

# AA County Safe Routes to School - Folger McKinsey ES (2023-10-04 18:00 GMT-4) - Transcript

## Attendees

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## Transcript

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**Adam Greenstein:** I'm gonna we just one more minute, as we see a lot of folks joining But we do want to be respectful of everyone's time this evening. So, Around 601-602 will get everything going.

**Adam Greenstein:** Thanks everyone for your patience and being here this evening.

**Adam Greenstein:** All right, why don't we go ahead and get underway this evening. I wanted to thank everyone for joining us today. For the county Department of Virtual open public meeting for our safe routes to school accessibility studies tonight, covering Pole, Dr. McKinsey Elementary School. And we understand there's a lot of interest in this project. Particularly for this school, we've gotten a lot of feedback so far which is super helpful and having everyone here to join us. As evening is also of incredibly high value to the county before we get too far. I did want to introduce those on the county's project team who are here this evening. My name is Adam Greenstein, I'm the Dpw project manager for the safe routes to school project. What I'm going to do is introduce the groups that are represented here this evening. And then when we get to our Q&A, after tonight's presentation, folks will have the chance to introduce themselves by name and the group that they represent. But I didn't want to get the presentation underway a little bit more quickly since we have some housekeeping items as well.

**Adam Greenstein:** So we have folks here from other divisions, in the Department of Public Works a couple of folks with the Office of Transportation members of our DPW Consultant, team from Pool design, from the County Bike Commission and Triple A and from the Maryland State Highway Administration. So, if there any questions pertaining to the State's road network, or the fact that the State has been helping fund this project as well, they've been a key partner in the success and progress of this project, your folks from the state here as well. And last, but not least, of course, one of the most important partners in being able to get this Don County public schools, they're folks from public schools transportation. One clarification, there's someone who's in the Transportation Division within public schools and then there's the County Office of Transportation two different entities,...

**Tavon Hawkins:** because,

**Adam Greenstein:** some similar goals, but different operating day-to-day. And we'll clarify that if questions come up later this evening,

**Adam Greenstein:** I'm Diane if you don't mind moving to the next slide, that'd be great. Thank you so much. In addition to our introductions, which we've just wanted to go over some goals for the meeting which are not shown here. But we'll go over a couple things here. So we're not planning this evening to discuss much in the way of location specific issues, unless something comes up. That's so strong or is more of we'll call location, specific school specific. Really, the goal tonight is to cover high level issues. Procedural process. Guidance for you to review the full accessibility study for the report that you can find at the link that's shown on the screen and ways to provide feedback. Just guiding everyone through the process to make sure we get as much input as possible to help the county make decisions on how to move forward with improvements for transportation for school students at Folger McKinsey.

**Adam Greenstein:** You can also send comments to us. My contact information is on the screen, you can call us. You can send an email to me directly but we strongly encourage you one possible.

**Adam Greenstein:** when you send those comments or questions include photos maps, graphics, write out the full school name. There are a lot of schools in Interundal County and many of them have similar initials. So we want to make sure we're identifying the correct school as their folks who have had interest in other schools, Not in this scope of this project So please make sure to write that out. It's most helpful. If you write out that full name in the subject line of the email and provide as much detail about the location of your concern or if it's general as much detail as you can BS specific as you can so we can relay Identify what's going on. And look at that concern. Specifically on those comments, We are officially accepting public comments until November 5th, which is about a week and a half after the series of meetings ends later this month. But that doesn't mean the line of communication between the county and your communities ends

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**Adam Greenstein:** Or there's always an opportunity for you to reach out to us. Even if it's outside of that period we always welcome feedback, more ideas questions and concerns. We're here to help you. So feel free to reach out at any time. It's just a matter of how we incorporate that feedback into these studies and recommending improvements for the school area. From there. I wanted to go over some housekeeping items for this evening. This is set up as a webinar format, so if you're not on the member of the project team and you're coming from the community, you're in view only mode, which means you remain, you did with your cameras off. But you can use the Q&A feature, which is the primary function, we have available to you to provide feedback.

**Adam Greenstein:** If you're logging into Google meet on a Web browser on a computer, you can use the Activities button. You can see a screenshot in the middle of the slide here. That's at the bottom right hand of your screen, the triangle square, and the circle, click on that, and then select Q&A. And then you can Ask a Question. If you're using Google Meet on a mobile phone, select a three dots on your screen, then the Activities button, those three shapes and then follow the rest of the process. We do see a couple folks who have dialed in by phone their audio only, Unfortunately, that means we can't share information with you that's visual and you can't use the Q&A feature, but on the County's Project website includes my contact information.

**Adam Greenstein:** You can reach out to us with questions if they come to you, since you wouldn't be able to share it directly tonight. We still welcome any feedback that you can email us to provide your questions and comments. If you're using a mobile phone or you're on a web browser, you can ask a question anonymously. If you choose not to be identified, that's perfectly fine. We'd love to know who is asking these questions to understand the members of our community, where they're coming from, where they are. But after you Ask a Question button, you can click to checkbox for post anonymously if you'd like to do so.

**Adam Greenstein:** This meeting, as I mentioned before is being recorded. We want to make sure that folks, who can't join this evening can still participate in the process review, all this information, get the same guidance in case the schedule didn't work out for them. So, this audio video recording will be posted on the project websites as soon as possible. After this meeting, we just have to collect all that information. Make sure everything looks clean and post it on the Project Web page. That'll include the full record of the questions from the Q&A and a transcript of this meeting of the audio will be provided for questions. That are not answered directly by the team. This evening that are in the Q&A Pod will provide written responses to those comments and questions in a single repository. That's going to go on the project Web page at a later date.

**Adam Greenstein:** If you do need translation services, they are available by requests. We're still determining how to get that done. What specific aspects of these meetings can be translated whether it's the audio the visual content, the transcripts still need to figure that out what we can achieve but we do want to provide that information for those who might need them. Translated, so feel free to reach out to us. If you need, that assistance will be happy to help. With all that being said, I'm going to turn it over to Diane Lambert. Who's a project manager with our consultant tool design to go through the remainder of our presentation, this evening.

**Diane Lambert:** Thank you, Hi everyone is Adam said, My name is Diane Lambert. I'm a senior planner with Tool Design Group. Welcome to tonight's virtual meeting for Folger McKinsey. Really appreciate you all taking time. Out of your evenings to join us. As Adam mentioned. Our goal tonight is to give you an overview of the safest school accessibility project. And then to orient you to Folger McKinsey's report. And as Adam also already mentioned, We won't be reviewing specific information or specific recommendations. If you've had a chance to look at the reports you'll see it's too much to cover in a meeting for this format but full reports are posted on the county's website and we'll be showing the link to that throughout the presentation.

**Diane Lambert:** So, we'll start with an overview of the project. Anne, Arundel County, and Arundel County Public Schools are partnering on the Safe Routes to school accessibility study at 17 schools across the county. The schools were previously, identified, and move and Arundel, which is the county's transportation functional master, plan and studies are being overseen by a project management team. Consisting of county state, and school district representatives,

**Diane Lambert:** So between October 24th of last year, 2022 and February 8th of this year. From my firm tool design group conducted a one-day site visit to each school, to observe school, arrival, and dismissal, and to assess existing walking and bicycling infrastructure. The studies focus on infrastructure within the current school walk zone. But we also assessed other opportunities within the full school, attendance area to expand, active transportation to school. And the overall goal of the project is to improve transportation to improve, safety and transportation choices for all residents within the study area.

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**Diane Lambert:** So Folger McKinsey's report summarizes existing conditions and also makes recommendations for added infrastructure education or encouragement programs to increase the number of children that could safely walk or ride bikes to school. It's based on a site visit that was conducted on February 7th, a chilly morning in winter of this. This calendar year parent surveys were also administered by the school district at the start of this calendar year to obtain Reported travel modes to school and reported barriers to walking and bicycling.

**Diane Lambert:** That That might be good.

**Adam Greenstein:** I will do that. But thank you for reminding me, appreciate that. Diane

**Diane Lambert:** So, the School Overview section, covers a few things. It defines the project study area fieldwork was conducted on roads within a half, a mile of the school and then a desk level review was conducted on roads within a one-mile radius of the school that fall within the school attendance area. The section also provides school attendance and enrollment information at the time of the study as provided by the school, district it describes, the school location in layout and it provides an overview of how walkers bicyclists school, buses and parent and staff vehicles access the school grounds.

**Diane Lambert:** The parent reported Student Travel Modes and Barrier section summarizes key findings from that parent survey that I mentioned including parent, reported distance from home to school school, bus eligibility and use most common travel mode to school ideal travel mode, to school, barriers to walking, or biking to school and streets, that are used to walk to bike to school. That last question was only asked of those who reported that walking or biking was one of their common travel modes.

**Diane Lambert:** However, it is important to note that for most of the schools, the survey response rates represent. Just a fraction of the student population. We acknowledge that and we acknowledge that it may not necessarily reflect the experiences in the perspectives of all families. So that information was simply used to supplement information received from our observations and from the school directly. Folger McKinsey, actually had one of the higher response rates with 79 survey response responses received.

**Diane Lambert:** The Arrival and Dismissal Observation section provides an overview of arrival dismissal, observations operations as reported by the school and then a summary of general observations made by our team, as well as a summary of specific arrival and dismissal observations by each travel mode. So we look specifically at walkers and bicyclists school, buses and parents driving our observations focused on behaviors conflicts and general accounts of all travel modes and ultimately the observations informed, how the various travel modes function and interact within the existing infrastructure.

**Diane Lambert:** The Existing Infrastructure. Conditions section provides maps and a brief description of existing sidewalks mark Crosswalks ADA compliant curb ramps and existing planned or programmed, on-road bike facilities and regional trails park trails, and paths. All of this information is based on GIS data, that was provided by the county at the start of the project. And this information just kind of serves as a baseline of source of sorts for the pedestrian and bicycle facilities current pedestrian, and bicycle facilities, The report also summarizes five years of crash data to assess the total number of crashes, within a one-mile radius of the school. And how many of those involved pedestrians or bicyclists? The crash summary also includes the number of pedestrian and bicyclists. Crashes, that occurred within the school walk zone,

**Diane Lambert:** The Infrastructure Recommendation section includes both the map to visualize the location and type of recommendation and a table that provides additional detail. On each of those all recommendations in the plan, aim to improve safety and accessibility for students to walk and bicycle to school, including measures to reduce vehicle speeds, address conflicts between pedestrians or bicyclists and drivers. And to provide fully accessible, sidewalks and street. Crossings So on the map recommendations that were made within the school. Walk zone are identified by numbers and recommendations that fall outside of the school. Walk zone are identified by letters the map distinguishes between what we call spot recommendations such as recommendations at a specific intersection or a crossing and also segment recommendations such as sidewalks or road corridors for recommendations such as speed management.

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**Diane Lambert:** The map also color codes recommendations by type of recommendation. As able the plans acknowledge other projects within the study area. But ultimately, the county will confirm the approach to implementing any recommendations to ensure that they align with other projects as necessary.

**Diane Lambert:** A quick orientation to the infrastructure recommendations The MAP ID column corresponds to the numbers or letters on the ations In addition to defining the The location column also describes Significance of the recommendation such as weather. It is inside the school zone or along a key student walking or bicycling route. And those key roots were identified based on information received from school administration information from the parent surveys and just also from our general observations in the morning Facility type provides, the general category of the recommendations such as sidewalk crosswalk curb ramp. The issue and recommendation columns, provide details on the identified issues and specific treatment recommendations.

**Diane Lambert:** The potential costs listed in the table reflect planning level construction costs details related to cost for specific instruction. Can't be determined until the method of implementation for the proposed improvement is confirmed so that these are planning level estimates only. And then the time frame column, reflects general project, feasibility or complexity that can help to implementation decisions, but is not an indication of the county's planned, time frame for implementation. And again, I just want to repeat, We've only provided a snapshot on this slide of the recommendations table. So you can view the full report either on the county's website or the link that Adam had provided in the chat.

**Diane Lambert:** Each school report also includes education encouragement enforcement and evaluation recommendations to help schools improve awareness and knowledge of safe practices to reinforce safe behaviors and to encourage travel mode changes and ultimately to help establish a culture of walking and bicycling to school. And finally, each report closes with an appendix, that contains photos that correspond with each recommendation, map ID, These photos simply document the exist. S, which can sometimes help to explain the issue and the recommendation.

**Diane Lambert:** So following the public meetings, the county will finalize. The prioritized list of recommendations, prioritization will be based on an assessment of a few things. impact potential demand. How many people are likely to benefit from an improvement? The potential to benefit vulnerable populations as well as just assessing project feasibility cost and opportunity. Implementation Timeline and Funding source will be based on the type of recommendation as well. So, shorter term implementation, may be more feasible for low cost or quick hit operations or maintenance type

recommendations, like signs or pavement, markings or vegetation trimming things that may have an existing dedicated funding stream.

**Diane Lambert:** Longer term implementation is required for infrastructure. Projects such as new sidewalks that will require funding from the county's capital improvement budget and the schedule for any actions after the studies are completed and final has yet to be determined by the county. So again, that was my quick overview and full reports are posted on the county's website Information on how to provide input is also included on that website and it's also provided on the screen again. If you have any general process questions, we can aim to answer them tonight. Please use the Q&A function on your laptop as Adam described earlier. And at this point I think I'll turn it back over to Adam to see if we have any questions to Field.

**Adam Greenstein:** Great, thanks so much Diane and we do have a couple of questions. I'm glad we're getting some feedback, including some upvotes and one thing I neglected to mention is that if you see a question on the screen that you agree with, if you choose not to post the same question or if you have an idea or it wasn't on your mind you're welcome to support that question by clicking on the thumbs up with the number next to it to support it. And I see there's one question, we already have that's been uploaded which is great to see. So I'll read through a couple of questions. And it looks like they are generally higher level on the process of how we're going through this analysis, and also look, for the support of the project team, to help you out here. So the first question says, Part of the justification of the study is the crash data, which the study indicates covers a one-mile radius. This includes areas far outside the scope of the recommendations. Can you support the recommendations by breaking down the data by map segment? So we can understand the benefit?

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**Adam Greenstein:** And this is a tough question and Diane. Maybe I'll also coordinate the response with you but I'll get things started on this one. Fresh data in the context of this type of study is very challenging but it's definitely something we need to look at. Because if there's an identified issue of collisions happening of any sort within an area, we might be able to recommend something that could at least mitigate the risk of a crash happening there or completely eliminating it. That's not always guarantee. It's more reducing the chance that something were to happen. However, crashes, especially when it comes to You pedestrians and bicyclists even more, so are considered inherently random. And so if there's patterns, we want to identify those and see if we can resolve them. But even inside the walk zone for this school, and many of the other schools that we looked at, as part of this project, there wasn't a higher occurrence or really any identifiable patterns of crashes.

**Adam Greenstein:** That's not to say it's not important that if you have one pedestrian crash or one bicyclist crash that it's not important because they're the most vulnerable road users of all. And if we see something happening there, we want to try to address it as best as possible. They have the highest risk of being hurt or God. Forbid killed in a crash. The data that we do have, we focused on the specific location of the crash combined with the observations from the day. We were in the field combined with other data, we collected in GIS and other background information that we had conversation with schools, the parent surveys to see How does all of that data align and what recommendation makes the most sense. So it's not necessarily breaking it down by map segment. It's even more location specific. If it's on a certain block or at a certain intersection, we can use that data to our advantage to say what recommendations might actually help resolve that issue or make crashes less likely to occur.

**Adam Greenstein:** The additional benefit of what we're looking at here. Is that even if there's a crash is not happening, there could be near crashes. There could be no occurrence but they're still, obviously, by going out onto the transportation network. There's a general crash risk just by making any trip. And by making some of these improvements that we hope to have implemented once we've refined and finalized the recommendations that just generally reduces the chance of a crash happening. If someone is walking or biking or even driving, taking the bus, anything like that so we can certainly look into that a little bit more and provide a response.

**Adam Greenstein:** To understanding it is a big area that we covered but is we're looking at specific crash data and identifying recommendations at that point to see what we can do. Diane, was there anything you wanted to add?

**Diane Lambert:** Yeah, I agree with what you're saying. Yeah, and I would add that the crash data was not so much justification for the study. It was just a lot of information that we were as we were looking at as we began the studies but there's plenty of research out there that we are aware of and that we kind of base our studies on about the roadway risk factors that lead to pedestrian and bicyclist crashes. And, that was more of the focus of our infrastructure assessments whether or not a crash has occurred in a certain area or looking for the roadway risk factors. So we can preemptively kind of make efforts to mitigate them.

**Adam Greenstein:** Thanks, I'm gonna move on to the next question, which now has two of those. And I can certainly understand why and I see one oboe vote for that. Crash data. moving on to the second question here, with two upvotes, Go back to your point. Diane about noting it was a chili February day. How relevant is a day visit doing observations on that day. If it's a chili February day, when kids are less likely to walk in bike and we got a lot of feedback from schools and from families on this saying, Why are you out here in the middle of January versus a nicer day in the spring, or the fall? And there's a lot of factors that go into this and matter how or what way. You slice and divide up the schedule. So we could dedicate a good amount of time to each school. Because we spread out our observations over several weeks and ended up taking more like a few months.

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**Adam Greenstein:** whether or not we started in the fall or started in the winter, in order to get observations done at all, 17 schools within the school year and discounting the summer, to make sure that we actually did school arrival and dismissal observations. Some of them were going to be in the winter. We were hoping for good weather. Some of them were on rainy days and it's just kind of luck of Part of the process in getting approval to be on the school site to Transportation activity for school pickup and drop off. And any time in between is making sure that the school administration was on board. We were going to be there. If something were to change with weather and we had to make a change. We did run into some issues with some schools, where our staff had car maintenance issues, and couldn't make it. We had to reschedule something happened at the school one day, things just got kind of out of whack and so we did have to change the schedule but the goal is to be as specific as possible if we proposed a day to that school. And the staff said yes, we were going to try to commit to that.

**Adam Greenstein:** The other part of that is we are taking into account. The fact that a chilly day might impact transportation choices for families and for students, and for staff as well. If you have a colder day, there might be fewer people walking in biking and it's not a matter of. We take a discount factor or a

percentage of people who might not make that trip because of how cold it is, or how rainy it is or if it's snowing or whatever, the case may be, but we generally take that into account and that's not to say we couldn't go back out there at a future date, do more observations outside of the scope of the project. Just to confirm what we see before. Any of these recommendations are finalized and into the county's capital improvement program, just a quick follow-up. and see what's happening in another point in the season, that unfortunately takes more time, more county budget more funding to go back out there and do that follow-up analysis and slows down our schedule for being able to get

**Adam Greenstein:** Projects and other improvements pushed forward, but that's something that we can do and it's a really good question. It's really important to keep in mind, we were trying to avoid it as much as possible but there were just some factors that kind of put us in that situation.

**Diane Lambert:** Yeah and I would add again I know this is going to sound several to the other question but our observations and looking at the number of kids who are walking a bicycling was just one piece of information. We had conversations with the school, to try to understand the number of students who are walking a biking and key walking routes. It was a question. We asked the parent and if you look at the report you'll see that we ultimately assessed every street within the walk zone and beyond so whether or not we had actual counts of kids, walking, we were again, looking for good pedestrian facilities. we were trying to determine where there might be conflict points between vehicles and pedestrians, walking, and truthfully. We can envision some of those a bit better when it's a cold day and there's a lot more parents driving so we can see where the system starts to back up and we can envision, what that would look like a child were having to walk to school.

**Diane Lambert:** Condition.

**Adam Greenstein:** Thanks I think that's helpful clarification. We can certainly expand upon that if needed. And some written responses to that question as well. Here's an interesting question. The third one that came in, Why is the study focusing on encouraging walking and biking to school? When the study admits a very small discrepancy between walking as a primary method of transportation versus walking as an ideal method, It seems there would be bigger benefit from focusing on Reliability. That's a tough question to answer. I can put one small piece of that, but I'm going to rely on several other members of the project team to help me out here including public schools. Possibly the office of transportation. Putting anyone on the spot which is looking for additional support here. And then if we can't provide enough information to really answer that, we'll discuss that separately and provide a written response in our repository.

**Adam Greenstein:** heard of our approach, to the survey data was Acknowledging that people would like to walk versus people who are already walking and contingent on the survey responses. And I won't go too much into detail about that, but there could also be folks who didn't respond to the survey as Diane mentioned, even though the response rate for Folger McKinsey was a lot higher than a lot of other schools that we looked at. It's still a fraction as she mentioned. And so there could be folks that if they had responded to the survey could skew those results and change it up a little bit. But it's just more of a way of an informing this where because there's a walk zone and

**Adam Greenstein:** Using the survey results and feedback from the school and other feedback from you through this mechanism here tonight as it just sort of a guidance and support. We still want to look at inside the walk zone. There's not bus service there. How do we make it a safe as possible? Considering some families might be walking some refer to someone prefer. Not to, but we are keeping The last point that you make there in that question of focusing on bus reliability. Keeping in mind that there might be



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**Adam Greenstein:** parents driving kids to school inside the walk zone, if they feel it's not safe, parents outside the walkzone who would like to have that opportunity for their kids to walk. They're not in the designated walk zone, there's not good quality infrastructure or programs available to them and a bus transportation was a big part of that we can get into more detail offline if needed since so we can discuss that but I will defer to others on the project team and I see that B the County Office of Transportation not from public schools. Brian feel free to expand on that if you'd like.

**Brian Ulrich:** Yeah, I just wanted to point out that this study was a, initiated by the Office of Transportation. As a result of the county's, transportation master plan called Movie and Arundel which was adopted I believe in 2019. There's some investment communities. And one of the priorities is making communities more walkable. and in that is providing safe routes to school. And then also we're building out a low stress bicycle network. So, the guidance from the Master plan is to provide more walkable communities including specific focus on providing an better access to schools, which also helps those communities in and around schools walk around their communities and two other points beyond just school. so that was the focus of the study and why it was started in the first place.

**Adam Greenstein:** Right. Great. Thanks Any other feedback from the project team on that?

**Adam Greenstein:** Hopefully that helped answer your question there, but it's a good question. It's important to think about I do see a question on something a little bit more specific for sidewalks on Arundel Beach Road. There's a separate project. The county is undertaking and we can provide contact information for them. So we won't go into detail tonight of making sure that project gets done as soon as possible but as you can follow up with the team to get more information on where that stands.

**Adam Greenstein:** I see a question here. What about aesthetics of our neighborhoods, keeping it natural versus lack of concrete? That's an interesting question about. If you add more sidewalks, That's a couple to answer. And I see there's a lot of Upvoting, so I think it seems like a lot of folks here this evening, representatives of your different communities, might feel the same way. I'm not sure I can go into too much detail on that tonight. It's not That we're ignoring aesthetics. It's not a primary driving factor. We're looking at other benefits of having sidewalks from the safety mobility and accessibility perspectives. We acknowledge it changes the way a community appears.

**Adam Greenstein:** There are other benefits that we found through other projects and studies at the county has done such as possible increase in property values. Although, that's not necessarily consistent result, but generally across the board. We have seen that in some locations around the county and around the state of Maryland as well. We can keep that in mind and generally speaking, if there are locations that the county and public schools decide to push forward with sidewalks or other hard facilities, major reconstruction, or new construction for that matter, we're going to keep in mind how it appears and try to make it as aesthetically pleasing as possible. Within the context of the neighborhood. That's not really included in the scope of this project but generally moving forward, that would be the goal of the county is to make sure that the appearance meets the needs and desires of the community. Much as possible. Again, any other feedback from the team on that?

**Brian Ulrich:** I think you spoke to Adam, Goal is to increase safe, walking and biking, and we would obviously tailor that towards the desires of the community for how it looks. And again, another part of this whole project is prioritization, so we have a lot of proposed improvements. And if there are areas you think we should prior deep prioritize, that's what we're looking for the feedback from we've got the Here's

what we've identified. What is the community input on those recommendations. So Again, the more specific you can be the it will help us.

**Adam Greenstein:** Thanks that Segway is perfect talking about prioritization. A note that sidewalks for the streets near the school should not be longer time frame. It needs to be prioritized and as Diane mentioned that's part of the goal. The project is to prioritize all the recommendations across all the schools. Which ones do we absolutely want to try to get done first? What meets the greatest need in terms of the number of people who would benefit from the level of safety that would improve?

**Adam Greenstein:** the long prime frame should be taken in context where It's just a matter of how difficult it can be to implement a new sidewalk where you have to go through full engineering design process, which takes a couple of years. There's permits in review, processes and possible property negotiations with private property owners depending on the road where you're looking at which we know as an uncomfortable subject. But we can have a sidewalk project at the top of the priority list depending on the location and get that project request into the county's budget and started as soon as possible versus something that we might say. we believe there's a benefit that I think it should wait because there's only so much funding to go around for infrastructure projects through gdpw and even if we were to say Apply for grants or get help from the state or other entities, but that's where the long time frame comes from, it can get started right away, but it just takes a lot of time. We can do what we can to get projects moving as quickly as possible. But there's typical schedules for these types of construction projects for things like sidewalks.

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**Adam Greenstein:** Question on existing street lights. Should they be shown with other infrastructure? Shown on the slides? Diane correct me if I'm wrong. I don't think we collected information on street lights, correct.

**Diane Lambert:** There's definitely not information in the existing conditions data. We potentially in some locations did make recommendations related to lighting, but I'm not sure specifically with Folger McKinsey.

**Adam Greenstein:** That's a good question now on lighting and I can't recall and we can check offline for you on this and provide a written response. If street lighting is in the county's GIS. If it's not, it's something we could look into because we're trying to collect as much information on the county's assets as possible, so appreciate you asking that question. And we can look into that a little bit further.

**Adam Greenstein:** So how wide would the sidewalks have to be? There's issues with landscaping that would likely be destroyed, we'd be compensated for changes to our property. So even though it appears that this location specific, it is a good question about what happens in future construction. And I can't get into too much detail now because it's a little bit beyond the scope of the study. But generally speaking sidewalks have to be compliant with the Americans with Disabilities Act typically, five, feet wide, in some places. We could propose a shared use path that also accommodates bicycles. That's between eight and ten feet wide but really decide walks of your minimum, five feet that federal Regulation compliance. Anything that happens on private property, anything that needs to be taken out within, thanks Brian for the clarification on the lighting so we can get into that a little bit offline and talk amongst the project team, but going back to this question on impacts, if there's

**Adam Greenstein:** Anything that's in the county's, right of way that would be impacted by sidewalks. We would do our best to try to bring back conditions to what they were before, but if it's in the county's right of way, then there's no guarantee that we can do that because it is public property and not private property and it's the county's responsibility, if during the process of construction we put in a sidewalk and there's impacts from construction on private property but it's not the permanent condition. Anything that's impacted on private property, we would replace to the greatest extent possible, for example, vegetation fences, things like that. So I won't go into too much more detail about that but that's a good question and we would do what we can to rectify issues on private property but not in the county's right of way.

**Adam Greenstein:** Next question, if an intersection of a car and a pedestrian, or bike traffic is driving cause of the safety issues. Why do the recommendations include no accommodations for additional parking or drop off loops and spaces? The survey confirms there's not currently enough room for all the cars today at Folger McKinsey Elementary School. It's a good question. So we acknowledge that there are concerns and we included observations of parking vehicles in the drop-off/pickup areas things happening along the roadway when it came to stop or moving motorist traffic, I should say. But the primary focus is how do we improve it for?

**Adam Greenstein:** Pedestrians and Bicyclists Taking that into account, we can have side recommendations to schools to say. We think that might help but it's not necessarily going to be processed through this project just in conversations with folks from public schools who are here this evening on how that might help, but the driving factor in determining how much money we need to set aside for projects, is really just focused on pedestrian and bicycle transportation. Anyone else on the project team care to elaborate or have any other information to share?

**Brian Ulrich:** No, just reiterate what you said. The goal of the study was to improve safe walking, and biking, which would hopefully reduce the number of people driving to the school. And again, AACP controls the school property inside. So we would defer to the school system on improvements within the school property.

00:40:00

**Adam Greenstein:** Thanks. The next question here. How did the county determine the one mile radius and did this decision?

**Adam Greenstein:** Decision, making take into account the young age of elementary schoolers as opposed to middle or high schoolers. Yes. This is definitely a prevalent question on the minds of parents and families, walking nearly a mile for a first grader in all weather is just as inappropriate as for a kindergartner. We appreciate that question and I'll defer Brian to you on the scope development a little bit. Even though that was a collaborative effort on why my radius part. But as far as acknowledging the challenges of walking for a mile there are different thresholds for different ages. Groups on how that walk is set for kindergarten versus older elementary schoolers. There's wider walk zones and folks in public schools here can clarify that in case I miss anything or say anything in error, the walk zones are bigger as the students get older we acknowledge some of those distances are still really long over taking that into account that even a half mile 3/4 of a mile for a young elementary school or can be a challenge, the one mile was just partially to try to be more

**Adam Greenstein:** Intensive in looking at how overall transportation in the area combined with the activity in and just outside, the walk zone kind of all play against each other.

**Brian Ulrich:** Yeah, and I'll just add that. That's what it was. I mean we took a one mile radius to be, consistent across schools. That included area outside the existing walks in.

**Brian Ulrich:** Using the one mile, I believe the one mile radius or one mile walk, distance is the elementary school standard for distance to walk, not necessarily by the crow, but as a crow flies So it was just to look at way to quantify looking outside, the walk zone to see what improvements could be made.

**Adam Greenstein:** Thanks Another good question on crash data and this came up in a lot of the reports. So I would consider this a general question but using root 2 is an example. So Maryland Route 2 is inside the study area but much of the crash date is on route to. So that seems to not be particularly relevant to student safety and including that in the study desk. the data. So I believe this might have been shown on the crash data slide, but when we broke down the crash data, we identified how many crashes occurred on either. Major highways interstates within that radius. So It's not really relevant but we did specifically focus on the crashes. With any attendance area. And also, within the walk zone is just a matter of summarizing. All the data that we collected. We wanted to start with everything happening in that one mile radius acknowledging. The context of this crashes, are they really relevant going back to the other

**Adam Greenstein:** Question on crash data of really focusing on pedestrian and bicycle crashes. But how does that inform our decision making? We took out data on rows where there's really not any school related walking and biking happening but just leaving that in just for the sake of being comprehensive.

**Brian Ulrich:** Right, identifies the crash safety aspects in the area of the one mile. And then the map shows those specific to closer within the school area. So again, it does identify that. There are a lot of crashes as you say along the Route 2 corridor. So there are concerns with, that area. And then as you see the zoomed in data, there are new crashes identified in this particular case within the walk soon. Or maybe there was one. I don't know if it was just inside or outside the walk side So, again, it's to let the flavor of the area within the one mile radius, the neighborhood that the school is in, and then we zoomed in on the school itself.

**Adam Greenstein:** Right. Thanks Other feedback on that.

**Adam Greenstein:** Okay, just wanted to let I know we're at 6:45 and we have this meeting room available until seven but I do want to be respectful of everyone's time. There are a lot of questions here. I want to make sure that everyone understands that. If we don't get to your question this evening, we will make sure to provide a response in writing that will be posted on the project Web page. Nothing will go without a response. Make sure that everything is accounted for because your input is incredibly valuable. So we'll try to get through as much as possible. But everything will include a response in some way shape or But moving on to the next question. Why weren't the number of car drop offs included in the study like the number of buses walkers bikes etc. My understanding on this question What you're asking about is there were statistics, we have earlier in the report that talk about how many students are eligible for bus transportation students that live within the walk zone.

00:45:00

**Adam Greenstein:** But the number of card drop off since it's unofficial data and there's no assigned category for families who have to drop off kids pick up by car same thing with bikes. It's really just assigning walking or bus transportation and other options beyond that are up to individual families. Go ahead, Diane,

**Adam Greenstein:** Okay.

**Diane Lambert:** And So we were making more of an effort to collect counts on walkers and bicyclists. Coming in the cars it's too hard to count cars with, one or two people standing at and watching the school drop off procedures. But we did certainly note when the car drop offs were excessive and spilling back to this off of the school campus, and into the street. So, we tried to at least quantify. If there were volumes the volumes,

**Adam Greenstein:** Thanks The next question here, is there an environmental impact study being done to evaluate the loss of mature trees and new impermeable services due to Sidewalks that would be included in the development of any future capital project where a sidewalk is proposed that's a standard practice by the county and nearly all public agencies locally in the state and across the country to make sure we quantify what the impacts would be if we make that change. A great question on the last.

**Adam Greenstein:** The goal is to improve safety for Bikers, walkers etc. Is there any discussion around? Redistricting certain folger communities to reduce traffic. So this type of question is important but beyond the scope of the project and it's a good question for and around county public schools. I know this type of question does come a up a lot about student, distributing to different levels of schools, elementary middle and high school. But we can direct that to Schools offline and try to get more information on that because we understand that. It's important issue of how that impacts transportation.

**Adam Greenstein:** Question on the process Here, can you speak a bit more to the process and prime line for Prioritizing improvements and incorporating into the capital budget Once feedback is received. It's very important to understand exactly what's happening after the studies are completed. So, the recommendations will be finalizing corporating, public feedback within the next couple of months. And during that process, once they're confirmed by the time, the studies are completed closer to the end of the year, we will have a prioritized list of every recommendation. And what are we like to go with? That could obviously change, but the goal is to try to use that prioritize list, as much as possible. Everything in terms of this study, we aim to have finished by the end of 2023.

**Adam Greenstein:** Schedules can change and we'll keep the communities updated if anything does change, but that's the current schedule of course subject to change in terms of incorporating the recommendations into the capital budget. Once we get everyone's feedback and have everything finalized, a lot of that's up in the air. We know that at least with a high priority projects we can put in new project requests that are generally generated by the County Office of Transportation. Sometimes they'll come out of public schools depending on the location type and costa the project or the scope of the project. So there's really a lot that is yet to be determined, so there's not really a schedule, but the goal is to try to get those requests. And as soon as Possible. But we can at least let you know that the studies will aim to have them done in the next couple months.

**Adam Greenstein:** Next question, can you be more specific about what is included in the estimate of planning costs Are there key assumptions such as the sidewalks will be put in an existing public? Right of way there won't be any trees or significant structure to be removed. Underground utilities will not need to be relocated etc. So Planning level costs. Incorporate a lot of these details but it doesn't usually incorporate all of these things, since a lot of things can change. So there's often contingencies for these types of items that are just a high level estimate, that either can be higher or lower. When we get into the actual engineering design process, things like right-of-way utilities impacts vegetation

**Adam Greenstein:** Maintenance those types of things. So it's just meant to be high level to give you a rough idea of the scope of how high that costs can be, but a lot of those details can change. When you go from planning, level costs to actual more of a detailed engineering assessment of costs. Anything. The team would like to add on that public works. Transportation. Any other feedback?

00:50:00

**Brian Ulrich:** no other is just a generic way to look at cost comparison between proposed improvements. And again, the specific costs would be determined. if the project got selected and went further into design process

**Adam Greenstein:** Thanks Brian.

**Adam Greenstein:** These comment on getting all homeowners input versus just elementary parents and put on property changes. So these notices did go out to whereas then out by the communications office within a rental county public schools. So they were sent to families who get those communications who have students in school or might sign up. Otherwise the information has been publicly available on the project Web page and we did a media release and shared it through a couple of other mechanisms. Not the same way that we do for a lot of other Dpw projects that are sent to adjacent homeowners. But this information is public and has been shared through other mechanisms, so we have given opportunities for others who might have feedback on that.

**Brian Ulrich:** And I just like to add, if you have neighbors or hoas, please share it with your neighbors and your hoas and get more Comment is better for the county and makes for a better study. So please share with anyone. it's interested in and we'd love to see more public comment. That's why we're here is to get the community's input, not just the parents.

**Adam Greenstein:** Thanks And I want to acknowledge the last couple words of that comment on property changes anything Extensive, that involves construction redesign versus, it's an operations that ends like signing in Crosswalks are more impactful to you and making sure we get input from folks, who could possibly be impacted by these recommendations is certainly of the utmost importance, we appreciate you, raising that point.

**Adam Greenstein:** Next question lighting issue Here. I apologize. The map includes recommending sidewalks on nearly every street in the peninsula which would significantly narrow roads in interior neighborhoods while sidewalks on Arundel Beach Road and McKinsey makes sense. The extra streets are excessive what evidence would justify the need for such a response. It's a tough one to answer in Diane. I'm going to rely on you to help me out on this one, a little bit, since you have a sense of experience on safe routes to school, in many jurisdictions, in the region. Not to put any pressure on you. But just...

**Diane Lambert:** but,

**Adam Greenstein:** because you've been through this before, I would certainly appreciate your help on this. But firstly, when one point to start with here that The way sidewalks are implemented wouldn't be determined until we get to the engineering design process of whether we end up placing it in an area where road currently exists in narrowing, the lanes versus doing it outside of the road space that would have to go through an extensive assessment of where the specific alignment would be. And we also acknowledge that there's a difference between the level of need for sidewalks on major roads where there's higher speed, higher volume traffic versus local streets and maybe all these don't go through or

maybe some of the ones on local roads or the lower priority. So it comes back to that prioritization process of where's the greatest need based on several factors.

**Diane Lambert:** Yep, I think that you said that very well. certainly when we're talking about making recommendations for elementary school children to walk or bike to school, sidewalks are kind of a prerequisite and we did have conversations with the county about the fact that in some of the study areas, there were no sidewalks within the existing walk zone. and how to approach that and truthfully. Since we weren't able to have a really robust public engagement project on process on the front end of the project, with the school, with the parents, with the community, to understand, kind of critical roots. the safer approach was to make sidewalk recommendations where there they are lacking and be able to sort out the prioritization and the kind of the priority needs through that prioritization process, which would lead to identifying the most appropriate priority routes for kids for implementation.

**Brian Ulrich:** And I'll just add that this is the kind of comment that we would like to see. This is saying, prioritize sidewalks on Runa Beach Road and McKinsey and less priority on the interior neighborhood streets. So that's what the kind of input we're looking for.

**Adam Greenstein:** Thanks for that. Appreciate everyone's help on answering that question. Hopefully, that answers it to the greatest extent possible. The next question here, why not focus on having a cut through path to sunset and the elementary school versus happening. So, many sidewalks. Put in, even though this location specific, it does tied to a general approach. For the project of We did, want to look at opportunities, to not just use existing streets and roads, for possible connections to improve, accessibility and mobility.

00:55:00

**Adam Greenstein:** Or pedestrians and bicyclists, but that's something we consider generally. So I'll leave this response relatively quick of including for ideas like possibly expanding the walk zone. What we want to use the existing street network. Could we make cut throughs to reduce the travel distance for folks outside the walk zone that would make it more feasible. So we did, look at those opportunities. It just depends on the context, the layout of properties, and other features, it might make it more or less challenging to do, but it was in our considerations, those types of things, part of this study. Next question here, when safehouse to school infrastructure has been put in other communities. Are there reliable statistics on? How many more children will walk to school, bite to school, or the number of car drop offs that are reduced I know this is a little bit variable but Diennal defer to you on this one.

**Diane Lambert:** Done since then. So yes, this is a great question.

**Adam Greenstein:** Thanks Diane, the next question, here is a location-specific, so we'll answer that offline. It's about a cut through on for a couple of streets so we'll discuss that offline and provide a response in the written repository. But we will acknowledge it but thank you for asking it. The question here, if these parents feel bike riding are walking,

**Adam Greenstein:** Feel that I don't know. Beach Road is so dangerous. Why do we see them walking and riding bikes with their children rather than driving them to school if they're available? Why not drive them? That's a tough question to answer and I think that's something that we should discuss is a team offline since we're coming up on the top of the hour. I want to see if we can get to one or two more questions. We'll make sure to respond to that because it's a really good point in thinking a little bit deeper about that issue.

**Adam Greenstein:** Will there be some type of matrix created that allows some type of comparison of data used in the study to help show how communities might be prioritized for approval and funding? That's generally part of the prioritization process that talks about considerations of costs constructibility. How many people might benefit from What safety level improvement it includes, so there will be a data breakdown. We're still figuring out what that looks like in terms of what we share with the communities, The final reports, the prioritization information, what we can share outside of the project team, but we'll see if we can share some level of detail with everyone. We'll get back to you on that.

**Adam Greenstein:** Street, lighting locations are shown on the Bge website for report and outage, So It goes back to the street lighting question. It's a different repository. The bge maintains and the county does have some information on that, but it's helpful And a reminder for everyone here about where you can find more information on street lighting. Do you have a link to the GIS maps? That shows the locations of county right of way versus private property for proposed sidewalks. Brian. Thanks for providing that link. This is publicly available GIS that includes a number of different layers including GIS level property lines. So you can also check property Plats Using this resource. exactly where the right-of-way line is or as close as possible as we can get it. But it gives you a planning level assessment of where the line is between private and public, right of way.

**Adam Greenstein:** I want the critical area laws impacted by any of these reports. It's a good question, but probably not the right setting for but we'll discuss offline and try to get you a response for the written repository Is it possible to use the data that was collected on existing infrastructure for each of the 17 schools to create maps of routes to school? That could be considered safe. That also incorporate current crossing guards?

**Adam Greenstein:** I know we're at the top of the hour here and that might require a little bit more time. So although that's a question that we could answer, I do wouldn't be respectful of our audience here this evening. Diane unless there's anything that you did want to add on that question real quick.

01:00:00

**Adam Greenstein:** Thanks With that being said, I know we tried to get through as many questions as possible. There's still a lot on this list. We're gonna get to as many as we can offline and provide you written responses. Even if it's just that we still need to look for more information. We'll try to get you what we can as soon as possible. You in touch with someone who can provide more information, Brian, real quick before we adjourn this evening.

**Brian Ulrich:** I didn't know if you want to touch on the bike safety education, that just happened. I think this week for Folger McKinsey.

**Adam Greenstein:** Correct.

**Adam Greenstein:** Yes, so as part of this project and I apologize for running over just a minute but I appreciate everyone's patience. As Brian mentioned, the other major task. In this project was eight of a 17 schools, receiving safety training for students on pedestrian and bicycling behaviors. Learning how to better ride, a bike safe practices while walking in biking in your community, both involving trips and from school. And otherwise those schools were selected using a specific process and can't get in too much of the detail tonight. Some of it involves school interest, some of it involved the information coming out of the studies but the goal is to try to have that training available for all students and elementary schools on a rotating basis. So at least once before they're done elementary school and this is just the pilot so trying



to build off of this. more and more students. Each year can get that benefit from a training Walter McKinsey happened to be right around now. And we started these a couple weeks ago and they'll be running through the middle of November.

**Adam Greenstein:** Any last or final feedback from the project team?

**Adam Greenstein:** Thank you so much to the project team for staying on the call a few extra minutes. I know we blocked that off for an hour, but having that additional discussion, I think was super helpful. Thanks to all of you from our school community for being with us this evening being patient. As we got through questions and being part of the process, we'll provide answers to everything. All the questions here that we didn't get to everything will be posted on the project Web page. So please keep an eye out for that. If you have any questions, feel free to email or call me at any time for always here to help. Thanks again, and have a great evening.

Meeting ended after 01:02:42 🙌🏻👋