AA County Safe Routes to School - Linthicum ES (2023-10-03 18:00 GMT-4) - Transcript

Attendees

Adam Greenstein, Ayden Cohen, Ayden Cohen's Presentation, Curtis Cook, Dave Moncrief, David Braun, Diane Lambert, Erik Engblom, Megan Brodie Maier, Tanya Asman

Transcript

This editable transcript was computer generated and might contain errors. People can also change the text after it was created.

Adam Greenstein: Okay.

Adam Greenstein: So we just another minute or two and for those who joined us this evening, we appreciate you being here. Just wanted to let everyone wait another minute or so in case there's folks who need time to access the link or might have a troubled trickling in We'll go ahead to get started. The next one to two minutes and we'll get underway.

Adam Greenstein: It's 602 pm and to be respectful of everyone's time when we go ahead and get started I did want to thank everyone on the Culver joining us this evening. My name is Adam Greenstein. I am the project manager for the county's, Safe Routes to school project that you might have seen information on so far through the county Department of Public Works. I wanted to give a couple of brief high-level introductions for our team. There's some folks here. I'm going to go by groups with not individuals, who's joining you this evening from the project team in case you have specific questions? We have folks from the County Department of Public Works aside from myself a few folks

Adam Greenstein: On the engineering side, a couple folks from the county office of Transportation, folks from county, public schools, a couple of members of our DPW consultant team from pool design and then I believe they're not quite on the call yet, but they will be joining shortly representatives from the Maryland State Highway Administration ACRES questions on the state program that's helping d Any issues with the state's transportation network as well? Thank you again. So if we could move to the next slide,

Adam Greenstein: just wanted to go over a couple of high-level goals for tonight's meeting and some housekeeping items. So personally just wanted to go over goals and sit some early expectations that the general plan. For this meeting is to not necessarily discuss location specific issues unless something comes up in the Q&A and I'll get into that just a minute that we want to discuss a little bit more in detail. Otherwise it's pretty high level talking about the general excuse me goals of the project some information about what we found but more guiding everyone from the community about how to review the report and how to provide feedback.

Adam Greenstein: we can certainly answer questions offline. You can send us comments using the contact information that's shown on the slide. If you do, we strongly recommend, especially if you send an email to that email address which is my contact information include photos maps. It's much detail as

fully write out the school name and it's much detail as you can about the location and the issue as possible to make sure, exactly what we're looking at, what we need to investigate further. And with that being said, just wanted to cover a couple of housekeeping items, the meeting is being recorded and there will be a transcript included as well. So everything being recorded including information and writing tonight will be saved and posted to the project web page which you can see on the screen here hopefully within a few days of the meeting. But no later than after the series of meetings that will be Held over the next couple of weeks.

Adam Greenstein: If you're not a member of the project team and you're in the View only mode, you'll remain muted with your cameras off. But they're still a way to contribute, so you can use the Q&A feature. So at the bottom right part of your screen, there's the Activities button which is a triangle square and circle. As you can see on the Click that. And That's the Activities Select the Q&A feature. And then you can Ask a Question. Once you click that button, you are welcome to post anonymously by selecting the checkbox there. If you don't want us to see your name, it's Totally up to you. We will monitor throughout the meeting and that will also be recorded in writing if we don't answer it in the meeting which goes into the audio video, recording will provide a written response as part of the complete repository of information that goes out to the public closer to the end of the project.

00:05:00

Adam Greenstein: If you're on a mobile phone, you can do the same process but there's just one extra step. You select the three dots on your screen, then the Activities button and then follow the rest of the process for the Q&A and asking questions. If you're dialing in on audio only Unfortunately, we can't provide a visual or the Q&A feature to you but we strongly encourage you to send us comments offline. There's information on the project Web page for the email address. You can use to send comments directly to me. As I mentioned before, the meetings being recorded. But in addition to all that other information, we'll provide a PDF of the slides. If you just want to review the slides in addition to the full project report and we'll try to get those up as soon as possible.

Adam Greenstein: If you do need translation services they are available by request. What we'll do is we're still working out some of the details, about how we'll get translation of materials done, with the audio video, or anything written or visual. But if you need that assistance, please reach out to us and we'll do whatever we can to help. So it's that being said, again, please don't hesitate to use the Q&A feature, but I'm going to go ahead and turn it over to our tool design team to go into the crux of tonight's presentation.

Ayden Cohen: Yeah, thank Adam, I'm with the tool design team. Welcome to the linthicum virtual meeting. We really appreciate you guys all taking time. Out of your evenings to join us. The goal for the meeting. Tonight is to give you all an overview of the Safe routes to School accessibility project in Orient to you to the report. As we've mentioned, we won't be reviewing specific information and recommendations, it's just too much detail to review but the full reports are available on the counties website.

Ayden Cohen: The presentation tonight will start with an overview of the project. Anne Arundel County and Anne, Arundel County Public Schools or partnering on safe routes, to school accessibility studies At 17 schools across the county. These schools were previously identified in move, Anne Arundel, the county's transportation functional master plan and the studies were being overseen by a project management team. Consisting of county state and school representatives, Between October 24th 2020 and February 8th of this year staff. From my firm tool design, conducted a one-day site visit to each

school, to observe both arrival and dismissal and to assess existing walking and bicycling infrastructure. The studies were focused on infrastructure within the school walk zone. But we also assessed opportunities within the attendance area to expand, active transportation to school.

Ayden Cohen: and the overall goal of this project was to improve safety and transportation choices for all residents, Linthicum's report summarizes existing conditions and 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 off the site visit that we conducted on December 2nd, 2022. And then parent surveys were administered by the school district at the start of this year. In January, to obtain parent, reported travel modes to school and reported barriers to walking or bicycling.

Ayden Cohen: The report has eight sections and tonight's presentation will orient you to the general content contained in each. But as we've already mentioned to view the full report and provide input, please visit the county web page which is shown on the screen.

Ayden Cohen: The School Overview section defines the project study area. Fieldworks conducted on roads, within a half mile of the school and then a desk level review was conducted on roads within a one-mile radius of the school that also fall within the school attendance area. This section provides school attendance. And enrollment information that was provided by the school district. At the time of study, it describes the school location and layout, as well as an overview of how walkers bicyclists buses parent and staff vehicles access the school grounds.

Ayden Cohen: The parent reported Student travel modes and barriers sections summarizes key findings from the parent survey including a variety of parent reported metrics that includes distance from home to school school, bus eligibility and use most common travel mode ideal travel mode. To school burials, to walking, or biking to school, and then streets used to walk or bike to school. However, it is important to note that for most schools, the survey response rates represent just a fraction of the student population. So we acknowledge that this may not reflect the experiences and perspectives of all families. So, this information was simply used to supplement the information received during observations and from the school directly. So for linthicum, we received 33 survey responses.

00:10:00

Ayden Cohen: The arrival and dismissal sections provide an overview of arrival and dismissal operations as reported by A summary of the general observations made by our team and a summary of specific arrival and dismissal observations by each mode which include walkers and bicyclists school, bus parents driving, Our observations focused on behaviors conflicts and a general count of all travel modes and also informs us how the various travel modes function and interact within the existing infrastructure.

Ayden Cohen: The Existing Infrastructure. Conditions section provides maps and a brief description of existing sidewalks Mark crosswalks ADA compliant curb rams and existing plan or program on-road bike facilities and regional park trails and paths based on GIS data provided by the county. At the start of the project this information serves as a baseline of swords for pedestrian and bicycle facilities.

Ayden Cohen: 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 within the school walk zone.

Ayden Cohen: The Infrastructure Recommendation section includes both a map to visualize the location and type of recommendation and then a table that provides additional detail On the map recommendations 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. Also distinguishes between spot recommendations such as a specific intersection acrossing and then segment recommendations such as sidewalks or corridors needing speed management. It also color codes recommendations by type of recommendation

Ayden Cohen: All recommendations in the plan, aim to improve safety and accessibility for students to walk and bike to school, including measures to reduce vehicle speeds, address conflicts between pedestrians or bicyclists and drivers and provide fully accessible, sidewalks and street crossings as able, The plan acknowledges other projects within the study area, but the county will confirm the approach to implementing recommendations to ensure that they align with other projects as necessary.

Ayden Cohen: A quick orientation to the table. All the way on. The left hand side map ID, corresponds to the numbers or letters on the recommendations In addition to defining the specific location of the recommendation, the location column also describes possible significance such as whether it's inside the school zone or along a key student walking or bicycling room. Key roots were identified based on information received from school administration, parent, surveys and school observations. The facility type provides. The general category of the recommendation such as sidewalk crosswalk, curb ramp, etc. The issue and recommendation columns, provide details on the identified issues and specific treatment recommendations. Potential costs listed in the table, reflect planning level construction costs as details related to constructions, can't be determined until the method of implementation for proposed improvements is confirmed.

Ayden Cohen: And then the time frame reflects general project, feasibility or complexity that can help to inform implementation decisions. It's not an indication of the county's time frame for implementation. Again, we've only provided a snapshot of the recommendations table to view the full rapport and provide input. Please, visit the county's website.

Ayden Cohen: for some schools, the accessibility study identified, significant barriers that while important would require additional study beyond the scope of this project to identify appropriate measures, And those instances an additional consideration slide was added to acknowledge the issue and suggest further study. For Linthicum Elementary, the light rail line, just outside of the school walk zone s. Such a barrier.

Ayden Cohen: Each school report also includes education encouragement enforcement and evaluation recommendations to help the school, improve awareness and knowledge of safety practices, reinforce safe behaviors, encourage travel mode changes and establish a culture of walking and bicycling to school. Finally, each report closes with an appendix containing photos that correspond with each recommendation map id. These photos document that the existing conditions which can help to explain the issue and recommendation.

00:15:00

Ayden Cohen: Following this meeting, the county The prioritize list of recommendations prioritization will be based on an assessment of potential safety impact, potential demand. Just how many people might benefit from it and potential benefit to vulnerable populations as well as Cost and Implementation Timeline and Funding source will be based on the type of recommendation. For example, shorter term

implementation, may be more feasible for low cost or quick hit operations or maintenance operations, such as signs pavement, markings or vegetation trimming that have an existing dedicated funding stream. Longer term implementation is required for Projects such as new sidewalks that require funding from the county's capital improvement program budget.

Ayden Cohen: Schedule for any actions after the studies are completed or has yet to be determined.

Ayden Cohen: Again, the full reports are posted on the county's website information on how to provide input is included there and also provided on the screen. But if you have any general process questions, we can aim to answer them. Now please submit them using the Q&A function, provided on your screen.

Adam Greenstein: Created and thanks so much. Looks like a couple of questions came in Looks like they are comments on some of the traffic operations around the school.

Adam Greenstein: And then entered in the chat is a link to the full report. I'm not sure if that was made available to the entire audience here, including the project team or just to the project team. Not sure what the chat feature is like an apologize, about not clarifying that previously. But there are a couple of questions here. If there are no other questions and the project team is okay, going through them, we can talk about a couple of them since they're a little bit more general and not location specific aside from just being at the school. So if the team's happy to do that, I'm happy to just go through a couple of points if we have some time. If there are no concerns.

Adam Greenstein: So the first point talks about an additional consideration, something that might not have been pointed out in the report. About improving road operations, coordinating with county public schools doing a redesign of traffic flow into and out of the school. There's a lot of land that can be repurposed on the current north side of the school to assist staff, or parking for parents to safely park and walk their students into the school or for the card drop-off line. Another idea that latches on to this is a short-term recommendation to make the school parking lot. A one-way direction of traffic flow from west to east until a more permanent solution can be implemented to make the parking lot safer so I can certainly see some value in that and that's something we can look into a little bit more.

Adam Greenstein: For that Drop off Having no Turn is an issue for some families dropping off. Kids in that line, Perhaps another way to design is to move it back to the north side of the school so that it can be safer for cars to exit the line. It sounds like there's some concerns about cars, getting out of it and leaving the school.

Adam Greenstein: So I know we weren't necessarily planning to go into too much detail on specific issues tonight. But if there are any members of the team between public schools transportation staff or the total design team or public works on this issues, we can certainly provide feedback other ways otherwise we'll definitely save these discuss them as a group and provide separate responses. But again, for members of the project team, any feedback on those points related to school vehicular for parent, drop-off, operations, staff parking, anything like that.

Adam Greenstein: Anything from observations.

Erik Engblom: It's an Erik with a transportation. One thing I can speak to as far as the car line, it was very specifically in purposely moved from the north side, down the south side because of how bad the Bottlemaking traffic was occurring up on that north side. That's why they put in that slip down at the south. I mean, perhaps, we need to revisit the South and see if there's some other adjustments we can

make to that to help. But I do know, it was very intentionally moved away from that north side because of the amount of traffic both cars. And buses were all ended up there together so they moved it down there to separate the car and the bus traffic that way. It wasn't all coming in at the same point at the same time.

00:20:00

Adam Greenstein: Got it. Thanks so much I appreciate that. We can still investigate a little bit further, but I think that's clarifications helpful for a little bit of background. Any other points to add from anyone on the team?

Tanya Asman: This is Tanya, I just wanted to clarify Erik is with Aacps transportation. As opposed to myself from the Anne Arundel, County Office of Transportation.

Erik Engblom: Yes, sorry, I should have clarified Aacps transportation.

Adam Greenstein: No problem.

Tanya Asman: Sure.

Adam Greenstein: Thanks Tanya.

Adam Greenstein: Other thoughts on that sorry.

Tanya Asman: Yeah, I reiterate Adam,…

Adam Greenstein: Go ahead Tanya.

Tanya Asman: what Adam said about taking all of these comments, it is being recorded and then e putting them into the final reports.

Adam Greenstein: Thanks Tanya. Also seem to be a couple of questions on. Signs safety issues on the traffic speed, things like that. It's all go through them and try to get to everyone's questions. Since we do have some time. Let's see. You're making sure I didn't miss anything. Okay, so there's a question on Signing on. Maryland Route 170 northbound. Doesn't have a flashing sign to alert motorists of the presence of a school as they pass the shopping center in the fire station. There's not a lot of transition time for the school sign is currently located sounds like they're looking to.

Adam Greenstein: They're looking for signing improvements farther, advance notice, just higher level warning. So that's something we can definitely look into. And that's about possible, short-term opportunity. And, of course, as I think a lot of folks might understand that require coordination with the state highway administration. Unfortunately, they're not on the call here at the moment, but we've been working with them throughout this project and we'll keep them in the loop on that concern. And something a couple of other safety related questions on Route 170. There's vehicles traveling 10 or more miles an hour. Over the posted speed limit northbound, and there's not enough stopping distance to gradually slow to the schooling crosswalk.

Adam Greenstein: And so it sounds like there's an understanding we need to work with the State Highway Administration District, five office to improve signing lighting for the crosswalk, just improvements to traffic control there. And I can certainly understand what the major road like Route 170.

That can be a great challenge. See what we can do, more about that. In addition to trying to improve the quality of visibility of science, making sure we take care of our trees and vegetation. Yeah, there are pictures that show. That's exactly why we're trying to point out that some of the signs in the area and the quality of traffic control devices, making sure that we systematically look at vegetation for me to keep that. Going as much as possible. We will continue to work with you public schools, the Dot State Highway Administration so we can get these up and running and seems to be a lot of similar questions here about those same concerns.

Adam Greenstein: Look like there's a little bit of feedback on the points from the public schools transportation on the card. Drop-off line on the south side, possibly splitting it on two sides, depending on your grade. So erik's and possibly looping and Tanya a little bit of feedback that we can discuss offline to see if that's possible. Understanding it, as you said it was intentional, we can Look at that for overall school. Drop off activities.

Adam Greenstein: A couple questions here that just came in the light rail station, creating a boundary for the study. So, even though again, as we're not focusing on a lot of location specific issues tonight, I think this is a point. We do want to hit home and Aiden and Diane. Since you pointed it out in our presentation, this evening, if there's anything you wanted to add based on what you saw on the field feedback from the School Staff and Families, and data collection, and all the analysis that you have done, we can get into this. If you feel comfortable, it is a boundary for the study. But the areas also, a native attention to make it safer for Using those routes, That's a very good point. So what are the resources available to pursue solutions out of the scope of the study? So I think this might be a greater question for the overall project team. Diane, if there's something that you wanted to start with, I could also defer to the opposite transportation. But I think this is a bigger scope and kind of counting initiative related question.

Adam Greenstein: This might be a question either Tanya or Erik for either of you thinking more big picture, what resources, we have at our disposal for something like that, because it's a pretty substantial concern.

Tanya Asman: This is Tanya from the Office of Transportation for the county. We would probably seek additional funding from the Safe Routes to School Grant program to. Do any expansions upon which these are based?

00:25:00
Adam Greenstein: So from the way I'm reading it,…

Tanya Asman: is that answering the question?

Adam Greenstein: it sounds like it could be a combination of the fact that the boundary with the light rails, the safety issue. But perhaps the area that's already been established as the walk zone and overall access for transportation in the area, just needs some safety improvements for student, using the routes, perhaps even focusing inside the walk zone. Are there any other Things happening outside of the scope of the project that we could consider not your traditional infrastructure improvements. Perhaps or just, not what I'll call. if there is such a thing, a typical safe routes to school study,

Adam Greenstein: that's a tough question.

Tanya Asman: Yeah.

Adam Greenstein: Okay.

Dave Moncrief: So Adam, this is David with Dpw David Moncrief. I would say that as part of this effort we're not bound to collecting comments on just the area that we studied. So I would recommend Megan that you make specific comments about the concern You have regarding the area to the west of the project bound and that will potentially for a need for additional study Either through this program or through an additional capital improvement project. But there's no reason that we can't collect those comments now and try to route them to either the appropriate person operationally or through a future study.

Adam Greenstein: That's a good point. Dave, we have gotten comments sent to us by email ever since the public comment period opened a few weeks, back. A lot of feedback on this type of issue. And David Clarifications really helpful. If there are things that we can't handle through this project, it's either for a different school, or if it's outside of that area. There are separate studies and projects to county can do using similar sources of funding, but just a separate effort. So it would be a different contract mechanism or operations and maintenance funding through the traffic engineering division within the Bureau of Highways. There's always another effort they could be done. Of course that takes more time in this project is already underway but it's something. We could try to get moving forward even if it's beyond the scope and effort of the safe Whole project.

Adam Greenstein: And then What's the expected timeline from the proposals of the study being made? And when we might see the actual implementation of some of the proposed solutions, that's very popular question. It's a very tough one to answer. Tanya. I saw you unmuted. Was there something you wanted to add?

Tanya Asman: I mean not necessarily but I can. I mean you said, Adam, it's difficult to accurately predict at this stage of the game. we're hoping that, some of the recommendations are quick, build options, improving crosswalks things like that. Would be a shorter time frame than realigning, an intersection, or something along those lines that would take greater design level. So, we do plan to continue to seek funding. In fact, we were asked by the state Why we were not asking for additional funding to implement the plans yet. And simple answer was, they weren't finalized yet. We have still had to go through the public input process.

Tanya Asman: So they are eager to give us money to implement these plans but there are the timelines that are in there, they're short mid and long term and you can get an idea of how long each type of project would take by looking at this to the reports.

Adam Greenstein: Thanks Tanya part of that is at least to give an idea of the timeline for next steps for. This is the goal is to have the accessibility studies and the final reports completed with them, appended with public comments and responses a little bit more detail if you can get there by the end of the calendar year, since we're also working on a concurrent effort in this project to provide safety training at some of these 17 schools for some students, but help me to get to other schools in the future. So to parallel efforts coming on at the same time. So those would be the finalization of the recommendations including a prioritized list of the order in, which we'd like to do them independent of the level of difficulty and getting some bigger capital projects. Done versus some short term, quick hit low cost type of things. The timeline for a lot of that does tend to vary large capital projects can take at least a few years operations and maintenance items done through short-term activities with the maintenance cruise for the county can take anywhere from a few months to

Adam Greenstein: Error just depends on what the specific items are but part of that is also determining what project we want to try to move into the capital program. Once the prioritization is complete and also doing an evaluation methodology of knowing how we want to assess the performance of those improvements when they're done to make sure that they're actually giving the value to the community that we hadn't ended. So hopefully that answers your question. But again, feel free to send me another email if we missed something or if you have more thoughts on that,

Adam Greenstein: a couple of bigger picture questions on the project as well. I noticed there was only $300,000 for this project. How will you prioritizing the 17? Schools needs is $300,000 enough. That's a really good question. And I'll start off with something. But if folks, from either Dpw or Office of Transportation, want to chime in feel free, the 300k set. For this project was for just this assessment, the accessibility studies in the safety trainings and developing recommendations separate funding streams, would be established to be able to try to implement them doing further analysis and hopefully implementing improvements as quickly as possible. Understanding is also only 17 Schools 300,000 was established just to get the analyzes done develop recommendations for those schools. We also acknowledge there are a lot of other schools in the county, there's upwards of 75 to 80 elementary schools. A couple doesn't middle schools and the high schools as well. So there's a lot of school transportation needs at

Adam Greenstein: Age level for grade school, students. So this is just the starting point trying to get the ball rolling, so we can hopefully get some of these things Never be more funding needed to go beyond that. But this is just the 300,000 was just the starting point here. Anything I missed from the project team on that.

Tanya Asman: I think that's accurate. I will add that we did.

Adam Greenstein: Great. Thanks Tanya. And then the last year

Tanya Asman: We were awarded another safe routes to School, Grant this year to continue this whole process. and it was scoped for 10 more elementary schools and this time, 10 middle schools,

Adam Greenstein: Fantastic. That's great news.

Adam Greenstein: Can't recall exactly what level of detail we mentioned before but this was partially funded through a Transportation Alternative Program grant from the state highway administration. So getting another grant through that program makes it much easier for the county to get this type of work done. So we'll try to get to as many schools as possible. And the last question we see here that came in a couple of minutes ago is if we can share traffic, count data and speed surveys. So the extent of data collection on Diane and Aidan. Correct me if I'm wrong.

Adam Greenstein: Alright, or feel free to tell me if I miss anything? we didn't do specific, traffic counts and speed data collection, either at intersections or on segments of roadway away from intersections, or at the school driveways. We were out there conducting observations in the field and collecting background data. Using online sources at a very high level, just to get enough of an understanding of what the patterns are. on the traffic count, side of thing, I'll take a step back for a second. There are intersections that we evaluated and observed that might have publicly available traffic count data and we can provide a link to that once we go through these questions and provide responses but not every

intersection we evaluated we didn't look at those counts specifically just trying to see what the patterns and behaviors are same thing with speeds. There might be some speed data associated with corridor counts with vehicle counts classifications using sometimes tubes or radar detectors sometimes.

Adam Greenstein: Speeds. But we didn't flex speed data specifically. We didn't access that as part of this project since there's a lot going on. And again with those three hundred thousand dollars trying to do as much as we can with the money available. But what we did note and you can see this in the full report, some of the observations and the takeaways, and how we develop some of our recommendations is that we generally observed, if you're standing on the side of the road, if you're on the sidewalk or at the school driveway and you're observing traffic, you have an understanding of the context, the land use, how busy is

Adam Greenstein: How much traffic is there and how fast do you think traffic should be going? how do we align your travel speeds with what we intend the speeds to be? You get an idea just looking at traffic and taking photos and making some notes about whether speeds are too high, if they're right, maybe if they're a little bit lower which is on also a good thing when it comes to pedestrian and bicycle safety. So the very short answer is We don't have that data but some of it is available publicly and we can share ways on getting at least some of that information. different county or from the state highway administration.

Tanya Asman: and I would add This is Tanya again that you've pointed out These were high level analyzes studies because there were so many schools to look at 17. probably that level of detail would be the next step for the implementation of some of these recommendations would be Okay. Let's drill down into this recommendation and let's fund a project that has traffic counts, speed counts, things like that.

00:35:00

Adam Greenstein: that's helpful. Thanks, Tanya. Anyone else on the project team anything to add on that. Last question that I might have missed.

Adam Greenstein: Okay, happy to leave the slide on the screen here. In case you need a moment to jot down contact information and want to take a picture with your phone. Or if there's other questions, you want to put into the Q&A. We certainly have a little bit of time want to be respectful of everyone's time here. This evening, give you the full value of your commitment to this project? so, you can certainly lead us here for at least the next few minutes. And if there's no other questions, around 6:40 pm will adjourn the meeting. And make sure to get this information is already Ready as quickly as possible for the project web page.

Dave Moncrief: Hey, I will add something that we kind of discuss for those that are on the call and potentially, those are listening and after the meeting, when you're submitting comments or questions Adam via his email,

Dave Moncrief: It gets confusing. So please spell out the name of the elementary school and then be as possible with your question or comment as to the location. So things that are helpful are pictures Google Maps, snapshots or screenshots of specific areas and then be a specific as possible so that we can track you down or track down the information that we need to try to address your comment. So, thank you.

Adam Greenstein: Great. Thanks Dave.

Adam Greenstein: we can leave the&A pot of the meeting open for the next few minutes in case there's other questions from the community. Or if there's any last-minute thoughts for The project team to share with members of our community this evening.

Tanya Asman: Adam, did you announce that? I may have missed it in the beginning, how long the comment period will be available online?

Adam Greenstein: I believe we included that in the meeting announcement. Let me double check that real quick.

Tanya Asman: Okay.

Adam Greenstein: Yeah, so the announcement that went out to school families that was sent by Aacps communications noted, a comments will be accepted through November 5th. 2023. So there's still a few weeks so that does leave a shorter comment period. For those who have later meetings in the schedule throughout the course of the month of October, we can always extend it if needed. But that gives about a week and a half or a little bit over a week and a half in the last meeting on October 26th. So for those still here, if you do have comments or questions, plenty of time to think this over be the report provided additional feedback and questions and then no later than, hopefully a few days after that, we'll be able to compile comments. at least have the meeting recordings and transcripts online at that point in time, you might a little bit more time to go through comments and questions from the communities and the public

Adam Greenstein: after that, to make sure we don't miss anything. We'll try to address that as quickly as possible at a minimum that information we would be provided on the project web page in some way, shape, or form around when the studies are completed. At the end of the calendar year.

Adam Greenstein: Other thoughts from the project Or from the community.

Adam Greenstein: Give it just one more minute. great. A question came in. Glad we waited just want to make sure we don't miss anything this evening.

Adam Greenstein: It is location specific but happy to hang on since we have a little bit of time left on the west side of Route 170 from the Light Rail station going north. A short distance. It wasn't an extension of the sidewalk on the project list from the recommendations. it's asphalt after you leave the light rail station sidewalk. So it sounds like this is a comment on double checking to see if it's included in our recommendations and not if we can add it, and I know that was A tough question. We were going through the initial recommendations, not sure. If there's anything specific from the team that we needed to add on that, otherwise, we can certainly discuss that offline.

00:40:00

Adam Greenstein: Any feedback from the project team on that.

Diane Lambert: We can revisit in the recommendations, we know we've made some note about some existing West Side sidewalk but we can revisit the specific comment against what's in the recommendations.

Adam Greenstein: Thanks. Other comments Questions for the Good of the Cause.

Adam Greenstein: Just checking one other thing here.

Adam Greenstein: Okay, and if there's nothing else, I think we can certainly adjourn, but this is definitely not the end of the opportunity to provide feedback and even when the project ends still plenty of opportunities at any time to provide the county and public schools feedback just we have it on our radar so we don't miss anything. Thank you for joining us this evening. Thanks to the project team for being super helpful and providing an overview of the report. Helping answer questions dedicating your time this evening to meeting with members of our school communities. And we will be in touch soon and be on the lookout for information on the Project, Web page shortly with a recording of this meeting and additional information. Thanks again and have a good evening.

Tanya Asman: Thank you.

Meeting ended after 00:41:33 👋 🖤