation utilizing the list. She explained that in November 2010 the City experienced major snowstorms the entire winter. There were many public complaints regarding overcharges for towing and storage. She was asked to find out how much people were being charged for towing and storage in the neighboring jurisdictions. Prior to that there was very little in the way of regulation and the storm drove the public outcry.

Mr. Sansom said they added an additional labor fee so tow companies could collect more revenue for tows taking four hours to complete. The proposed rate was \$80/hour billed in 15-minute increments. Other fees were also established based up Council feedback in coordination with the Police Department.

Chief Duncan said because the government was directing some type of action, there needed to be structure and accountability built in and process for people to make complaints if they were not satisfied with the services or charges. She discussed the streamlined process Ocean City used and said the SPD had researched the possibility of having a tow lot, but property and space were at a premium, and it was cost prohibitive.

Council took a break at 5:56 p.m. and reconvened at 6:03 p.m.

Mr. Sansom was joined by three tow company owners at the table. President Heath asked them if they had reviewed the fee schedule and someone had one from Fruitland which did not regulate accidents. The Maryland State Police had no regulations and Ocean City did not regulate accident tows. They discussed variables involved in accident towing.

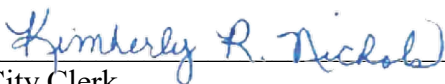
President Heath asked Ms. Bosche if they could take the word “accident” out of the ordinance, and she wanted to review the original ordinance first. He wanted to see the polling to see that the other municipalities all did not address accidents.

One of the tow company owners discussed the 10-mile radius and 30-minute limit to arrive to accidents. He understood the mileage, but thought the 30-minute rule was more feasible. Mr. Sansom explained the 10-mile radius intent was to ensure the citizens were able to retrieve their vehicles from a close proximity to downtown.

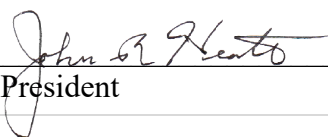
President Heath thanked the companies for attending and said there was some work the City needed to do. Council would review the polling information and go from there.

Adjournment of Work Session and Motion to convene in Special Meeting

With no further business to discuss, President Heath adjourned the Work Session at 6:36 p.m. and called the Special Meeting to order.



City Clerk



Council President