

**Police and Public Safety  
Commission Meeting  
13 December 2012**

The Boonsboro Police and Public Safety (P&PS) Commission held their monthly meeting on Thursday, 13 December 2012 at 7:00 PM in the conference room of the Boonsboro Police Department (BPD). Members present were Commission Chairman Chris Sarnecki, Commission Members Cindy Collier, Bob Glausier, and Scott Stavrou. Absent from the meeting were Commission Member Frank Lum with prior notification. P&PS Council Liaison Sean Haardt and Police Chief Charles Stanford were present.

After review of the previously delivered 8 November 2012 P&PS Commission Meeting Minutes, **Motion** by Glausier, second by Stavrou, to officially approve the 8 November 2012 P&PS Commission Minutes. Motion carried.

**UNFINISHED BUSINESS:**

Sarnecki welcomed those in attendance and then distributed the Agenda for the evening's meeting. Prior to his Power Point presentation, he thanked Chief Stanford for hosting the monthly meeting at the BPD and acknowledged Town Manager Debra Smith for coordinating the use and delivery of the Town's projector, laptop and other materials to the BPD.

Sarnecki opened his Power Point presentation with a review of a group of citizens' concerns with the maneuverability of two (2) vehicles on Cemetery Lane and the potential of accidents by vehicles traveling on and/or accessing/egressing Cemetery Lane. He briefly discussed the citizens' concerns with the speed of vehicles traveling on South Main Street due to the decreased line of sight at the intersection of Cemetery Lane and South Main Street caused by the grade of South Main Street. Sarnecki mentioned that the citizens recommended that Cemetery Lane be made a one way street, with traffic entering from South Main Street only. Their recommendation would hopefully alleviate the potential of accidents on Cemetery Lane and would also assist with funeral processions entering Cemetery Lane from South Main Street.

Sarnecki reviewed P&PS Commission's approach to the citizens' concerns. P&PS Commission members conducted group site surveys of the intersection of Cemetery Lane, South Main Street and the vicinity on 6 October and 3 November 2012. Additionally, members conducted their own independent site surveys of the area prior to the 13 December 2012 P&PS Commission meeting. The P&PS Commission reviewed "The Downtown Revitalization Study for the Town of Boonsboro" (aka "The Mary Means Study") for its input on Cemetery Lane and vicinity. They believed that the reverse of traffic flow of Reeder's Alley, combined with making Cemetery Lane a one way street, could be a viable option. Furthermore, the Commission studied "The Town of Boonsboro 2009 Comprehensive Plan" and found that Cemetery Lane and its vicinity would not/not be impacted by the proposed construction of Warrior Boulevard from Lappans Road (MD State Route 68), which crosses Shepherdstown Pike (MD State Route 34) and ends at Rohrersville Road (MD State Route 67). Neither would the extension of Chase Boulevard to Maple Street (MD State Route 66) have an impact on Cemetery Lane or its vicinity. The Commission established, through the assistance of Town Manager Smith, that South Main Street is maintained by Maryland's State High Administration (MD SHA). It was determined that MD SHA would most likely not address the grade of South Main Street. The Commission learned

from former BPD Chief Jeff Hewett that there were only three (3) reported accidents on Cemetery Lane. They also considered former Chief Hewett's strong recommendation that any proposal put forward by the Commission to Council should be consistent and without exception thus easily enforceable.

Sarnecki presented several Power Point slides of aerial overviews (furnished by Google) of Cemetery Lane and where it intersects with South Main Street and Reeders Alley. He also provided ground level photographs of the intersection of Cemetery Lane and South Main Street and South Main Street alone (facing north and south) gave viewers the perspective of the intersection while addressing the citizens' concerns.

His presentation then moved to the topic of Reeders Alley and addressed "The Downtown Revitalization Study for the Town of Boonsboro" (aka "The Mary Means Study"). The study identified Main Street and the intersection of Main and Potomac Streets as the Town's main traffic arteries and considered these areas as the cause of traffic congestion for the Town. Per the study, the Town's numerous one way roads only added to the congestion and confusion. Sarnecki's presentation reviewed the study's recommendation to improve traffic circulation in Town and "open up" some of the one way roads to alleviate traffic congestion at Town Square. He mentioned that the study recommended the management of left turns at the intersection of Main and Potomac Streets through the use of dedicated left turn lanes or lights and the removal of parking spaces allowing for continued traffic flow around turning vehicles. Sarnecki commented that there is a dedicated left turn signal, when facing westbound at the intersection of Main and Potomac Streets. He added that this dedicated left turn signal is currently not in use and remarked it would be a simple fix for the Town to consider. Chief Stanford added that the Town would need prior approval from MD SHA before implementing any changes to the traffic signals in Town. Sarnecki continued with the Commission's review of possibly reversing the current direction of traffic flow along Reeders Alley. It was the Commission's belief that such a reversal in traffic flow would meet the study's recommendation to "open up" the Town by offering another means to exit Town when traffic congestion is high during a Town sponsored event (Boonesborough Days, the Boonsboro Volunteer Fire Department's Carnival, summer concerts, sporting events, parades, etc.) or emergencies where Town Square is blocked off. The Commission remarked that the reversal of the current traffic flow would also remove the blatant "blind spot" at the intersection of Reeders Alley and Potomac Street (MD Route 34). He proceeded with a few Power Point slides of aerial overviews (furnished by Google) of Reeders Alley and followed with ground level photographs of the intersections Reeders Alley and Potomac Street (MD Route 34), Cemetery Lane and South Main Street.

He included a few brief Power Point aerial overviews and ground level slides of Town Square showing the intersection of Main and Potomac Streets. Sarnecki concluded his Power Point presentation with a review of each Commission member's recommendations. (Per Sarnecki's request, each Commission submitted their own, separate and written recommendation to him prior to the 13 December 2012 P&PS Commission meeting. These recommendations were based on their participation in the Commission's group and independent site surveys.)

- **Recommendation One:** The first recommendation presented in the Power Point was to keep the current traffic pattern for Cemetery Lane "as is", reverse the current traffic flow on Reeders Alley and create dedicated turning lane(s) and/or stagger traffic signals at the intersection of Main and Potomac Streets to alleviate traffic congestion,

especially during peak commute hours. The positive or “pro’s” of keeping Cemetery Lane “as is” is that continues to allow residents with parking along Reeders Alley easy access/egress via Cemetery Lane. The “pro” of reversing the traffic flow on Reeders Alley eliminates the amount of “cut through” traffic entering Reeders Alley from Main Street or Cemetery Lane to Young Avenue during peak commute hours. In addition to removing the dangerous “blind spot” at the intersection of Reeders Alley and Potomac Street (MD Route 34), it offers a contingency exit Town during heavy traffic, peak hours, Town events and/or emergencies. It also eliminates the current confusion of traffic flow along Reeders Alley where it is one, then two way and then returns to one way. The “pro” of the dedicated turning lane(s) would implement a recommendation made by “The Downtown Revitalization Study for the Town of Boonsboro” or “The Mary Means Study.” The primary negative or “con” to this recommendation would be the possible creation of traffic congestion, with the inability to legally turn onto Young Avenue during heavy commute traffic, however; the resynchronization of the traffic signals could combat this “con.” The keys to keeping Cemetery Lane “as is” are: 1)changing the synchronization of traffic signals, the creation of dedicated turn lane and/or the removal of parking spaces to allow vehicle to pass turning vehicles; 2)realizing that traffic turning left at the intersection of Main and Potomac Streets will be heavy during the peak hours of 3:00-5:30 PM (if the traffic flow on Reeders Alley is reversed); 3)the need of enforcement of one way traffic on Reeders Alley (if the traffic flow is reversed) and illegal “cut through” to Young Avenue.

- **Recommendation Two:** The second recommendation presented in the Power Point was to leave Cemetery Lane and Reeders Alley “as is”, with a stricter or stronger police enforcement of the signage in these areas.
- **Recommendation Three:** The third recommendation presented in the Power Point was to make Cemetery Lane one way from Main Street to Reeders Alley as suggested by the three (3) citizens, who approached the P&PS Commission. The reversal of traffic flow on Reeders Alley should be addressed at a later date.
- **Recommendation Four:** The fourth recommendation presented in the Power Point was to leave the traffic flow on Cemetery Lane two way or “as is”. It was also recommended that Reeders Alley be made one way from Trinity Evangelical Lutheran Church to Potomac Street which would address the Commission’s concern of the split traffic flow (between one and two way) on Reeders Alley.

Sarnecki concluded his Power Point presentation and showed an approximately ten (10) minute CD ROM from Commission Member Collier. Collier, along with her son (and during her personal time), videotaped their route along Cemetery Lane, Reeders Alley, Young Avenue, Potomac Street (MD Route 34) and Main Street and methodically addressed the citizens’ concerns and the recommendations to Cemetery Lane and its vicinity considered by the Commission. Those present readily saw the concerns of Cemetery Lane, the intersections of Cemetery Lane, Reeders Alley, Young Avenue and Potomac Street (MD Route 34), the continuance of Cemetery Lane into the Boonsboro Cemetery, the grade of South Main Street approaching Cemetery Lane and Potomac Street (as mentioned by the citizens), the blind spot of Reeders Alley and Potomac Street (MD Route 34), etc. All appreciated and thanked Collier for her efforts in providing actual video footage which offered another perspective of the area.

At this point, the floor was opened up for discussion. Commission Member Glausier stressed the importance to be deliberate so as not to fix one problem and inadvertently create more problems. He reminded those present that the Commission will not make everyone happy or pleased, to include the Council, congregants of the Trinity Evangelical Lutheran and Mt. Nebo Churches and others with its recommendation. Commission Member Stavrou believed that the issues of reversing the traffic flow on Reeders Alley thereby eliminating the confusion of its current state of changing from one way, to two way and then back to one way needs to be seriously addressed. All concurred that it would also eliminate the serious “blind spot” at the intersection of Reeders Alley and Potomac Street. Stavrou reiterated the importance of Council considering the recommendation made in “The Downtown Revitalization Study for the Town of Boonsboro” to change the synchronization of current traffic signal cycle to alleviate the traffic congestion already experienced by the Town. Sarnecki queried Chief Stanford and learned that further coordination with MD SHA may be needed to change the traffic signal synchronization. Sarnecki wondered if Council considered this recommendation before as it was part of the “Mary Means Study” and thought it to be a simple approach to the traffic congestion experienced during peak commute hours and events.

Stavrou and Glausier recommended that the Commission take a slow, deliberate and “step” approach and believed that the Commission render a decision on their current task, Cemetery Lane, vice a decision on all of their concerns (Reeders Alley, the intersection of Main and Potomac Street and the traffic signals). It was suggested that the Commission continue their investigation, pursuit and recommendations to Council on the other concerns throughout the year. Glausier believed that the traffic flow of Cemetery Lane should remain “as is.” The Commission cited that while there may have been accidents or near misses with the current traffic flow on Cemetery Lane, only three (3) accidents have been reported to the BPD. Glausier deemed that the extension of the current “No Parking” zones (aka “red curbs”) to one (1) or two (2) parking spaces along Main Street, near the intersection of Cemetery Lane, would enhance the line of sight for vehicles accessing/egressing Cemetery Lane. When queried, Chief Stanford thought that further coordination between Town and MD SHA may be warranted. Sarnecki volunteered to contact Town Manager Smith regarding MD SHA’s input on extending the “No Parking” zones. **Motion** by Stavrou, second by Glausier, to recommend to Council that the current traffic flow on Cemetery Lane remain “as is” and request that the “No Parking” zones (aka “red curbs”) be extended an additional one (1) or two (2) spaces for an improved line of sight. The Commission added it would reinvestigate the citizens’ concerns with Cemetery Lane should there be a change in traffic flow or the number of reported accidents. Motion unanimously carried.

Furthermore, the Commission agreed to continue its investigation and pursuit with the resynchronization of the traffic signals at the intersection of Main and Potomac Streets, the activation of the pre-existing, dedicated left turn traffic signal on Potomac Street, the implementation of other dedicated turning lanes at the intersection of Main and Potomac Streets and the reversal of traffic flow along Reeders Alley as suggested in “The Downtown Revitalization Study for the Town of Boonsboro.”

**NEW BUSINESS:**

Sarnecki requested that Collier provide the Commission with an update on her preliminary National Night Out (NNO) Mission Statement at their next meeting in February 2013.

**LIAISON REPORT:**

Liaison Haardt recalled that Charles Stanford was sworn in as the Town's new Chief of Police.

**POLICE REPORT:**

Chief Stanford stated that there is a possible suspect in the Town graffiti vandalism case and noted that the investigation remains open. He advised the Commission of his continued research of updated or new security video equipment for the Town to help deter similar incidents.

Sarnecki noted that the 10 January 2013 P&PS Commission meeting may be canceled and will provide them with a confirmation or the next scheduled meeting.

**Motion** by Glausier to adjourn, second by Stavrou and Motion carried.

The meeting adjourned at 8:35 PM.

Respectfully submitted,

/s/

Christopher J. Sarnecki  
Chairman, Police and Public Safety Commission