

H539626 Stevenson/Quarterfield Study, Community Leaders Working Group Kickoff – 2024/10/15 15:54 EDT – Transcript

Attendees

Adam Greenstein, Adam Greenstein's Presentation, Allison Pickard, Anthony Coppola, Anthony Coppola's Presentation, Brandon Haslun, Brian Ulrich, Darrell Sacks, Glenn Gunter, John Borkowski (KCI), Kellie Boulware, Kristin Etzel, Nicole Levy, Rashaun Inman, Tavon Hawkins, Teresa Bondi

Transcript

Adam Greenstein: Okay, good afternoon everyone. My name is Adam Greenstein. I am a project manager with the Animal County Department of Public Overseeing this feasibility study a transportation facility planning study. We'll pull up the slides in a minute for our consultant team. If you don't mind pulling up the slides we get underway that would be great and I forgot to turn on my camera. So you can have a name to a face. I apologize that the bright background behind me. So please bear with me today. Again, Adam Greenstein project manager with County Dpw?

Adam Greenstein: We will be discussing our work to date on a transportation facility planning or otherwise, what we'll call a feasibility study along the Stevenson Road in Quarterfield Road, corridors near Quarterfield Elementary School and Severance High School Cat. North a couple of housekeeping items. Before we share some information on the screen again. from rather, this meeting is being recorded. And there will also be transcription. So after the conclusion of today's meeting, we will share a number of different files on the project Web page and we'll provide a link to that page for you in the chat today. What will be recorded is audio and video. So anything you see with someone on camera or anyone speaking, they will show up on the screen in that recording. You'll see any of the shared slides on the screen today.

Adam Greenstein: We'll have a copy of the audio transcript that will try to clean to the greatest extent possible and anything entered in the chat, we'll be saved, typically the county's Google Meet system doesn't usually save the chat. If we record it, we can see everything that's inserted in the chat. So if you have questions that you want to use the chat feature, if you're on a desktop as at the bottom right of your screen, there's a little chat bubble that you can use. If you do need, captions, use the button on your screen. That's a triangle square in a circle. And there is a number of what Google calls activities. Under the Recording or Transcripts buttons you can add to captions in any language that works for you. You're also, welcome to use the Q&A feature if you don't want to use. The chat feature, but you can ask us questions. Either one is perfectly fine with us, excuse me.

Adam Greenstein: In addition, to all those files being posted on the project, web page will also have a PDF of the slides. You can just review the visuals at your leisure and ask us questions after the fact. So you can feel free to reach out to any of us on the county team at any time. If anything comes to mind After today's meeting, We understand that things. come to mind when you're not on this spot thinking of ideas. So please feel free to reach out to Salina. Communication is always open. So, John Anthony Teresa, if you don't mind sharing the slides on the screen, if you have them ready to go, that would be great.

Anthony Coppola: God, you have it up. You want me to share my screen?

Adam Greenstein: If you do run into technical issues, I'm happy to do. But I'd rather defer to your team.

Anthony Coppola: I think I don't Are there you muted? Or there you go.

John Borkowski (KCI): I'm sorry. Google meets is a little challenging for me. Can you guys hear me and can you see the screen?

Adam Greenstein: We can hear you but nothing is shared on the screen. You can use the button where it says Present. At the bottom, it's a rectangle with an arrow in the middle.

John Borkowski (KCI): Okay, it's telling me it is sharing. So

Adam Greenstein: If you're having an issue, I'm happy to do that or Anthony. If you want to give that a shot, that's up to Okay, let me know...

Anthony Coppola: Yeah, I can give it a go one second. Let's see if I have any better luck.

Adam Greenstein: if you run into a problem and everyone we apologize for the delay. I did test this out earlier without any issues but of course when you're on the spot it doesn't do what you want it to do. So thanks for bearing with us.

John Borkowski (KCI): is it showing it?

Adam Greenstein: Not yet.

Anthony Coppola: All right. Let's see if this works.

Adam Greenstein: We'll give it one more minute.

Anthony Coppola: Kinda.

Adam Greenstein: Okay Anthony, are you able by any chance to share the full size slides instead of the PowerPoint window?

Anthony Coppola: Is that not...

Anthony Coppola: what Right now, I thought it was the full Of course,...

Adam Greenstein: Corrected. Yeah,...

Adam Greenstein: it's showing the PowerPoint window instead of the full size presentation.

Anthony Coppola: one second,...

Anthony Coppola: one second, sorry about that beginning and...

Adam Greenstein: Again,...

Adam Greenstein: thanks everyone for your patience.

Anthony Coppola: then, of course, when I do that like it's

Anthony Coppola: Try this again, entire screen.

John Borkowski (KCI): Yeah, I'm sorry as well. It says that I'm sharing the screen so I don't understand why it's not showing up.

Adam Greenstein: No worries, John. So, it is still showing the PowerPoint window. If you're able to switch, whichever is on your screen, and each of the full-size slides, you can switch between them would be good. Just to make sure that everything's on there is more maximizing visible.

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Anthony Coppola: It's the only.

Anthony Coppola: The problem is, I see the full size PowerPoint where the Google teams is so I'm just very confused as a word.

Adam Greenstein: Okay.

Anthony Coppola: You want to maybe give it a go Adam, sorry, but we're having some trouble.

Adam Greenstein: Yeah, I'll go ahead and...

Adam Greenstein: do that. I apologies, everyone for the mix-ups. I'll get this on the screen as soon as possible.

Anthony Coppola: Apologize for the

Anthony Coppola: I just stopped here in mind.

Adam Greenstein: okay, but you should now see

Adam Greenstein: is the the full size slides of our presentation today. So again, thank you for your patience. We understand, it's quite frustrating, not something that county intended things to happen, but I don't want that to deter from the goals today of going through our project and getting initial feedback from all of you. That's exactly why we're here. so again this is the study the county is conducting that we started a few months ago covering Stevenson Road and a portion of Quarterfield Road will get into a couple of details and I'll move on to the next slide.

Adam Greenstein: Just brief introductions, I won't go through individual names today but you can see some There are a couple of folks from the county who are not listed but we do have county representation from the Department of Public Works. The Office of Transportation, couple folks in the Maryland, State Highway Administration, between their District Five office and their Office of Planning and Preliminary Engineering. They are a key partner in this study because portions of the roads that we're studying are owned operated and maintained by Sha and also there are state maintained intersections elsewhere. We'll cover that a little bit later and then we have folks from the county's Design Consultant team which is Kci Technologies. There's a number of folks here today to help answer any technical question.

Adam Greenstein: So what I'm going to do now is turn it over to the Kci team. Anthony alternate over to you to go over the agenda and the bulk of today's overview background and where things stand on this study.

Anthony Coppola: I think John's gonna take the lead here. John, you want to start not going.

John Borkowski (KCI): Yeah, that's fine. Yeah, and...

Anthony Coppola: Thanks. Appreciate.

John Borkowski (KCI): since Adam is running the slides, I'll just asked to move the next slide when we get there. So again,...

Adam Greenstein: No problem.

John Borkowski (KCI): my name is John Borkowski Kci Technologies part of the consulting team, assisting Anne Arundel County With this study. Today's Agenda for Everyone is a brief project overview with backgrounds and goals of the project. We'll take a look at the project study area. We'll highlight the various key items within the study area and surrounding area will provide a brief project status on where we're at what we've been doing for the last few months to get the project started. We'll share some of our initial findings to date.

John Borkowski (KCI): And we'll talk about some schedule items and next steps on the project and then open it up for discussion with the group to talk about the project needs specific concerns for those more familiar, with the project area and corridors and then maybe touch on some improvement ideas and that should lead into question and answer where we can bounce back to any slides as needed. Next slide, please.

John Borkowski (KCI): So, the project overview, this is essentially a feasibility study that looks at two main corridors Stevenson Road, which is bound at Quarterfield Road which is a county road all the way down to New Cut Road which is a state highway maintained road which some might know is Three business, a portion of that road is actually maintained by the state from New Cut up to Crest Hill. That's why we wanted to identify that for a purposes of today's meeting. And then another piece of the study is Quarterfield Road, the county maintain section from Janet Dale, Lane up to the state intersection of Donaldson and Quarterfield Road.

John Borkowski (KCI): Some of the key issues that we're looking at identify in this feasibility, study our multimodal safety. So that's pedestrian bicycles vehicular traffic, accessibility. There's a lot of residential in the areas, as well as schools and general mobility for all users. And then specifically given the number of schools in and around the area is the access to and from those schools next slide. Please

John Borkowski (KCI): Some background on the project and we'll pause here after I kind of go through the highlights and allow the county staff to kind of supplement. Any of this. Basically the project came about because of a few things, there is a Middle school planned on the site of the current Center for Applied Technologies North or Cat North for short that is planned. I believe to come in in the next couple years or so. There's other school developments planned in the area. The study is looking at the overall corridor benefits for school transportation. That might deal with children and parents walking to and from the schools that bicycle in the area and from the schools are just recreationally and then vehicular improvements at the key. Intersections

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John Borkowski (KCI): I believe the county and the area has received numerous requests from residents to improve on the sidewalk network within the area. There are various gaps and deficiencies that they're looking to kind of improve upon. It's not necessarily meant to be a school specific study, but that is one of the driving forces behind taking a look at these corridors as a whole, some of the improvements that we're looking at, have taken into account. The recent work at Stevenson a new cut road. Many of you might be aware that the Seven-run High School recently opened with some improvements to that intersection, as well as a variety of other smaller improvements like sidewalks and drainage and storm water.

John Borkowski (KCI): The Quarter Field Road, south of Janet Dale Lane that segment is not included in the scope because it's already being looked at for future sidewalk installations under other county initiatives. Next, slide, please. There's a need to look at managing the travel speeds, given that there are so many schools in the area, including the opening of Seven-run High School and then the recent replacement of Quarterfield Elementary School with access off of Quarterfield Road. to provide safer access for all users on the study area in and of itself has the multiple It's close proximity to i-97. There's a variety of residential developments. Not only feeding the corridors, but the schools themselves.

John Borkowski (KCI): And unfortunately, the current situation is that there are minimal to no pedestrian and bicycle facilities to coodate. All these multimodal uses. Anne Arundel County has recently completed a safe routes to school, study, specific to Quarterfield Elementary School. Many of you on the call may be familiar with that study that recommended various infrastructure improvements to help students, walking and biking to. And from that school, So there is some overlap with that study with this comprehensive feasibility study. I'm going to pause there for a second. In case, Adam or Brian would like to interject or if anybody wanted to make a comment on the background.

Adam Greenstein: Brian, I do have a couple thoughts but I'll defer to you first.

Brian Ulrich: I was just gonna say that sounded summed it up perfectly for me.

Adam Greenstein: Good to hear a couple key points Just to consider real quick especially on the Safe Routes to School study. Many of you might have received notices when that was ongoing over the last couple of years. When it's completed at some point last year, covering 17 or rather, an accessibility study for And bicycle amenities for improved accessibility for students at 17 elementary schools, across the county, one of which was Quarterfield Considering the fact that the school was under construction at the time for the new facility. One thing I wanted to highlight on the safe routes study is it's not just covering the two roads that are within this scope. Specifically the Stevenson and Quarterfield.

Adam Greenstein: Corridors. It also includes the entire walk zone and really at a much larger scale, the entire attendance area for the elementary school, looking for opportunities, to make walking and biking safer. Within the walk zone opportunities to expand the walk zone. What happens to bus transportation for school, students through county, public schools, transportation office, and things like that. So of course, these two corridors are key to the success of the community. When it comes to school transportation, they provide the primary accesses. But we're looking at accessibility through the safe routes to school effort, a little bit more comprehensively through the entire community. That was more of a Very high level assessment of opportunities to improve infrastructure, work on educational and enforcement programs, to make things as safe mobile and accessible as possible. This is much more of

an in-depth study looking at potential design factors impacts right away, needs stormwater management, developing concept, alternatives, really digging into a lot of the data which is typically what the county does when it comes.

Adam Greenstein: Usability study much more in-depth and safe routes to school. So just to give some context on that. I didn't want to pause to see if anyone had any questions from the communities in our elected officials here with us today on the project background before we move forward.

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Adam Greenstein: And again, if anything else comes to mind, feel free to use the Raise Hand feature, which is at the bottom of your screen. If you're using a browser, there's a hand symbol right in the middle at the bottom. You can use that. We'll see it, and we can certainly give you a little bit of time to provide some thoughts. Otherwise John alternate over back to you.

John Borkowski (KCI): Thank you And again if we need to go back to any slides at any point that is no problem. If you can, please move to the next slide. Thank you. So the key to these comprehensive feasibility studies is trying to identify why we're doing them and what the goals that we're looking to accomplish are up front just to keep everybody on point and try to produce a quality product. The purpose for this particular study for Stevenson Road and Quarterfield Road mainly is to reduce the crash potential specifically. We're dealing with a lot of vulnerable users out there with, if there's a need to increase bicycle activity, and given the pedestrian activity associated, with the local schools, you want to make sure that those people are protected, but in addition to that, we want to make sure that we're not forgetting about the vehic.

John Borkowski (KCI): Traffic through the community, either using Stevenson to get to and from schools or other or parts of the county.

John Borkowski (KCI): We're looking to improve multimodal, accessibility and safety, particularly at the schools and from the residential communities, that surround these two corridors, we're looking to identify existing geometric deficiencies that may go beyond just the sidewalk gaps or identifying. If there are needs for bicycle facilities, either on road or off-road. That makes sense for the community, in addition to geometric deficiencies such as site distance other things with the typical section, we're looking to minimize the impacts of these potential improvements to the natural and built environment, meaning that we're not looking to generate a multi-lane divided highway through here, that would have severe impacts on the residential community and other adjacent land uses.

John Borkowski (KCI): The goals of the study are to promote the complete streets and vision Zero principles and Rental County recently developed their own vision zero principle of publication that will be looking to apply on this project. The final products are going to be a comprehensive technical report that takes in the account recommendations for various improvements either at given intersections specific or corridor wide. We'll be looking at identifying an action plan, the implement those improvements and then provide some supporting planning level cost estimates. That kind of allow the county to prioritize and way how they can provide these improvements in the near and midterm and long term timeframes next. Slide, please.

Adam Greenstein: Actually John...

Adam Greenstein: if you don't mind, if I interject real quick on one key point is the second to last subtle and under goals for the action plan for implementation a lot of folks in the county I think have had some heartburn over the years about how we get these studies from evaluation to implementation instead of letting them sit on a shelf. And I think both the folks on the greater county team and folks with Sha can attest that both of the state. In the local level, we're trying to find new ways to transition these projects into the capital improvement program, to get them implemented on quick enough timelines where you can start to see these come to fruition rather than taking them years to get to a point granted, anything coming out of this study that's going to involve. Designing construction will take some time but it's a matter of getting that design started as soon as possible rather than a delay of however, much time between the end of this study and actually having a contract mechanism in place with available county budget, to get that underway. There are other short and midterm solutions, technically lower costs. That might be lower impact when it comes to safety and access.

John Borkowski (KCI): How short?

Adam Greenstein: Ability for all road users. But again an action plan for any type of implementation anything coming out of the study getting that started as soon as possible rather than any delays. Or again, letting that study sit on an actual or virtual shelf and I think the county has made great strides. What we certainly, welcome any feedback. If you have any ideas on how we can keep it moving forward and not to put any pressure on our elected officials, but the more that our communities work with them, the more pressure, it puts on us to keep things going, and we want to do everything we can to meet the needs of our constituents, including all of you here today. So, we appreciate that. And with that alternate back to you, John.

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John Borkowski (KCI): Okay, thank you, I guess we can move to the next slide.

John Borkowski (KCI): Okay, so we've kind of hinted at described and touched on the study area. So, it's beneficial for everyone who needs a visual of what we're dealing with what we're looking at. So the roadways highlighted in yellow on the map to the right are your quarter field, which kind of It's a shorter segment that runs up to the intersection of Donaldson and Quarterfield again, which is a state intersection and then the larger piece corridor is Stevenson Road, which one runs from Quarterfield all the way down to Maryland. Three, which is not labeled. But that is New Cut Road, that is just to the east and south of Interstate 97, which is the large red facility on the plan. As you can see, there are several educational facilities in the area Archbishop Spalding High School which is a private high school is situated to the south of Stevenson.

John Borkowski (KCI): And to the west of New Cut Road, Seven Run, High School. Is the new high school that recently opened in the fall of 2024. That is basically, as access, a couple points along New Cut Road, including these signal at Stevenson and Nuka, or a new intersection approach was constructed as part of the The center of applied technologies or cat north. Kind of sits in the middle of the limits of Stevenson that is going to be a future middle school. On the same site. I believe there has been some plans and studies done to look at that. Change over to a formal public middle school.

John Borkowski (KCI): The quarter feel elementary school has direct access to Quarterfield just to the south of Donaldson and 174. That is basically a new elementary school that opened I believe in 2023. Not shown on the plan or on the map is the Elk Lodge, which kind of sits at the intersection the corner of

Stevenson and Quarterfield as well. But the remainder of The land uses are predominantly residential along both Quarterfield and Stevenson in our area. Next slide, please.

John Borkowski (KCI): This is a kind of a rundown of our project status on what we've done what's in progress and what we're looking ahead to The project basically kicked off in early May of 2024 this year where we had an internal kickoff meeting to clarify the scope of work and responsibilities and needs for the project. identified what type of traffic data was necessary to obtain so that we can analyze for the project that included. Some traffic volume counts along, various segments as well as intersections vehicle classification data, to identify the number of trucks and some speed data to identify if there was any speak concerns along both corridors,

John Borkowski (KCI): that was completed in late September 2024 and the consultant team is working with the county now to evaluate that data to move forward in the project. In addition to the traffic counts, Kci staff conducted a site visit to take some existing condition measurements field photos and observations. That was done. I believe, September 19th of 2024. So, fairly recently, and later on in the pro presentation, we do have a few summary items that we could share with you for that site. Visit

John Borkowski (KCI): Some of the items that are still in play in the works are the crash data evaluation. We do have some summary slides that we can share with you guys today to kind of indicate what we've gathered so far and how we plan to use that data. The speed data is in the early stages of evaluation but we have a little bit to share today. Anthony's gonna talk to you guys about the pedestrian and bicycle facilities in the area and how we will be assessing that moving forward, as well as the railway geometrics Darrell is going to touch on some of the initial equity and vulnerable population. Analyzes that has just gotten started the team plans to conduct additional field observations based on feedback from the county and the stakeholders on the project so that we can get a better sense of

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John Borkowski (KCI): of key issues and how to maybe provide the appropriate recommendations to resolve them. We'll be looking at some traffic operations and future travel demand. Analyzes to look at how any improvements. Hold up into the future year. And then we'll be developing an existing. Technical memo. some other tasks that have not been started yet or formal purpose and need and the future no build traffic analyzes to lead into identifying specific recommendations. Next Slide, please.

John Borkowski (KCI): What we have here is basically a quick summary table of the crash data that we have obtained for the project for now. The crash data request was done through the county to the Maryland State Highway Administration for a five-year period from January, 2019 to December of 2023. It was done for a variety of segments, as well as specific. Intersections, Basically the first column, you'll see is either segment or intersection. Where the information was, summarized a total number of crashes that were reported. And then, as you work your way from left to right specific crash types, At the given locations, whether it be a segment or intersection.

John Borkowski (KCI): At the bottom of the sheet, you'll see a total for the five-year period for crashes, as well as a breakdown of the different crash types over that five-year period. If you look closely at that, bottom line, you'll notice that approximately one third of the 62, crashes, that have occurred over the five-year period are rear end type crashes. Those often times are related with a vehicle's following too closely perhaps an indication of Some drivers, maybe exceeding speed limits or not anticipating upcoming conditions on the roadway.

John Borkowski (KCI): You'll notice that for vulnerable users, there's approximately 10% of the crashes or five of the 62 have been reported the relevant to pedestrians and that's a pretty significant number in the sense. That, anytime of pedestrians involved at a crash, it can be significant and could lead to injuries or even worse. So that while that number may not jump off the page, anything more than zero is considered a concern.

John Borkowski (KCI): we also have a decent representation of angle and left turn crawl crashes on the corridor which can be contributed to variety of things where the number of driveways and side streets on the road other influences that may have vehicles misjudging when they can proceed or avoid another vehicle I'll pause for a minute, just in case anyone wants to take a longer look at this and if Adam or anybody at the county wanted to make any other comments,

Adam Greenstein: Nothing else from me on the data specifically just wanting to highlight. All folks are taking some time to digest the data. This is only one piece of the safety analysis, part of our review. This is just repeat police reported crash history. So if there might be incidents or are likely incidents occurring in this area and throughout the county that are not reported to the police that happening, the counties looking and addition to the state where both looking for other ways to monitor.

Adam Greenstein: if the incidents near crashes. Other types of occurrences that don't come up in police reports, around the county to more holistically. Identify safety improvements because this is only one piece of the puzzle doing proactive measures and predictive types of measures using new tools that are becoming popular. The transportation industry to predict the risk of crashes. Just based on the layout and roadway design, land uses demographics, things like that to get ahead before crashes, even happen in the first place. Even if we're not observing or getting reports near crashes that don't involve the police. Again, they can pause for a few seconds if there's any questions or thoughts on this.

Glenn Gunter: Hey, this is Glenn Gunter it seems like it's pretty dense as far as schools school age, children things like that it is there an expectation with increase that there may be increased pedestrian vehicle conflicts?

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Adam Greenstein: Just to make sure we understand your question. Go ahead, John

John Borkowski (KCI): I think that's a fair,...

John Borkowski (KCI): I'm good. I'm sorry, I think that's a fair point, Glenn, as perhaps the cat north of facility changes over to a formal middle school. And as some of the safe routes to school improvement options, come into play where, maybe there's identified, stop lines and crosswalks marked and another improvements to kind of encourage and provide a better accessibility. For those users, they can be exposed more as well to the traffic. So it's something to keep in mind. As we move forward here.

Glenn Gunter: Thanks and one other question and it goes back a couple slides but we don't need to go back. One of the things in the background was managing travel speeds. is it too early in this study? Or is the thought for physical changes to the roadway? Or is it the thought Signage only?

John Borkowski (KCI): So I'll try to provide an initial thought on that. And it's really based on the

John Borkowski (KCI): Early stages evaluation of our speed data as well as some site observations and then I'll kind of way in as well and others as needed. But based on the speed data that we're seeing it did seem like there is maybe an uptick in travel speeds between a Quarterfield road and perhaps the Cat North location. We don't know for sure. Why that is but that section of Stevenson Road does not have the physical Hump of traffic calming measures as the more eastern or southern portion of Stephenson as those speed homes. I believe are located more in the area where you have the driveway access from Archbishop Spalding. so they not saying that that's where this study may go. But depending on the feedback from others. And

John Borkowski (KCI): and if there are, General speed concerns up and down Stevenson, it may make sense to apply that traffic calming measure for the entire corridor. And I'll turn it over to Adam.

Glenn Gunter: Okay.

Adam Greenstein: Sorry Glenn was there. Another DD of a follow-up on that? I'll come out the question.

Glenn Gunter: And not so much. I appreciate the answer. And I understand it's early in the study. I would just say antidotally, my personal experience because I'm right next, Seven Oaks elementary and...

Adam Greenstein: Sure.

Glenn Gunter: signage is less than effective.

Adam Greenstein: Absolutely, I guess another way of looking at it and John kind of hinted at. it's one part of a larger strategy and we acknowledge that signing is passive.

Glenn Gunter: Yeah.

Adam Greenstein: Even if it's regulatory signing, it can be enforceable.

Adam Greenstein: enforcement only go so far between some of you being familiar with the automated feed enforcement, the school zone, speed camera, that's out for the elementary school having spot enforcement with police and patrol vehicles in the area. Doesn't solve the combinations of signing pavement markings and design, modifications, for the roadway, Given the context of this area there might not be a time we can do, but the goals to try to make the roadway all so feel like someone wants to drive or has to drive. Slower that goes back to the county's, complete streets policy and a lot of agencies at the local level in the state and nationally are also talking about not necessarily renaming. It also calling it safer. Streets, It accommodates. All users. It encourages lower travel speeds. That also comes with a higher number of dollar signs. It becomes more expensive but the benefit to the community is really what the counties focused on. So that's going to come with design and construction but there's a lot of options that are disposal.

Adam Greenstein: Accounting can utilize and support with sha and public schools to rethink what the roadway looks like to make it feel narrower. There's only so narrow that we can go, but there are other ways that we can do that.

Adam Greenstein: We have heard concerns from communities and a county does have some misgivings about certain types of what we'll call vertical deflections becoming speed humps in certain cases what's out there today. It's probably the right context where it does get traffic to slow down but we also get feedback from freight providers public schools transportation on impacts to school buses transit service

and especially emergency services on impacts to their response times. There are a number of different options within the vertical deflection menu that you could use. That might be less impactful, but still have an impact on some of the traffic to, try to slow some speeds down. There are things we can do with the horizontal alignment of the roadway. There's a number of things that we can try. So again, like John said, Since we're in the early stages we're still evaluating the data to start informing. What list of things we want to consider in the short term, like signing and pavement markings, which is just a starting point. Again, doesn't really solve much but it's just

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Adam Greenstein: Get the ball rolling, Get some momentum and push for funding available for bigger picture. Things that we can do through design again through midterm options like signal improvements. And then we're talking longer picture like a capital projects with design modifications. So a much more long-winded answer that. I'm sure you were looking for. But hopefully that paints a little bit of a picture where we are.

Glenn Gunter: No. No, it does. And I appreciate the answer. Thank you.

Adam Greenstein: Sure, before we move on other questions, or thoughts on this so far?

Adam Greenstein: Okay. John,...

John Borkowski (KCI): I think that's good discussion and...

Adam Greenstein: I'll move on to the next.

John Borkowski (KCI): I guess, Yeah, let's move on the next slide and if we need to, we can always come back. so safety and crash data collection is just one component of the study. So, another piece that we needed to look at. As part of, this is some traffic count data. This is kind of a rundown of the traffic information that was obtained in September of 2024,

John Borkowski (KCI): So what we're looking at is we've conducted 13 hour multimodal turning movement, intersection counts at the following locations along Stevenson Road. we collected it at the Quarter Field intersection as well as New Cut Road. And by multimodal we're saying s. Pedestrians and bicycles. Anybody who's crossing at those intersections, that information is being collected over 13 hour period along Quarter Field. We had a little bit of more robust coverage of the intersections. We're looking at the state intersection at Donaldson at Myers Drive and Quarterfield Elementary. The school driveway, which are nearly on top of each other. If anyone's familiar with that stretch of order field and then the book and on Quarterfield we collected intersection counts at Janet, Dale Lane.

John Borkowski (KCI): In addition, to the intersection counts, we did seven day volume counts, which also picked up the vehicle classifications and speed data. There was one segment along Quarterfield between Stevenson and Myers. Then there were two separate segments. Where we collected this data along Stevenson one was between Wildflower and the Cat north intersection, and then the last was between Spalding Circle and Crest Hill as you get closer to New Cut. Next slide. so just for some design context to help everyone out and I'll have Anthony kind of chime in if anyone needs a description on these functional classes but

John Borkowski (KCI): Stevenson Road again as we mentioned earlier is kind of broken in the two segments, even though it kind of flows together as one road, the initial segment down, their new cut is a state maintained, a very small section of that about less than two tenths of a mile that is designated as an urban major collector. The county portion which runs from Quarterfield down to the crest drive. Is it considered a collector based on the county's functional class and then the county portion Of Quarterfield Road is designated as a minor arterial. So there's a little difference here between the functional class on quarter field. It's a higher functional class, typically can accommodate a little bit more traffic, maybe a little bit higher speeds. Even though the roadway sections are pretty much the same.

John Borkowski (KCI): I'll just something to keep in mind as we think, over improvement options. Some of the posted speeds and other conditions that exist on these roadways west of the cat north intersection along Stevenson. There's a posted speed limit of 35 again. That section does not have any vertical traffic calming measures like speed humps in place today, east of the Cat North location. There are a handful of speed humps and the speed limit is posted at 30. So there's a physical change to kind of reduce speeds, as well as the regulatory speed requirement to drop speeds As you approach, New Cut Road and along Quarter Field. We're dealing with the 35 mile an hour posted speed similar to the upper portion of Stevenson. Our next slide, please.

Adam Greenstein: One clicking to highlight that you actually sort of hinted at John is when we talk about functional classification There are certain policies to county currently has in place on what types of measures permissible based on functional classification. They're more restrictions on what's feasible on arterials that doesn't say we can't come up with other ideas and try to change the game. A little bit to provide a greater variety of options but John mentioned just something to keep in mind that the classification doesn't form what options are at our disposal. Sorry to interject John.

00:40:00

John Borkowski (KCI): No problem. Does anyone else have any comments or questions on this slide?

John Borkowski (KCI): Okay, I guess we can. Let's move on to the next one. This is a very quick initial summary of the volume and speed data. For the three. Segments along Quarter Field, we have a proximate average, daily traffic of a little over 6,300 vehicles that represents both directions to travel The 85th percentile speed which is a metric that's often used to identify or lish. The posted speed limit the data was indicating approximately 39 miles an hour and then, compared to the posted speed, there is a slight uptick and folks traveling a little bit higher than the speed limit. based on that Stevenson between Wildflower and Cat north adts, a little bit less around 4500

John Borkowski (KCI): But the 85th percentile speed is. I don't know if we want to call that significant but it is showing all nearly 10 miles an hour higher than the posted. For those of you who are more familiar with this corridor and drive it, you might be able to attest to that driver behavior. It did seem like it was confirmed by our isolated site visit in September with some aggressive driving and maybe some slightly higher speeds again but sometimes that is more perceived. But this is what the actual data is showing us. and then as we get closer on the east side of Stevenson as we approach,

John Borkowski (KCI): New Cut Road, The ADT does bump a little bit, but the speeds drop and they seem to be more in line with what the posted speed limit. that may be a tides of variety of factors. We think it is probably a reflective of the existing speed humps out there. That is controlling some of the speeds. But if

there is a little bit heavier, traffic on that section of Stephenson, that may all be pulling speeds down a little bit. I'll pause there for a minute, in case anyone wants to comment or had a question.

John Borkowski (KCI): you guys are looking at that, I just want to note that the 85th percentile speed which is a common metric that we look at. And speed analysis is not the only speed metric that We'll be looking at the mean speed, some of the outliers just identify, if there may be a hit more hidden concern, that's not really coming across by that metric. So Next slide, please. So following up on the traffic count data, we've conducted some cursory traffic analysis, using a program called Syncro The six study intersections that we've evaluated of the six, five of them are two-way. Stop control, meaning that either Stevenson or Quarterfield main road and has free flow condition where the side road has stopped control.

John Borkowski (KCI): The only unique intersection of the bunch that we're looking at, is the Signalized intersection at Stevenson a new cut. Off to the left is kind of just a guide in terms of color coding and delay values that are associated with these level of service gradings.

John Borkowski (KCI): Typically in the industry level service D is considered acceptable. However in a residential community where you're not out on a high speed arterial, maybe D is perceived as not great and maybe, the folks driving that may feel that there's, delay that's not acceptable. But industry terms better is usually considered an acceptable letter grade one. Looking at the vehicular operations, or usually, considered unacceptable and maybe cause to look at some type of modification. again, these are cursory initial findings and we're not really seeing anything for the overall intersections that really jumps off the page is an operational issue at this time. Next slide.

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John Borkowski (KCI): So I'm gonna pivot and switch it over to Anthony's, so he can kind of give you guys a brief recap on the existing sidewalks and stop lines and crosswalks that are out in the project today and maybe open it up some more discussions. Anthony.

Anthony Coppola: All Thank you, John. Can you guys hear me, okay?

Adam Greenstein: Loud and clear.

Anthony Coppola: Sounds Alright So as John said, My name's Anthony Coppola I'm with ci as And I'm leading the highway portion of the project. So I'm going to take you through the existing conditions along Stevenson and Quarterfield with most looking closely at the sidewalks and a bike facilities. So we'll start with Stevenson Road. So eastbound Stephenson there's existing sidewalk facilities between New Cut Road and the patent north or the future. Middle school, driveway, entrance,

Anthony Coppola: and in this area on his eastbound, there's a new sidewalk that was just installed from New Cut to Cresthill Road which is Newly installed, it's ADA compliant. However, most of the other sidewalk that's west of that Crest Hill Road intersection, is four feet wide or narrower which is not ADA compliant which would require upgrades So, that's eastbound across the street on Westbound Stevenson Road. There is existing sidewalk facilities between Crest Hill, Road and 836 Stevenson Road, as well as between Wildflower Drive and eight, six, three Stevenson Road. Once again.

Anthony Coppola: While they do have existing sidewalk here. Much of it is four feet wide or narrower, which does not meet 88 compliance. And in particular, to this westbound side. There's multiple gaps throughout the corridor, that we'd like To look at and potentially fill in for that. So, for pavement markings,

there's one marked Scott Barr which is at the driveway for the Cat North entrance. There is not a marked crosswalk for this crossing and there are no marked crosswalks at any of the intersections along Stevenson Any of the cross streets. So that's an area that we can look for improvements.

Anthony Coppola: Okay, So on northbound, Quarterfield there are existing sidewalk facilities between Janet Dell Lane and Perry Lane and as well as the new entrance for the Quarterfield Elementary School up to the intersection with Donaldson Avenue. it's kind of a recurring theme here but most of it is four feet wide and would require some upgrade to meet ADA compliance.

Anthony Coppola: So on Southbound Quarterfield Road, there is existing sidewalk between Janet Del Lane and 8020 Quarterfield Road, and there's also sidewalk between Chad Avenue that connects up to Donaldson Avenue. Once again, similar to Stevenson Road there's no stop lines across walks. it's not. Stop lines at all or crosswalks within this corridor where there's cross streets adjacent to Quarterfield Road so it's another area for that potential improvement there.

Anthony Coppola: so I'm gonna quickly hand it over to Darrell Sacks who will give a little bit of background on the equity and vulnerable populations within the corridor. So Darrell you want to take it for a second. Yep.

Darrell Sacks: But thanks, First on behalf of the county, I want to thank all the participants of the meeting. Because, everybody here cares enough about your community to attend this and try to make the community better and safer for all users. That said, going back to what Adam said. This study is a more in-depth study and it's six to have a more detailed understanding of the community residents and a true interpretation of the needs of the people in the neighborhood.

Darrell Sacks: We talked about complete streets earlier and one of the initiatives of complete streets is to provide an opportunity to apply a multi-disciplined approach to delivering safe accessible travel options for every roadway user.

John Borkowski (KCI): This.

Darrell Sacks: I'm not just motor vehicles, but Walker's, bikers, scooters, wheelchairs everything. And I said, that's a big initiative of complete streets that said, To that point, we did a survey of Equity and vulnerable populations. Using the 2022 census update.

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Darrell Sacks: And we use the Baltimore Metropolitan Council. What that is, it's a regional planning council which includes pretty much all the metropolitan counties surrounding Baltimore, but they've come up with the Vulnerable Population Index, which identifies vulnerable people in groups and you can see the seven listed categories that BMC uses to identify a group as vulnerable low-income population, non-Hispanic, minority population, Hispanic or Latino population lap, which is limited English proficient, populations those with disabilities, those persons in the community who are elderly and households, which have no car to my previous point about all modes of transportation in complete streets. You can go to the next slide. Please Adam.

Darrell Sacks: So here on the left, you see the map of the area we looked at and these are all census tracks in the different colors with the numbers. And as you can see,

Darrell Sacks: Number. Seven three. Oh five, one, four and seven three, oh five. One two, have the orange, the most vulnerable, populations, the highest scores.

Darrell Sacks: In general, indicate a more vulnerable area and the lower scores and in general indicate a less vulnerable area. I don't want to get into how the VPI'S calculated but it's based on the census, track demographic data, and little equation involved that they use. And that will be in the technical report that we provide but you can see the two census tracks that have the most vulnerable population via the BMC criteria. So generally, according to this all 10 census tracks within we use the one mile buffer around Stevenson and Quarter Road and all

Darrell Sacks: every one of the 10 cents districts that we examined have at least one vulnerable population group that goes over the the Baltimore metropolitan region covered by BMC So this is an effort to the community to really learn what the communities needs are. It's not only the determine what their needs are on a transportation level, but also, it will help to lead our community outreach knowing that these populations are out there and it gives us a better idea on how to reach out to these folks.

Darrell Sacks: If there's no questions. I'll call Server to Anthony again.

Anthony Coppola: Sounds good, Darrell Anybody has any questions? You feel free to chime in now or you could always post it in the chat as well. But if not, we can move along Thank So John mentioned earlier that there was a performance of field investigations and observations. This was in I believe on the 19th of September. So about a month ago and this is just kind of a running summary of topics and things we observed while out there. So At the intersection of Stevenson Road and Quarterfield Road. We noted that the stop line was too close to the intersection and that's something that could be improved. rather simply with studies and updated payment markings

Anthony Coppola: So in terms of slight distance while the corridors rather flat and straight there are some curves but it's a lot of a straight away. While that is true, there's some foliage along the road that limits. Some slight distance, particularly near Quarterfield Elementary School Drive, Quarterfield Road. So that's something we thought we looked at for potential improvements for providing better site, distance for both drivers and for drivers that are stopped at entrances or driveways looking to exit onto the roadway. Payment markings is something we sort of touched on, in particular so at Myers Drive and the Quarterfield Road, there are no Stop lines across walks.

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Anthony Coppola: And a Quarterfield Road and Donaldson Avenue where the study one of the terminus points at the study, there's not of our crosswalk there. So we see, that's a big thing. That's probably one of the quicker easier improvements is just providing more ade Pavement, markings for pedestrians and drivers. so our crew was out there around midday and they also were there to view the pickup time in the afternoon. But one thing they noted was, There's a study flow of traffic exiting the cat north driveway just before lunch time around 11:30.

Anthony Coppola: And then on Quarterfield Road, they noted that there was plenty of cars, kind of queued up. Looking to enter the Quarterfield elementary for school pickup. And as a result of that, there was obviously traffic backed up and not traffic flow. So, it was about a lot of northbound turns observed, just south of the school entrance to avoid this traffic jam for the school pickup. There was also some speeding observed along Stevenson Road, and this has been particular, when you get west of the Cat

North driveway in between that and Quarterfield Road where the speed limit picks up to 35 and there's a lack of speed bumps. And in particular right near that cat north entrance, there were some aggressive driving observed and some of them were young drivers.

Anthony Coppola: I'd also like to just point that these are isolated observations, just one day in September last month. So it doesn't necessarily reflect the overall conditions of the corridor, but that's just what was observed while we were out there. So you can. Yep, thank you. So, just the quick overview of this project schedule and what to expect moving forward. Today is the first stakeholders meeting, As you So moving forward, our first step of business would be providing or performing the existing conditions analysis, which is essentially taking all the data we've collected so far analyzing it and putting it into which would be like an existing condition report. And that is anticipated to be completed in November. Which is next month.

Anthony Coppola: So following that we're looking at a second stakeholders meeting in the springtime of May 2025. And then there'll be a ment of draft version of the recommendations assessment following that stakeholders meeting in July. And this is getting a little out down the road a little bit, but tentatively it's the third stakeholders meeting could be expected in fall around September 2025 and then the official public meeting to follow that in October. And we're looking to hopefully wrap the project up and by the end of the year in 2025,

Anthony Coppola: So that's all I had. I think we could kind of let people. provide the questions that they'd like to or get into an open discussion. I don't know if you wanted to sort of lead this part Adam and take over from here.

Adam Greenstein: Certainly encourage for the folks who are still able to stay on the call with us from the community. We appreciate you being here. If there's other thoughts to come to mind, it didn't see anything in the chapter that there's other questions that come to mind or things that we talked about today. That's for some ideas, if there are concerns that you have of what you've seen in the information, whether it's things that we miss things that are inconsistent things that the data might, not show things that won't be reflected in the data itself. Other things you understand about community dynamics as of extremely high value to us. Anything that comes to mind or ideas that you'd like to consider for improvements. We would like to have this open constructive healthy dialogue with all of you to make sure we're comprehensive as possible. A couple key things to point out while you're thinking of those and hoping to share those thoughts, with us, is on the schedule on the previous slide.

Adam Greenstein: Schedules, for these types of studies, do tend to vary based on the size of this area. We typically, like to keep these studies to about a year, sometimes up to maybe 14, or 15 months, but we were really clamoring to get the study underway to at least get something started before the end of the last school year, just to gain some momentum. Get things going but because of the summer, we wanted to do some background investigation collects and field data. But not necessarily do traffic counts until school started. So this is more like a year and a half long study, it does push back the timeline of when we can start implementing anything. But at least got some of the background work done where we wouldn't have to wait to start all of our work in the fall and then possibly delay that until sometime in 2026 to complete the study. So we feel like it's to the benefit, but overall, it does stretch out our typical timeline and as

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Adam Greenstein: Anthony and John had mentioned before our field observations are far from done. A lot of folks will reach out to the county and the state to say, you were only out there for one day you only saw a snapshot and we'll be back out there. A number of times for multitude of reasons. Possibly to collect follow-up data do more observations. Do additional measurements to see what the feasibility is like of some potential improvements will be taking a look at what's going on there. Different times of day different days of the week possibly weekends. If we get some feedback from the community and want to take a look at that. So we'll be out there a number of times to make sure our field observations our comprehensive as possible. Again the highest value is your feedback, you're there on a regular basis. Some of you every day you think see things that we miss and that's at the highest value of things that we may not know.

Adam Greenstein: It is much data as we can pull. We rely on the county's constituents, who help support these projects to give us information. That could really give us some innovative ideas here. So, again, I'll pause. But folks, who are still here. certainly, welcome some open discussion. We have the meeting available until 5:30 for anything you'd like to talk about when we respectful of everyone's time, but make sure we get you the full value of your commitment, this afternoon.

Adam Greenstein: I'll pause for a moment for any thoughts.

Glenn Gunter: Hey Adam it's Glenn. I don't know that I have anything constructive right now...

Adam Greenstein: Sure.

Glenn Gunter: but I do appreciate the time and the energy and the work that's gone into this. And I mean I was looking to see when you did that initial traffic count. I'm great. It's after school started. So I do appreciate this and look forward to seeing as a progressive over.

Adam Greenstein: Absolutely. We look forward to continuing to work with you on this and hope that you'll be able to provide feedback throughout the study and join future stakeholders meetings. The open public meeting, that will happen. Next year, on the point of traffic counts I'm sure everyone was aware that having that new high school open and Severn Run high school where it's a new cut and Stevenson intersection does impact traffic patterns so ordinarily would try to get that traffic data as soon as possible. For any situation with the school year starting, we might wait a little bit because school transportation even with existing schools can be a little bit hairy the first week or two. So we gave a little bit of a buffer after school started at the end of the summer.

Adam Greenstein: Right around that Labor Day, time frame to let school transportation settle in. We had some discussions with the state having ministration on the design changes. That happened a long new cut road away from the intersection near the 97 interchange and how that impacted people going to. And from school driveway, turning movements and police monitoring tanks and make sure everything was as safe as possible. So that's why we had our accounts done in the middle of the month in the grand scheme. It probably doesn't change too much but we are going to keep that in mind of how those cool patterns might have impacted our data. And what that means moving forward. Again, other thoughts questions from our community leaders elected officials still with us. Certainly, welcome any feedback.

Adam Greenstein: Here. Go ahead. John

John Borkowski (KCI): Thanks Adam, obviously. I'm not as lifted officials or stakeholders, but I did want to help facilitate some more discussion in case anyone was wondering or perhaps wanted to ask, but just wasn't feeling up to it. The bike facilities in both Quarterfield Road, Cored and Stephenson Road. Corridor there more or less non-existent from our existing conditions and site visit observations, we did not identify any marked bike lanes or share the road tight facilities with CHEROS or without. There's obviously based on the availability of spotty sidewalks. There's no quote unquote shared use paths along either Quarterfield or Stephenson and during our site visit, we really only noticed one bicyclist it was down near the

John Borkowski (KCI): Even send road intersection at New Cut where they were traveling southbound towards new cut and made a right turn and it's our understanding that also New Cut Road does not have marked bike facilities. So that's not to say that there's no bike this use out there again, it's just an isolated observation, but we did want to confirm and share that with the group that there are no share the road signs dedicated bike lanes or shared use paths currently out on these corridors. That's all.

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Adam Greenstein: I also one of those things John where it's kind of a chicken in the egg of, if you don't see bicycle facilities, how do you justify spending the money? And going through all the effort to design and construct them. But if there's from those of you...

John Borkowski (KCI): Right.

Adam Greenstein: who live and work in the community and travel, this area on a regular basis, if you and your neighbors, say that there's an interest in bicycling for recreation, school transportation commuting, that part of the strategy that we have the county want to use to say the data doesn't show it. But the data is not the whole story where There's other factors we want to consider to say our bike lanes needed. Maybe the bike lane isn't the best option. Maybe a shared use path works or protected bike lane, depending on the type of bicyclist, the ones.

Adam Greenstein: wants to travel in this area when it comes to school transportation. Of course, we're looking at things that are a little bit more family-friendly and more protected from traffic as much as possible. If that's the number one goal and those types of things were identified in the safe routes to school study. So just kind of thinking on how we justify these improvements, doesn't have to be. No, we can't do it because there's no data to show for. We're certainly not limiting it there but I guess for those who are still here, you heard anything From neighbors or other folks? who are heavily involved in community activities, in this area on walking and biking that we might have not gotten to yet.

Glenn Gunter: I dropped it in the chat and what I've observed is that the transportation writers, the Carla's households, those folks that are out there writing to work from work. A lot of times, it's all see them before sunrise, they're out there at am riding. The other thing I've noticed is It's like you said, chicken and egg is, you may not have a lot of people out riding running and it's just because they don't feel safe on the roadways, or on the margin, there's shoulders or whatever it is. But once you put in infrastructure, that Gives them that sense of safety and a place of being a shared use path is then that the numbers start to climb. And There's a couple of examples just here in West County where that is very evident. Over.

Adam Greenstein: Absolutely. That's a great point. And I think that also ties to another point of the county's goals and I'm not going to put anyone in the county on this spot, but there's others from, public

works in the Office of Transportation and supported by our elected officials. Are the county's goals to provide more of a complete network for people to walk and bike of connecting trails and charities paths and filling inside. Walk gaps and things like that. The county has a number of projects and its current capital program between feasibility, studies and projects that are InDesign and construction to try to connect everything. Not to say, someone's going to go from one end of the county to the other by bike every day but it at least provides connectivity to more communities within those reasonable travel distances especially by bicycle to give people some other options. It's just some food for thought there.

Adam Greenstein: Anything else that people have seen out there when it comes to walking biking, or even vehicular travel school operations, that gives you a little bit of heartburn. what are the things that matter most to you?

Adam Greenstein: and again, if it's something that comes to mind after you, Hit the Sign Off button happens to me all the time. You can feel free to send us an email or give me a call and share some other ideas. If you miss the opportunity, while we're here today.

Adam Greenstein: Any other thoughts from the county or sha to share? While there's an opportunity anything that you wanted to add?

Brian Ulrich: No, but are you gonna post this presentation on the website for people to view and...

Adam Greenstein: Yes, thank you for the reminder,...

Brian Ulrich: potentially comment?

Adam Greenstein: Brian, but I'm going to do I'm gonna pull up a link to the project page. There's not really much to show now, because we're earlier in the process, But this web page that I'll post in the chat.

Adam Greenstein: Is where we will be providing information throughout the course of the study, like Brian mentioned. So we will, as I mentioned before, post these slides, the audio/video recording a record of the chat. We'll make sure it's cleaned up and easy to follow. Same with the transcript and send an email to all of you including others who are invited today, but not able to join so they can take a look share with their communities.

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Adam Greenstein: Distribution Opportunities through elected officials County Council and the County Executives Office for wider distribution for people to see if they want to provide comments. It's not necessarily part of an official public comment period but of course, we always want to have an opportunities for folks to provide feedback of an idea comes to mind. It's just a different approach of when someone shares something with us. If we put it in a public comment record, we use it in one way, to inform our recommendations and potential improvements, versus just keeping things in the back of our mind, as we move forward. But any communication is helpful for the county. So, feel free to check back into this Web page regularly, but we will share updates. When new files are posted for you to view, including the information from this afternoon.

Adam Greenstein: Any other thoughts questions? Concerns anecdotes that might be helpful for the county in the state to know about.

Adam Greenstein: Hang on for a few more minutes. But if there's nothing else, I'll give folks just a couple minutes and then we'll consider a journey this afternoon and if anyone does need to leave feel free. We certainly understand you have competing priorities in the afternoon and evenings during the week. But all leave this open for a few more minutes and maybe around 5:20. If there's nothing else to add, we can close out the meeting today but still appreciate of everyone's time. Take a couple minutes to chew on everything you want to go back to a slide. We can certainly do that if you want to see something on the screen.

Adam Greenstein: The last thing I will show in these last couple minutes here. If there's no other thoughts or questions, you're welcome to follow Dpw. We will try to provide some other updates through our social media channels. Occasionally, we post information on these projects and other transportation improvement initiatives. Through the county and our partners with the city of Annapolis State Maryland Transit Administration on these different social media channels. You can certainly use these here. If you're looking for more information, including other meetings for other updates on what the counties up from public works.

Adam Greenstein: Just another minute or so folks have anything that they wanted to add

Adam Greenstein: If there's nothing else, I will echo what Teresa posted in the chat. We are incredibly appreciative of those who joined us today, being part of the stakeholders feedback process. It's probably the highest value part of the project for us. Aside from the open public meeting where we really get your feedback. It's really influential part of our decision making process and how to make the transportation system, better in your community. And then trying to echo these ideas across the county To make a better place and a safer place to travel again. Anything else comes to mind. Please send me an email. My contact information is on that web page. You can contact me by phone or email anytime and we're always happy to chat. But again, thanks for your time. This afternoon, take care and have a good evening.

Meeting ended after 01:14:26 🙌

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