

MEETING MINUTES

DATE OF MEETING: September 13, 2019
LOCATION AND TIME: M-NCPPC Lakeside Office
14422 Old Mill Road
Upper Marlboro, MD, 20772
10:00 a.m. to 12:00 p.m.
REFERENCE: Northern Gateway SPACeS PAMC Project
SUBJECT: Agency Stakeholder Meeting
ATTENDEES:

(Sign-In Sheet Attached)

<u>NAME</u>	<u>REPRESENTING</u>
Nohely Alvarez	Northern Gateway CDC
Bryan Barnett-Woods	M-NCPPC
Julio Ceron	MDOT-MTA Purple Line
Jordan Exantus	M-NCPPC
Grace Fielder	G.E. Fielder & Associates
Michael Guiliano	STV Incorporated
Mike Madden	MDOT-MTA Purple Line
Karen Mierow	M-NCPPC
Fred Stachura	M-NCPPC
Mekdes Tabor	MDOT-SHA OHD ICD
Victor Weissberg	Prince George's County DPW&T
Claire Williams	G.E. Fielder & Associates
Seth Young	STV Incorporated

PURPOSE

The purpose of this meeting was to solicit input on design concepts and implementation strategies; to gain an understanding of each agency's role, concerns, plans, and funding opportunities; and to identify enhancements to pedestrian and bicycle safety and mobility along the International Corridor.

MEETING SUMMARY

The following was discussed according to the agenda of the meeting:

1. Team Introductions & Roles
 - a. Karen Mierow gave an overview of the PAMC Program and noted that the Northern Gateway CDC is the project applicant.
2. Project Description

- a. Mike Madden inquired about the other PAMC project, which was described as a separate project for wayfinding for the entire Northern Gateway area.
 - b. Julio Ceron noted that the UMUC-UMD station is now called UMGC (University of Maryland Global Campus)
 - c. Mike Madden noted that property for the Purple Line project was purchased only for what was needed for construction, mainly utilities.
 - d. Community Meetings
 - i. Mike Madden asked who was defined as the “community.”
 - ii. Karen Mierow stated that the next step was to define the community and develop innovative outreach strategies to engage the various communities along the project corridor.
 - iii. Mike Madden noted that the Purple Line holds regular CATS meetings with the neighborhood associations that may be helpful for this project. The Purple Line team also attends various community events for outreach. It was also noted that community meeting materials should be in English or Spanish.
 - iv. It was noted that the first community meeting would tentatively be held in the beginning of 2020.
 - e. Victor Weissberg suggested that a second agency stakeholder meeting be held to follow-up on the project.
 - i. Karen Mierow stated that a project SharePoint site will be set up to maintain communication with stakeholders.
 - ii. Seth Young noted that communication between the stakeholders and the project team will continue offline as well.
3. Purple Line Status and Interaction
- a. Mike Madden stated that the Purple Line construction schedule fluctuates daily.
 - b. Mike Madden stated that incorporating the project improvements in the Purple Line project would most likely not be feasible due to the contract and schedule of the Purple Line and would require a change order.
4. Public Realm Assessment Summary and Status
- a. Mike Madden noted that the Purple Line will be improving the safety of the existing conditions, which should be incorporated into the crash analysis.

- b. Victor Weissberg noted that the project corridor is the top concern in Maryland and the DC region for pedestrian safety.
- c. Victor Weissberg noted that the median fencing installed by MDOT SHA may have contributed to an improvement in pedestrian safety.
- d. Mike Madden noted that property owners adjacent to the project corridor are considering redevelopment when the Purple Line is constructed.

5. Alternatives Discussion

- a. Prince George's County – Purple Line Bicycle and Pedestrian Areas of Concern
 - i. Buffered Bike Lanes
 - 1. Mekdes Tabor requested plans or typical sections for the proposed lane width reductions necessary to include buffers.
 - 2. Victor Weissberg stated that Prince George's County has adopted the Vision Zero program and MDOT SHA is expected to as well. The proposed improvements would support the Vision Zero program.
 - ii. Green Paint
 - 1. Mekdes Tabor noted that MDOT SHA is in the process of approving green paint.
 - iii. Bike Boxes
- b. Driveway Consolidation
 - i. It was noted by several attendees that coordination is necessary with property owners and businesses.
 - ii. Bryan Barnett-Woods noted that the classification of University Boulevard will dictate future development and can restrict additional access and driveways in the future.
 - iii. Karen Mierow noted that a BID Tool Kit would be available for businesses interested in upgrading their property.
- c. Right-turn ramp removal
 - i. It was noted that a design vehicle should be established to ensure turning movements are accommodated.
 - ii. Vision Zero recommends smaller turning radii.
- d. Landscaping/Site Design

- i. The potential for acquiring landscape easements was discussed. It was noted that landscape easements are feasible but they would require property owner coordination and an agreement for maintenance.
- ii. Victor Weissberg noted that Prince George's County has various programs for landscaping that could be used including a tree program, CCAR, grants, and other funding sources.
- iii. Grace Fielder gave an overview of the corridor including the three distinct communities and presented the option to develop the site design with three distinct designs or one consistent design to tie the communities together.
- iv. Grace Fielder noted that the existing corridor has a lack of vertical elements and proposed options including flags and trees.
- v. Mike Madden confirmed that the Purple Line Art-In-Transit shown on the Purple Line website is current and the proposed fencing at Riggs Road will be green.
- vi. Jordan Exantus noted that Prince George's County Department of Parks and Recreation has a project proposed along the transmission line and other various projects that can be shared and coordinated with this project.
- vii. Mike Madden noted that the lot purchased for the Purple Line on the north side of University Boulevard west of Guilford Road might not be used by the Purple Line and may potentially be used by this project for a park.
- viii. Nohely Alvarez noted concerns with the flag option but would consider it further. She also noted proposed banners to be installed in the community.
- ix. It was noted that Long Branch is a good example of community placemaking.
- x. Victor Weissberg and Mike Madden both recommended that the project review the bottle trees shown at the Balt. Ave.-College Park-UMD station.
- xi. Mike Madden suggested that the project investigate bike stations along the project limits.
- xii. Grace Fielder asked about the color of the catenaries/OCS poles, which support electric wire to light rail vehicles.

- e. Other Alternatives
 - i. Pedestrian Lighting
 - 1. The corridor is not within an incorporated municipality; therefore, the maintenance of pedestrian lighting would need to be determined.
 - 2. Mike Madden noted that Purple Line is only providing pedestrian lighting at stations.
 - ii. Sidewalk
 - 1. Mike Madden noted that the Purple Line is responsible for the reconstruction of the sidewalks in the project area to be five-foot wide to meet SHA standards and ADA requirements.
- 6. Funding and Implementation
 - a. The proposed improvements may be implemented by an MDOT SHA project, Prince George's County, other grants, or the Purple Line.
 - b. It is anticipated that if the alternatives are included in one design the project would be designed and procured by MDOT SHA.
- 7. Next Steps
 - a. STV will prepare and distribute meeting minutes with PowerPoint and Roll Plot handouts.
 - b. The next step will be to coordinate the first community meeting.

ACTION ITEMS

- 1. M-NCPPC will work with the Northern Gateway CDC and STV to format and schedule the first community meeting.
- 2. STV will submit the Public Realm Assessment to M-NCPPC for review in October.
- 3. Karen Mierow will notify the stakeholders when the project SharePoint site is set-up.
- 4. Mekdes Tabor will review the proposed lane width reductions and provide a status of the MDOT SHA green paint approval.
- 5. Jordan Exantus will provide the STV team with information regarding adjacent park projects.
- 6. Nohely Alvarez to provide details on the proposed banners.
- 7. Mike Madden/Julio Ceron to provide the STV team with the following Purple Line catalog cuts:
 - a. OCS poles
 - b. Safety fence
 - c. Benches
 - d. Bike racks
 - e. Trash receptacles
 - f. Station lighting

MEETING NOTES

DATE OF MEETING: January 21, 2020
LOCATION AND TIME: Langley Park Community Center
1500 Merrimac Drive
Langley Park, MD, 20783
6:00 p.m. to 8:00 p.m.
REFERENCE: Northern Gateway SPACeS PAMC Project
SUBJECT: Community Meeting #1

PURPOSE

The purpose of this meeting was to introduce the project to the community; to share the team's findings to date and precedents for roadway and streetscape improvements that may occur in the area; and to receive input and feedback regarding community desires, opportunities, and potential recommendations.

QUESTIONS

The following are questions and comments from the community at the end of the presentation with responses:

1. How long will it take to get to the start and end of work?
 - a. The schedule for the project is 12 months.
2. It was mentioned that this project is grant funded, can you share the source of that grant?
 - a. The Prince George's County Planning Department is funding this study for the Northern Gateway CDC through the PAMC program.
3. There are a couple places where it was mentioned narrowing lanes on University Boulevard to accommodate the buffered bike lane and another one where you talked about removing a slip lane from the median – do you need state highway's permission or buy-in to make those changes?
 - a. MDOT SHA is a stakeholder for the project and has been involved in the process. The materials have and will be reviewed by MDOT SHA for this project. The final design and implementation is not part of this project but will most likely be administered by MDOT SHA.
4. Prince George's County - We've made very extensive comments throughout Purple Line process, and we submitted a detailed letter to SHA, but we are still that awaiting a formal response. We've made a lot of similar recommendations regarding bicycle and pedestrian improvements along MD 193, especially things like bike boxes, etc.

- a. Noted, the recommendations from the Prince George’s County letter to MDOT SHA were incorporated into this study.
5. What about the corner of Adelphi and University? I think people would prefer a sidewalk for safety purposes as they cross the street and they would like to preserve what we call Cool Spring Forest which is at the intersection of Cool Spring Road and Adelphi. If there is a possibility for that to be included or for consideration in the County, I know there are some individuals from Cool Spring who would be interested in that.
 - a. This suggestion will be noted and evaluated for inclusion in the study within the limits of the study.
6. Faculty in the School of Public Health at the University of Maryland – We didn’t know you were doing this work, but coincidentally this summer we were working near the community doing focus groups on pedestrian safety along the corridor. We’d be happy to share that information with your team. We held sessions here and we have some community input on some of the challenges.
 - a. This information will be very helpful to this study, please provide this information to the Project Manager, Karen Mierow.
7. What’s the formal process and methodology for community feedback?
 - a. Notes are being taken during this meeting and notepads have been provided adjacent to the renderings for feedback that will be documented as well.
8. When you were discussing narrowing car lanes to provide a buffered bike lane, you mentioned this is a good way to reduce speed of traffic, will there be any evaluation of how impactful that will be on traffic speed and congestion considering the area was previously three lanes and will now be two lanes as part of Purple Line? What kind of research on the auto traffic will be done?
 - a. Traffic analysis evaluation is not included in the scope of this project but may be conducted as part of the final design.
9. Are there possibilities of more holistically connecting to the commercial corridor from the north/south of University Boulevard?
 - a. The Prince George’s County Planning Department is working on another project now to develop a wayfinding and signage plan that will look at ways to help the public move throughout all of the Northern Gateway area and help them to find and reach destinations not only along University Boulevard but also the rest of the Northern Gateway.

WORKING GROUPS SUMMARY

The following is a summary of the comments from the Working Groups section of the meeting:

1. Make right-of-way lines bolder.
2. Add an aerial background. Add tall vertical features such as flagpoles near the Adelphi UMGC/UMD terminus.
3. Add plantings within the proposed bike buffer area.
4. Possibly remove the service road/parking adjacent to the University City Apartments.
5. Eliminate as many curb cuts as possible to mitigate conflict with pedestrian traffic.
6. Add more contemporary furniture.
7. Add more trees and plantings to separate pedestrians from vehicular traffic.
8. How can we start community gardens?
9. Possibly widening sidewalk to six feet when next to roadway to improve pedestrian comfort level.
10. Gardens would be a welcome addition and could jumpstart a truly local farmers market or community food distribution.
11. Need an attractive gathering spot for farmers market, community concerts, craft fairs, etc. – think pedestrian area in Silver Spring.
12. The bike box is a new idea to me and it seems like a good one. As a driver, I appreciate being able to see bikers more easily. If I begin riding a bike, I think I'd feel safer.
13. Endorse added landscape easement.
14. Like the trash and recycling cans if the county commits to keeping them empty. Overflowing cans will undercut the core purpose.
 - i. Completely agree with this. There are a few existing green areas in the community, but they are always undermined by the excessive littering.
15. Like the additional greenery along the roadway.
16. Will there be bike stations or bike storage near the Purple Line? Is there space for this?
17. How would you make sure people don't walk on the rail line?
18. Planting in bike separation areas.
19. Consider role of Adelphi Road and Cool Spring Road in connecting and feeding traffic to Riggs Road and University Boulevard.
20. Bike lanes on Adelphi Road and Cool Spring Road are very needed!
21. Agree many more crosswalks on University Boulevard are needed!

22. Secure pedestrian crossings are needed from Adelphi Court and Temple Street across University Boulevard to access UMD campus (pedestrian traffic uses buses/stops on University Boulevard and Campus Drive and in the future, the Purple Line to go to campus).
23. What will happen to the stairs from Adelphi Court to University Boulevard (north side)?
24. Adelphi Road should be included more to incorporate Cool Springs Road and its connection to MD 193 and the UMD Purple Line Station.
25. Is removal of right turns at MD 193/MD 650 the correct move? Does it provide enough space for bus movements and now N-S pedestrians crossing with the greenlight will always have right-turn conflicts?

The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department, Planning Assistance to Municipalities and Communities (PAMC) Program
Northern Gateway SPACES
Virtual Community Meeting, November 17, 2020
Comments

#	Comment	From	Affiliation	Response/Resolution
1	How many miles of bike lane will there be?	Guest		There are approximately two miles of bikes lane proposed in this study area with one buffered bike lane in each direction for the full two
2	What entity will fund the project after the final design?	Christine Osei-Countywide Special Projects	MNCPPC	Several entities may fund the project individually or combined. This could include individual county agencies, a CIP budget item, or supplemental grants.
3	Will SHA maintain the buffered bike lanes on MD 193?	Michael Jackson-Countywide transportation section	MNCPPC	It is anticipated that MDOT SHA will own and maintain the bike lanes as they are within their right-of-way and roadway section.
4	What did your evaluations of public safety, crime, entail? What did you find?	Guest		In its Byrne Criminal Justice Innovation (BCJI) planning grant proposal, CASA de Maryland identified the entire Langley Park neighborhood as a crime hot spot. This was based on the work of the Transforming Neighborhoods Initiative (TNI), which designated all of Langley Park as a crime hot spot with the poorest statistical crime profile in Prince George s County. There had been no further analysis of crime data to zero in on hot spots until the BCJI planning grant allowed Howard University to undertake further study and surveys. Howard University identified high levels of crime appearing on the major thoroughfares of New Hampshire Avenue, Riggs Road, and University Boulevard. In addition, several points of particularly high crime stand out as “super-hotspots” just to the east of Riggs Road on University Boulevard, with several other points of high crime along University Boulevard and Riggs Road near that intersection. Survey respondents also identified hotspots where they had witnessed crimes. These locations overlapped with the places identified in crime statistics and police service call data that the research team analyzed. In their survey responses, Langley Park residents and police officers identified additional specific hot spots, including a gathering place at 1414 Kanawha Street, the Tick Tock Liquor Store at the intersection of University Boulevard and Riggs Road (1820 University Boulevard., E.), the soccer field near CASA s Multicultural Center at 8151 15th Avenue and the McDonalds Restaurant in Langley Park Plaza, 7911 New Hampshire Avenue near University Boulevard. CASA intends to address all these hotspots but priority will be given to the commercial areas on University Boulevard, which include several locations where they believe significant progress can be made in partnership with local small businesses and the police department.
5	How is this project dependent with PL contract issues and delays?	Guest		CPD-It is anticipated that many of the recommended improvements, such as some street furniture, or community gardens, could be achieved independently of the PL construction delays.
6	Did you consider any locally impacted community surveys, meaning talk to the immigrant community that traverses the corridor, to determine your assessment and recommendations?	Guest - Claudia Barragan		The consultant team used the Irvine Minnesota Inventory tool to survey the corridor. Understanding the impact of the built environment on physical activity levels requires reliable methods to measure potentially relevant built environment features. The Irvine Minnesota Inventory was designed to measure a wide range of built environment features that are potentially linked to active living, especially walking. One goal in developing the Irvine Minnesota inventory was to include numerous built environment features not covered in other available audit instruments. Toward that end, the Irvine Minnesota inventory includes features such as the characteristics of streets, alleys, urban form, and architecture (e.g., vertical mixed use, porches, garage doors); multiple land-use categories, nearby nature (e.g., woods, ponds, agricultural land); and characteristics of views. Due to the detailed nature of the survey tool, the inventory was undertaken by consultant staff to achieve a consistent and unbiased response. The Public Realm Assessment and preliminary recommendations were outlined at the Community Meeting held in January, 2020.
7	Why not protected bike lanes?	Guest - Dave Helms	WABA	Buffered bike lanes as presented could also be protected by adding a physical concrete median in the buffered area.
8	Is 35 MPH appropriate with buffered bikelanes?	Guest - Dave Helms	WABA	The MDOT SHA Context Guide categorizes this corridor as a Suburban Activity Center. Recommendations for Suburban Activity Centers in the Context Guide include buffered bikes lanes and 35 MPH speed limits.
9	Can you share the TDM, to understand what percentages of the demand are bikers? what is the total population that you analyzed? There should be a report for the TDM, correct? also when was it dated?	Guest - Claudia Barragan		The Transportation Demand Management (TDM) recommendations within the Public Realm Assessment focus on parking and non-vehicular modes of transportation. a. Encourage and permit shared parking agreements - Provide allowances for retail and office to share parking facilities b. Unbundling of parking costs from housing/commercial space costs c. Establishment of a Transportation Management Association - Coordination between residents, property owners and businesses - Promotion and encouragement of transportation options to/from and within the corridor.
10	Will we have 3-5 second auto-recall LPI at signals for pedestrians?	Guest - Dave Helms	WABA	Leading Pedestrian Intervals (LPI's) were implemented outside of the project area recently, and will be added to the final report as a recommendation.
11	Do you have interim recommendations for MD 193 for the period during construction?	Guest - Victor Weissberg		Unless otherwise noted, it is anticipated that the implementation of these improvements will occur after Purple Line construction due to the necessary coordination and final design and the current construction status of the Purple Line.
12	Have you considered establishing signage for these spaces in Spanish as well?	Arnaldo Ruiz Principal Planning Technician	MNCPPC	Wayfinding signage will have bilingual information.
13	What about signage in spanish for driveway consolidation?	Guest - Claudia Barragan		Signage for Driveway consolidation will be coordinated iwth each property owner to ensure clear communication. Signage is owned and maintained by the property owner.
14	What actions are anticipated to encourage commercial properties along MD 193 to provide bicycle amenities such as bike parking and possibly bike lanes within their parking lots and adjacent to store entrances? Also signage indicating where bike parking in shopping centers are located?	Michael Jackson-Countywide transportation section	MNCPPC	Additional bicycle amenities such as lockers and racks could be potentially installed in the landscape easement areas with the agreement of the property owner. The benefits of improving the biking environment can add to the attractiveness of their business destination.

15	Has the streetscape design considered how it will draw pedestrians into the strip malls? No one will want to walk those miles if there isn't a destination	Guest - Alexi		The Public Realm Assessment found that the horizontal connection of land uses is limited for both vehicles and pedestrian, which limits inter-parcel access, increases the number of driveways, and increases the number of turning movements along the corridor. Pedestrians are vital to the health, safety and prosperity of the Northern Gateway District. Sidewalks within the study area are comprehensive and enable connections between the predominant destinations along the corridor. However, there are existing constraints that inhibit pedestrian access in and around the communities adjacent to the corridor. These constraints are primarily due to the lack of connections to the commercial properties where pedestrian facilities are non-existent. Connections between commercial properties provide more opportunities to park once as well as promoting a more walkable community. Specific recommendations for this project were limited to be within the MDO SHA right-of-way of University Boulevard and did not extend into the commercial properties.
16	Will public artwork reflect the history and culture of this International Corridor?	Michael Jackson-Countywide transportation section		The public artwork recommended is consistent with the proposed Purple Line Art-In-Transit program at the three Purple Line stations in the project area, Takoma-Langley, Riggs Road, Adelphi Road-UMGC-UMD. The Purple Line Art-In-Transit is designed to reflect the history and culture of the International Corridor. The Northern Gateway CDC also has a placemaking initiative that includes artistic banners, murals, and utility box wraps.
17	How does this project intersect with the Bikeways grant at 18th/New Riggs Rd?	Guest - Dave Helms	WABA	TLC Riggs Rd, Bicycle Boulevard, Documents\FY2021 TLC Application BriefProjectDescription (3).pdf
18	What about basic bike repair stations?	Arnaldo Ruiz Principal Planning Technician	MNCPPC	Additional bicycle amenities such as lockers, racks and bike repair stations could be potentially installed in the landscape easement area with the agreement of the property owner. The benefits of improving the biking environment can add to the attractiveness of their business destination.
19	Can you talk about the recommendations on a lighting plan that addresses the public safety analysis?	Guest - Claudia Barragan		The Public Realm Assessment found that there was limited pedestrian scale lighting throughout the corridor with preliminary recommendations to further assess pedestrian lighting for both wayfinding and safety purposes. The Purple Line project is proposing lighting for the roadway, bike lanes and intersections/crosswalks. Pedestrian level lighting is recommended as part of this project to further enhance pedestrian safety along the sidewalks.
20	In regards to signage, has the team considered including cultural images to reflect the diverse population along the roadways under review are being considered?	Christine Osei-Countywide Special Projects	MNCPPC	The Manual on Uniform Traffic Control Devices does not allow images or representations that would deviate or interfere with safety messaging for motorists, bicyclists and pedestrians.
21	What is the total amount spent for Bike way work? What is the total amount estimated for sidewalk improvements, and bus areas? what will it include? Can you explain where do you foresee costs for signage will come from? and where is signage included in the costs?	Guest - Claudia Barragan		The Final Report will include costs based on individual recommendations. Signage implementation and cost estimates are part of another study in the Northern Gateway.
22	What about the use of street lamp banners to promote various concepts along MD 193 to promote the corridor...(e.g. traffic safety, community events, etc?)	Michael Jackson-Countywide transportation section	MNCPPC	The specific type of pole for the proposed pedestrian lighting along the corridor would be selected in Final Design and could include features for installing banners on the poles.
23	Do you have commitments from SHA and MDOT to move some of these recommendations forward?	Sam White - Neighborhood Revitalization	MNCPPC	Confirm with MDOT/SHA for bike lanes not presented formally outside of these meetings several are in SHA context guide. There is concurrence.
24	Can you say more about how you envision the project connecting diverse neighborhoods? For example, multilingual signage.	Guest - Magalie Salas		Wayfinding signage is not part of the scope of this project, but is addressed in concurrent studies. The Wayfinding toolkit is in progress and will present best practices and strategies for implementing a wayfinding system for interested communities. The Northern Gateway Wayfinding study will recommend bilingual signage.
25	Will the signage of these spaces be in Spanish as too?	Guest - (Spanish breakout room)		Wayfinding signage will have bilingual information.