



MEMORANDUM of MEETING

Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners Est. 1915

Date: March 14, 2016

Date of Meeting: March 8, 2016

Time of Meeting: 7:30 PM

Meeting Location: 7500 Maple Avenue - Community Center
Azalea Room

Meeting Description: City of Takoma Park Public Meeting

CC:

Work Order Number: 32033-002

Contract Number: 8504520010-CF

Project: City of Takoma Park New Sidewalk

Participants:

Name	Company	Phone	Email
Daryl Braithwaite	City of Takoma Park	301-891-7615	daryl@takomagov.org
Ian Chamberlain	City of Takoma Park	301-891-7611	ianc@takomaparkmd.gov
James Guinther	WRA	443-224-1583	jguinther@wrallp.com
Matt Knowles	WRA	443-224-1713	mknowles@wrallp.com

*Resident sign in sheet attached

This was the first public meeting to review the proposed designs of new sidewalk along Lincoln Avenue between Jackson Avenue and Elm Avenue. The purpose of this meeting was to present concept designs for the sidewalk layouts, based on criteria set out forth by the City, to the community members and receive their feedback. The overall goals of the new sidewalk project are to provide safe pedestrian routes throughout the Takoma Park neighborhood while limiting the impacts to existing conditions and private property to the maximum extent practical. All sidewalks and sidewalk ramps are designed to be ADA-compliant. Existing ramps within the project limits that meet ADA design standards will not be rebuilt as part of this project. The areas presented for proposed improvements include:

- 400 and 500 blocks of Lincoln Avenue (All graphics from the public meeting will be provided via the project website).
- Elm Avenue between Lincoln Avenue and Ethan Allen Avenue

Design

- A number of residents questioned why design a 5' sidewalk versus a 4' sidewalk. 5' sidewalks are the minimum requirement for all Maryland State Highway projects and is the basis of the City's sidewalk program. The City of Takoma Park follows State guidelines but allows for 4' sidewalks where impacts or conditions warrant a reduced width while meeting ADA Regulations. The City prefers to install 5' sidewalks

Public Meeting 1 Meeting Minutes
Baltimore, Maryland 21231

801 South Caroline Street



for all new construction as it provides ample space for pedestrians to pass one another. However, the City does allow flexibility to address space constraints on a case by case basis.

- Utility poles will not be moved if they are located along the proposed sidewalk layout. ADA rules require a minimum width of a 3 foot sidewalk around all obstacles. In these cases, a 3 foot bump out will be provided around all utility poles, fire hydrants, etc. These bump outs will not be extended into the roadway causing narrowing of the road.
- Existing driveway tie-ins, lead walks, and plantings impacted by the sidewalk construction will be handled on a case by case basis. Any adjustments needed to driveways or lead walks to provide a smooth transition across the sidewalk will be done by the contractor during the construction process. The area of impact will be discussed with each property owner. The cost of that work will be included in the project. For landscape issues, the City will provide advanced notice to residents who want to remove any vegetation in the right of way that will be affected. Typically that removal and transplanting is not the responsibility of the contractor, however, in specific cases accommodations can be made to assist a property owner with transplanting on a limited basis.
- The changes to the radii of certain streets adjacent to Lincoln Ave involves a number of factors such as the turning radius of cars and larger vehicles as well as pedestrian safety and sight lines.
 - A resident commented that snow plows have a particularly difficult time with the intersection at Lincoln Avenue and Hayward Avenue. WRA will keep that in mind when designing the radii for this intersection.
- A community member asked for an explanation of the difference between a “fill” retaining wall and a “cut” retaining wall.
 - “Fill” walls would be used on the north side of Lincoln Avenue where the resident’s yard slopes down and away from the street level. In order for a sidewalk to be installed in these locations, a wall would be needed to support the sidewalk. A small curb or fence would need to be placed at the back on the sidewalk to prevent pedestrians from falling off the sidewalk onto a resident’s yard.
 - “Cut” walls would be used on the south side of Lincoln Avenue where the resident’s yard is higher than the street level. The installed sidewalk would be cutting into the inclined part of the resident’s yard and therefore would need a wall to hold back soil from the homes front yard. It was noted that typically fences are required on cut walls that are 42” or greater in height.
- Sidewalks are made of concrete. The City uses a standard concrete mix design specified by the County.
 - In some cases, for small sections of sidewalk, especially where trees are impacted, the City uses a product called Flexi-pave. Flexi-pave is a mix of asphalt and rubber combined with an epoxy that is permeable to water and air that allows for better life-cycle maintenance for the City in lieu of the previous brick paver tree solution.
- WRA to investigate whether a raised crosswalk is feasible at the proposed crosswalk location along Lincoln Avenue in lieu of the midblock crossing adjacent to the speed table.
- WRA will consider drainage issues both current and those created by the sidewalk design. The design will ensure that run-off from properties and the street do not pond or create new issues.



- A resident at 500 Lincoln Avenue stated that water flows off the roadway from Boyd Avenue and down their driveway and their neighbor's driveway during rain events. WRA will look into this issue as design progresses.
- A resident expressed how difficult it was for pedestrians to turn left onto Elm Avenue from Lincoln Avenue due to poor sight distance. The current design does not address this issue. WRA will investigate.
- A section of sidewalk extending from the south side of Lincoln Avenue along Elm Avenue until it ties into an existing pedestrian ramp at the corner of Elm Avenue and Ethan Allen Avenue was added to this design. The City staff determined that it should be included in the design to provide pedestrian access to the bus stop on Ethan Allen.
 - Residents also voiced their opinion that adding this section of sidewalk would be very beneficial for children using school bus stop on Ethan Allen Avenue.

Trees

- The process for tree removal and replanting requires following the City Code. Each tree to be removed will be evaluated and a replanting requirement will be developed, following City Code. The trees will be offered to residents on the street for replanting first and then if any replanting trees remain, other locations will be selected. The City arborist determines what types of trees are appropriate for the street. Usually an overstory tree is recommended for the side without utility poles and a smaller ornamental tree for the side with utility poles.
 - A number of residents voiced their desire to have a say in which type of trees are planted as part of this project.
 - The cherry trees on Boyd Avenue were used as an example of the type of trees residents would like to see planted along Lincoln Avenue.
- WRA will provide the number of trees that will be removed for each option.
- The species and sizes of the trees will be added to the plans.
- Pepco has approached a resident on Lincoln Avenue requesting permission to remove a tree on their property. City staff will follow up with Pepco to determine if any maintenance work is being considered along Lincoln Avenue that would involve pole replacement or other measures that might impact the new sidewalk construction.

General Notes

- Many residents emphasized a serious concern for the pedestrian safety along Lincoln Avenue. They stated that walking along the roadway is dangerous, especially for children attempting to reach bus stops along Lincoln Avenue and at the corner of Elm Avenue and Ethan Allen Avenue.
- Residents that live on Lincoln Avenue wondered why residents from the adjacent streets were included in this meeting. It was explained by Mrs. Braithwaite that it is the process established by the City Council that affected residents are those on the block where the sidewalk is proposed and the adjacent block on the same street, as well as one block in each direction on all cross streets.
- At this time, the staff and engineering firm do not have a recommendation as to which side the sidewalk should be placed. The City staff will take a more detailed look at the proposed plans and determine if there



is a benefit of one side over the other. Issues such as the number of trees impacted, the length and heights of the required retaining walls, and number of other obstructions will factor into that decision. This information will be provided at the next public meeting.

- A number of residents were concerned about the volume of through traffic along Lincoln Avenue. They wanted to know if it was possible to restrict right turns from Ethan Allen Avenue onto Elm Avenue. Currently there is a similar restriction on Jackson Avenue. Mrs. Braithwaite explained that this is a traffic calming option and the City has a separate process for residents to request such things. The process requires a neighborhood petition by 2/3 of the affected residents. The City's website has the regulations involving the process for traffic calming requests - <http://takomaparkmd.gov/government/public-works/traffic-calming-regulations-and-petition/>.
 - A resident asked about adding speed bumps to the 400 block of Lincoln Avenue. A similar process is required.
- An informal vote of those present at the meeting was taken to get a sense of which side of the roadway people wanted the sidewalk to be designed. 4 supported the sidewalk on the north side and 10 supported the sidewalk on the south side.
 - City staff indicated that it is likely that both options will be refined and brought back to the community for review one more time before selecting which side to develop for final design
- One resident commented on the brightness of certain street lights in Takoma Park. Mrs. Braithwaite explained that those lights are controlled by Pepco.
 - Several residents expressed their interest in having additional street lighting placed along Lincoln Avenue.

The above is a memorandum of understanding between the parties regarding the topics discussed and the decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to the writer within seven (7) days; otherwise, the minutes will stand as written.

A handwritten signature in black ink, appearing to read 'Matthew Knowles', written over a horizontal line.

Matthew Knowles, P.E.
Project Engineer

3/8/16 LINCOLN AVENUE SIDEWALK PUBLIC MEETING
7:30 PM

<u>NAME</u>	<u>ADDRESS</u>
MARUOS JOMOS	416 LINCOLN AVE
Peter Stegehuis	407 Lincoln Ave
Marisa Ferri	404 Lincoln Ave.
Lisa Caprioglio	521 Lincoln Ave.
KERI MYERS	414 Lincoln Ave
Sylvia Myers Copp	414 Lincoln Ave
Graham Copp	" " "
Susan Comfort	7009 Aspen @ Lincoln
Minh Lê	412 Lincoln Ave
Aimée Lê	" "
Geoffrey Harcus	800 Elm Ave
Sennifer Shields	" " "
Eugene Katzin	7008 Aspen Ave.
Mary Jane Muchoi	404 Boyd Ave.
Emily Wyman	403 Lincoln Ave.
Claire Huson & Dave Goldberg	523 Lincoln Ave
Catherine Tunis	907 Larch.
James Mizgerd	718 Auburn Ave
Katherine Alex Roe	511 Boyd Court
D. LEA BROWNING	418 LINCOLN AVE
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