H590601 SRTT Virtual Community Stakeholder Meeting – Glen Burnie / Brooklyn Park - 2025/01/22 – Transcript (unedited)

Attendees

Adam Greenstein, Andrew Diehl, Anonnya Islam, Brittany Sink, MTA, Daisy Heartberg, Emma Simpson, Eric Tabacek, Jennifer Jackson, Justin Markel, Kristin Etzel, laura mehiel, laura mehiel's Presentation, Linda Harris, read.ai meeting notes, Rocio Bolanos, Rugiatu Koroma, Shawn Rice, Tanya Asman, Teri Winslow, Timothy Briggs

Transcript

Adam Greenstein: Okay, that's underway, thanks again everyone for joining us this afternoon, evening, whatever you'd like to call it for our community stakeholders meeting for the county DPW's safe routes to transit study. this is covering the Glen Bernie Brooklyn Park area. Not just those two areas, but that's the name of the area that we're calling it today is January 2nd, 2025. You can see the project number here. and we'll go through some housekeeping and introductions before we get into the meat of our discussion today. All right, just a couple of logistics, some housekeeping items. Our goal is to keep it to about an hour today. I'm not going to be prescriptive and cut everything off at 5:15 or 520 if folks want to continue discussing because we started a little bit late today. So, thanks for your patience on that. Our goal is to leave at least 15 minutes for Q&A and open discussion. That's the number one goal why we're here.

Adam Greenstein: We want to share some information about this project, but get feedback on a number of different things from all of you who represent the communities in the northern portion of Anna Ronaldo County. If we can leave more time for Q&A, we'd certainly love to do that. So, we'll see what we can do. But just to give you an idea, it would be appreciated if everyone could remain muted. you're welcome to turn on your camera if you're comfortable. And I see people doing that, which is fabulous to get to know who's joining us this afternoon. I'll go over some opportunities. If you'd like to unmute, you can certainly do that later in the meeting. Just to let you all know, this meeting is being recorded. there's going to be an audio video recording. So, anything that's shared on the screen, like these slides, plus a view of the active speaker will be in that recording. There will also be an transcript of the audio. So, Google Meet has the ability to transcribe everything spoken. It certainly comes with a lot of errors and unfortunately we don't quite have the resources to go through a lanty transcript to edit it.

Adam Greenstein: so we will include an unedited transcript with all the files here. Anything posted in the chat today, which is if you're using a web browser on the lower right portion, that little callout text box you can use for the chat feature. Anything included there will be on record. And then our plan is for all of this content plus a PDF of these slides to be uploaded to the project I will include a link to the project web page in the chat once we get our technical portion of the discussion underway with members of our team. you'll be able to view all this information if you need a refresher, if you miss something, or if you want to share this information with folks who are not able to join today. Again, the chat feature the bottom right of your screen, if you hover over it, it says chat with everyone. That's what we'd like to use

today for comments and questions. Please provide as much feedback, other thoughts, questions as they come to mind at any point in time, and we'll get to as many as we can today.

Adam Greenstein: Anything that we don't get to by the time we adjourn the meeting, we will answer offline and share with you directly in a supplemental document. If you would like to speak up, you are more than welcome to. There's a raise hand feature near the bottom center of your screen. It's just the palm of a hand right in the middle there at the bottom. If you'd like to speak up, please use that and we will see who's raising their hand and we will call on you to unmute. You're welcome to provide any insights or questions or concerns that you have and then we'll ask you to mute when you're finished, but certainly happy to discuss questions and concerns verbally as well. Any option that is comfortable for you is perfect with An overview of today's meeting. We want to introduce the project team and also do some brief introductions of folks who represent the community stakeholders today.

Adam Greenstein: go over the goals of why we're holding this meeting and an overview what the project is, why and how we're doing it, and what it means to all of you. Go over the different steps to complete this study and where things stand, our progress at this moment. Discuss some of the next steps between now and the end of the study and what might happen after the study is completed. And then of course, the most important part, open discussion and Q&A with all of you, the community representatives. I will do some brief team introductions by group, not necessarily individual names. but what I'd like to do is if you have the opportunity, if you're not with one of these groups on this slide, if you're a member of one of the community groups or another count county entity, possibly state government, nonprofit organization, anything like that, we welcome you to enter your name and your organization and your role if you're comfortable in the chat feature.

Adam Greenstein: That way we know exactly who's joining us today. We do have a way to track folks who are joining us today, but the emails and some of the names are anonymized and we'd love to know exactly where some of our feedback is coming from. It helps put all of our comments and questions into context knowing which group is providing certain feedback. thank you so much for doing that. Again, my name is Adam Greenstein. I am with the Department of Public Works at the county and the Bureau of Engineering serving as the project manager for my email address and phone number there if you need it, although many of you might have received that by email previously. feel free to use that contact information at any time if you have thoughts on the study. We have county, state, and municipal partners here involved in the study, many of whom are on this call. So, you have specific questions that might be geared toward them.

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Adam Greenstein: I can help you get those answered by the right group between the county office of transportation, public works, planning and zoning, and on the state side, the transit administration and the state highway administration. And then even though this is not the Annapapolis area where we are studying transit access in that area, of course, transit access in the county connects many communities. so we just wanted to let everyone know that the city of Annapolis is actively engaged in the project. in this area for the northern part of the county where we are also engaging Baltimore City as well to a certain extent even though that's not within the confines of the county and then our study consultant who will be handling most of the technical part of the presentation from Amorton Thomas and Associates is here as well. So anyone is happy to answer questions and help you as much as you need. We thank you so much for everyone for putting your information in the chat. That's a huge help for our team.

Adam Greenstein: just wanted to go over some goals of today's meeting. a couple of things here. We don't just want to give information to you. We want feedback from you. So, we want to let you as the community stakeholders, representatives, and leaders know about what this project is, why it's being done, and what it means to all of you. Let you know what activities have been completed thus far. There's been a lot that's happened since the project started in 2024, and it's going to go on for another eight months or so. Plenty of activities coming out of this. It'll go on beyond the fall of 2025. We want your input on community issues and priorities. We're going to discuss some of the things that we found so far. Just a snippet and high level, not every detail of what we found in the northern part of the county, but things that we might have missed, things that you think we should keep an eye on that might not be evident in just looking at infrastructure, collecting data, even talking to other community groups. What do you have to share with us that we want that we should definitely keep an eye on?

Adam Greenstein: And then we want to put together our framework for upcoming public outreach that will occur in the spring. We don't just want to let you know when and how that's happening, but your feedback on that process can help us determine the best place to have a public meeting, the best ways to get more engagement from the communities and the general public overall, ways that they get the best, scheduling, timing, the way we share the type of information that we share. All those things are super very helpful for us. We would love your insights on that and your input. So with that, I'm going to turn it over to Laura Mahil with a Martin Thomas.

Adam Greenstein: She's going to cover the bulk of today's presentation and then after that we will coordinate with some questions and answers and discussion with all of you. So thanks again and Laura, the floor is yours.

laura mehiel: Thank you,…

laura mehiel: And can folks hear me? Okay. Okay,…

Adam Greenstein: Loud and clear.

laura mehiel: so some of these slides are maybe a little repetitive, but we're trying not to be too repetitive here, but Adam said some of this, but I'm going to u elaborate a little bit more on certain things. but any questions as we go along, feel free to jot them in chat so we can keep track and we'll keep things moving. so just an overview of what this project is about.

laura mehiel: we know that there are many bus stop locations throughout the county that don't really have current day standards for the infrastructure in and around those bus stops. so the purpose of this project is to fully assess all of the bus stops within three defined geographical areas. I'll show you that in another slide in a moment here what those areas are. these improvements will address not only the access to the bus stop considering the nearest street crossing and then the pathway connection from that street crossing to the bus stop itself. So the intent is to ultimately provide continuous ADA accessible access for non-motorists connecting to the bus boarding improve safety at the street crossings and improve accommodations at the bus stop itself.

laura mehiel: the project is also reviewing transit centers for similar access review and improvements including light rail and mark and furthermore the timing of the projects and the improvements that will come out of this will focus first on areas with the populations of the greatest need for public transportation and we'll define a little bit all these things I've talked about you'll see a little bit more detail

here in future slides. the funding for the project comes from a federal grant from the US Department of Transportation Safe Streets and Roads for All program.

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laura mehiel: that program. we've pulled the mission of that program and the goals and put it on the slide here from US DO's materials and the QR code is there as well if you'd like to see more about it. But the overarching purpose is to improve road safety by reducing and hopefully one day eliminating roadway fatalities and serious injuries. its focus is on comprehensive safety action plans and that indeed is what this is. this is a very comprehensive wide reaching review countywide really. and then allowing those local entities, those closest to the communities to actually develop the projects and affect in a positive way the community by doing that.

laura mehiel: implementation at the lowest level possible closest to the community. So that's the federal highways marching orders for that or for sorry US DOT. This next slide shows the areas of study in those three red shapes on the map. we are holding separate meetings. this is our third of the three stakeholder meetings that we've held over the past two weeks. And then the community meetings will also be separately held just for the purpose of convenience of the community and really honing in on local issues and not having a lot of extraneous information that doesn't affect the folks that are then going to participate and hopefully benefit from the project.

laura mehiel: these study limits that you see here were defined in the grant application. and they include the Glen Bernie Brooklyn Park, which we're also calling North County and some of our terminology in the report. Odin, Maryland City and in the West County area, and then Annapolis and parole down in this Annapolis area. also the definition was really to focus on where are the fixed bus routes in the county. And these three def defined regions really almost completely address all of the fixed route locations within the county.

laura mehiel: each location contains disadvantaged community census tracts. and that what those are defined by the US Census Bureau. and these are areas that generally have certain thresholds of whether it be income, education, linguistic isolation, and several other factors that place those communities in a greater need for service and attention. So those are in blue on the maps and those are indeed areas of strong focus as we carry out the study. we wanted to just step back and define who are the providers of transit in the county and how does transit look in the county overall. just as an overview.

laura mehiel: so this slide here on the right you see a map of the county's system but there are four providers for fixed route service within the county not only the county itself but Annapolis transit MTA and regional agency of central RTA and I'm sure everybody knows this but just in case someone doesn't wanted to make sure that that was clear. the main thing that I want to make is clear is even if the county buses don't use a certain bus stop, we still will be looking at that bus stop. So, we're looking at all the bus stops within these regions that you saw in the previous map. no matter what provider is using it or if it's shared what have you.

laura mehiel: and so it is very much a comprehensive study. The scope of the study is here are some things that are included and that are not included. we are reviewing and rating the pedestrian and bicycle infrastructure connections to the transit stops and some transit stations. develop the development and the development of a set of recommended improvements after that review of those locations and a

prioritization method. there are over 500 bus stops that we are looking at and certainly that's a large number to then program for construction and improvement.

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laura mehiel: So, we need a way to prioritize. And so, that's part of the study as well. And looking at where can that money come from? are there ways to creatively leverage some funds or some other grants county or state programs that can help pay for the improvements. So, that's all part of the study. and that third bullet, development of a community supported action plan for each area to maximize safe access and connectivity. that's kind of serves as the mission statement of the study in a way. what is not included we're not looking at the any changes to the routes themselves. We're not looking at any redevelopment plans for transit stations. That's not part of this review or the grant. we are not looking at the bus buses themselves, the fleet.

laura mehiel: So really it is about the bus stop and the pathway to that bus stop to the most logical nearest intersection to make that infrastructure good and safe and entice more transit riders because of how great it is. next slide. improvements that you could see coming out of the study. new sidewalks, new shared use paths, a little bit wider than a standard sidewalk in some areas. curb ramp upgrades is a very important piece of this to meet ADA and I guess the latest proag is the latest iteration of America with Disabilities Act recommendations.

laura mehiel: making sure the crosswalks at the intersections or sometimes midblock. If you have bus stops mid block, you have to look at those crossings. Making sure that that is as safe as we can make them. maybe there'll be some relocated bus stops as a result of this for safety reasons. landing pads and in the right there in the photo, you see the concrete pad between the sidewalk and the curb. allowing, of someone to traverse that area without having to walk through the grass. that could be a very common outcome of what you'll see constructed in future years as a result of these recommendations and of various other things you see on the slide, but it's not an exhaustive list, but those are probably the most common types of improvements that this study will be looking to recommend and program.

laura mehiel: we know there are a lot of studies and a lot of comprehensive planning that goes on within the county and the state and those studies they serve as a basis for what we are doing. We're not trying to reinvent anything. we know that there's been a lot of outreach as part of these studies espec especially some of the recent ones. walk and move a randle a few years back. the county, transit development plan just last summer, surveys that have been done with communities and commuters. we're peeling through those as we can and getting the input that relates to what we're looking at.

laura mehiel: so we're doing our best to hear what's already been said and hopefully folks won't feel like they've been commenting a million times on the same subjects, but yeah, we do want to have your input and the community's input, but we're looking back at those as well to see what's already been commented on. the steps that are part of the study are here on this slide. which we're calling tasks as well as steps interchangeably. so we've done the first three tasks already. we've looked at all of the bus stops. We've looked at the transit stations within the boundaries. And there we had a checklist sorts of things that we were looking at in terms of safety features.

laura mehiel: all of the things that I talked about before. Is there a landing d? is there a bench? is there a sidewalk that connects the intersection? So, that's all been completed and we've tabulated all of that information. It's a very large, massive spreadsheet. Then, we've screened those locations to see where

the improvements are needed. and dump some initial lists of those items. Excuse me, I'm sorry. then the third thing that we've also done task three is we've developed an initial way to prioritize all of these different bus stops and the transit stations as well how do you program these projects that are needed for those first three tasks.

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laura mehiel: And the upcoming slides that are coming after this one, I'm going to show you a slide on each of these to highlight the outcomes of what we've found and are seeing up after including tonight. this is part of pass 4. This is the community input and stakeholder engagement piece that we're beginning now and will continue after we conclude some of that work. we'll move into refining what we develop as our prior prioritized set of short-term, midterm, and long-term projects.

laura mehiel: and what programs can fund those projects and complete an overall report that summarizes everything. So for task one that was the existing conditions assessment and what we reviewed and really gave a score to most cases fail type of a score. accessibility to and from the bus stop and the rail stations, proximity and assessment of the nearest street crossing or intersection, the public right ofway accessibility guidelines or ADA compliance. There on the you see a sidewalk and an intersection and how the sidewalk dips down to the curb. we call that a sidewalk ramp.

laura mehiel: is that compliant with current standards? it doesn't have the detectable warning surface which is the truncated dome that yellow tactile surface or not always often yellow that you'll see. and I'm sure many are aware of those, but that's missing. And that's a feature that, limited vision individuals do depend on for knowing that they're going to cross the street. so that's missing and it looks like the slopes of that ramp are a little steeper than would be desirable. So we are looking at that and we're also looking to an extent at bicycle connections to bus stops as well.

laura mehiel: knowing that cyclists will use transit if they have a way to do it in a safe and comfortable way and the accessibility that is needed. so task two is screening those locations that we inventoried in task one. so in the Glen Bernie B Brooklyn Brooklyn Park or North County area, there are 146 bus stops that we reviewed and five transit stations. 61 of those are within those disadvantaged census tracks that I mentioned earlier in the presentation.

laura mehiel: So the orange bars represent the entire group of bus stops and the navy blue bars represent just those that are in those disadvantaged census track neighborhoods and what do those bars mean? So if you see on the left up the vertical numbers are in percent. and I know it's might be a little small, but the first one there says landing pad of the required is there a landing pad at the bus stop? And is it, of the appropriate dimension to serve the needs of the bus stop. and so you'll see there about 70% of the bus stops and a little less than 70% in the disadvantaged areas, but about 71% overall do have it. So, 30% don't.

laura mehiel: and that's something that's important to address. other things that we see here in the North County area as a result of this review there are not as great of a deficiency in pedestrian push buttons. the of pedestrian push buttons the existence of the curb ramps is pretty good. You'll see that's almost to the I guess third from the right. detectable warning surfaces is where is it Justin. the second from the right. so those have fairly good results but still need some attention and some improvement in some areas. so this just gives us the flavor of what is the most prevalent issue that we're seeing.

laura mehiel: But then we do look at each of those locations individually to then come up with a set of improvements and then prioritize those improvements. Task three was the prioritization procedure and we have done an initial prioritization. We do intend to refine that once I keep saying about that. community input is conducted and we get that feedback from you and from the public. but these are the four general items that weigh into how we Safety is really given very high priority. That's what this is all about, right?

laura mehiel: So locations that have greater risk or greater incidences history of crashes us and we are looking in particular at non-motorious crashes that those are the ones that we're focusing to reduce the frequency of so the non-motors crashes equity is our word to our term to say that those disadvantaged communities are given a higher priority for the lo locations in those areas. They're the ones where we can really make a difference in a very meaningful way.

laura mehiel: and in fact the grant requires that we do that focus but we're doing it because it's important to do not just because it's in the grant impact higher priority is given to air to u locations that have the highest ridership. and that can be actual potential ridership. so we're looking at both and so then we're serving, more individuals versus a bus stop that might only have a couple of riders per day. it might be a hundred riders per day. So that's important to weigh in when you're And the fourth item in that prioritization that I have here on the slide, not that it's any less important, that's the order that I put them in.

laura mehiel: community and agency requests. So if another agency has already prioritized a certain location they'll get extra points as we score the different locations for the timing of when those improvements will occur. Did we have a question?

Adam Greenstein: Yeah, there was a question from Emma. Is vehicular crash risk the only data source being used to determine risk? So, I would say the short answer is no. We can cover that a little bit later, too. But to give you a little bit of an idea on that, there's a couple ways we can look at it. It depends on how the project is being conducted. for this type of project because it's more of a planning level looking at a high number of bus stops. We can't get into too much detail, but we look at a lot of the factors that impact risk for all road users and the relationship between a certain factor or safety and this particular road user changes. For example, recorded speed data, things like that generally have an impact on safety for anyone.

Adam Greenstein: But of course, we look at them in particular for people walking and biking because as the speed goes up, the risk of injury or fatality, god forbid, for any road user goes way up. There's a lot of research on that, but everyone seems to have pretty general knowledge of that. For other types of studies that the county conducts, we sometimes do what's called a predictive model. So unfortunately it's not part of this but to give you an idea of some of the things that the county is looking at for corridor specific studies. We can look at a number of different features. We put it into a numeric model. Of course we take everything context. We don't just do the numbers for the sake of the numbers to get an idea. It helps with our decision m justifying certain amount of budget for improvements.

Adam Greenstein: But there's all these different factors like speed limit, number of lanes, amount of traffic, whether there's a traffic signal present, intersection lighting, all these things, and they go into a calculation to say here's the predicted or expected number of crashes of certain types we might expect to

happen on an annual basis. It is far from perfect. It uses national averages and case studies, and it may not be perfect for the county or even specific communities in the county. It's just a starting point to get an idea of whether generally speaking a location, an intersection, a crossing, a driveway, a corridor is generally higher or lower risk than other areas just for comparative purposes. Again, so we can start to prioritize. But the key goal here is us just looking at the major factors of roadway design, speed limits, traffic volumes, the presence of certain traffic control mechanisms, and other environmental features, and how they contribute to that risk.

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Adam Greenstein: So hopefully that answers your question, but it's a good question. So thank you.

laura mehiel: Thanks, So, for the public outreach, and Adam mentioned this at the start, we will be holding at least one inerson meeting in each study area, more than likely two in each area is our initial planning due to the sort of the wide boundary that we're looking at. and those will be inerson meetings. and I think our game plan is that that will reach the most people. we'll gather feedback however not only with the US snail mail but other mechanisms as well. just giving every opportunity that's most convenient for them to provide their comments or suggestions.

laura mehiel: and tonight we were hoping to hear or short, in the near future your suggestions on the best locations that have been successful in your experience. any additional outreach contacts that we should be sure to connect with as we plan these meetings and invite attendees and any of your suggestions on how to present information. what is important to the communities that you've heard what should we be making sure to focus on to share and that will begin shortly as we get into here after another I think maybe one slide next steps so once we hold the next step is the community input through our our open meetings and then incorporating

laura mehiel: all of that input into the recommendations and finalizing the prioritization methodology based on some of that feedback. and then running the scoring of all the locations to ultimately have a list of projects and the timing of those projects will be sketched out. things may shift as the projects are implemented, but we'll give a framework for prioritizing them. So, Adam, I think that's it for the horrible slides,…

laura mehiel: and I'll turn it back to you.

Adam Greenstein: Thanks so much,…

Adam Greenstein: Hopefully that was helpful for everyone, especially getting the gears turning in your minds about our upcoming public outreach process where we can really reach a large number of folks in the community. we appreciate some of the questions that have been asked and we got one suggestion for a meeting space which is incredibly helpful. One thing that we want to keep in mind is if you've been actively involved in public or community meetings for county projects, sometimes state projects or local projects. we often like to use public schools because they often have great large spaces for large groups, which is what we want. the more valuable it is for the process for securing spaces, reserving it at public schools has become much more challenging.

Adam Greenstein: the requirements for approvals has changed a lot in recent months. So, not to say we can't do it as a last resort, but our goal is to look at So, community facilities, improvement associations,

libraries, community center other activity spaces are super helpful. So, thank you for sharing some of that information, Kristen. before we get into a couple of the other notes here, I do see a couple of questions. public meetings for residents, will they be held in English and Spanish? And the answer is yes. we are putting together a plan for our translation services, not just for the meetings themselves, but also making sure that any of our publications, whether it's hard copy, flyers, social media postings, emails, news blasts on public agency websites are available in two languages.

Adam Greenstein: just to make sure that folks in the Spanish speaking communities have better accessibility and a better understanding of that information if it's easier for them. And we will have translation services available on site for every public meeting. so hopefully that helps a little bit. We want to make sure we engage as many people as possible. Some folks who might have English as a second language or they're just more comfortable speaking Spanish, perhaps a different language. We want to be able to engage them and we understand that sometimes they feel a little bit disconnected if the right services that we have available aren't provided for them. So that's our number one goal. But if you have questions or suggestions about that or any concerns on translation services, we can certainly look into that a little bit more and appreciate your input. I see a couple of other notes here about meeting spaces. The Brooklyn Park Library we agree is a great place.

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Adam Greenstein: one thing to note, the county has been doing a lot of studies and is looking to implement a couple of projects on the transportation side in the Brooklyn Park area and we've used the library. They've been a great partner. thank you for that suggestion. And the Chesapeake Art Center, we know we're pretty familiar with that. So, we appreciate the reminder. We'll keep that in mind when we start to discuss within our team what sites seem to make the most sense. super helpful. so I'll pause for a second. We still have plenty of time. Happy to leave the meeting open. As long as folks have things they would like to share or questions they want to feel free to put them in the chat. Feel free to use the raised hand feature if you're comfortable speaking. one quick thing while you're thinking on those things, if you join the meeting late and you haven't had a chance to share with us who you are, it would be helpful if you entered in the chat your name, your role, and the organization you represent.

Adam Greenstein: So the feedback that we get, the ideas that you share, it's helpful for us to cross reference where that any information is helpful for us, but knowing where it comes from gives us even a deeper context of what that all means for kind of informing our decision-making process and the recommendations we put together here. I see a couple of points here. So, Some guidance on community surveys, social media, newsletters, all great information. I appreciate the offer from some folks on transcript for those who might need the audio and writing. We can certainly do that. We might enlist your help for the other meetings we've held previously for the Annapolis and…

Timothy Briggs: It's not big.

Adam Greenstein: West County area. thank you for that. I see there's a question. How fast can we have this information out? Just to make sure I understand, I believe that's a question of how fast we can share the information from this meeting. So, our plan is to post all of this information on the county website. I'm going to aim by the end of the week at the absolute latest it would be by the middle of next week. We try to get for these types of community stakeholder meetings and virtual meetings even for the general

public. We try to get that information posted online in no more than a week. That's at least my personal goal.

Adam Greenstein: and what I will do is when that's all posted, I will send another email to the same list if you received it as a BCC to those same email addresses. And there's a large number of them, so you get a notice that it's all available so you can find it. and share that with your neighbors, co-workers, family, and friends, things like that. there's a raised hand. I apologize if I mispronounce any names today. Rosio

Rocio Bolanos: Hi, good evening everyone. My name is Rosio Bologanos. I'm with Greater Bay Alliance. I'm their Latino engagement coordinator. I was just wondering how soon we can have this information out or survey for the community. I do work closely with the food for tots and they distribute food at the Brooklyn Park elementary school. They do get a large amount of residents come in from that area.

Rocio Bolanos: So, I think that would be a great location to start putting, the information out and getting some feedback from the community. And their next distribution is February 22nd. so if we can have something out before then and you guys can share it with us, I'd be more than happy to bring it out to that outreach. Thank you.

Adam Greenstein: That would be fantastic.

Adam Greenstein: Thank you so much for that offer. that's a great avenue to do that. I think those types of activities and organized events and things that help the community, especially for those in need, I think are a great way to get information out as just an extra bonus. Of course, it's not the primary goal, but those types of things, like you said, really have an added benefit. we're hoping to have the schedule for the meetings finalized within the next couple of weeks and then start trying to get some notices out, put some information online, including opportunities for folks to review information and provide feedback, possibly surveys. A couple of those things are still being refined on what that's going to look like. so if we can have some flyers or other distributions to hand out to families at the elementary school would be great.

Adam Greenstein: So, we'll keep that timeline in mind. Appreciate that. Other thoughts on the public outreach process or if there's anything that comes to mind on the information that you saw on the quality of infrastructure prioritization factors that we're including? Anything else come to mind? any specific thoughts to add from other county folks, the state and we have some folks in the Baltimore Metropolitan Council who are also here as well. Go ahead, Tim.

00:40:00

Timothy Briggs: Thank you, Adam. Timbs, transit planner at Baltimore Metropolitan Council. want to thank you for the opportunity, to learn about the really exciting work. I think the thing that I would just add when I was watching the presentations is seeing the high speeds that are a lot around the bus stops and Laura already talked about the danger that poses to pedestrians and cyclists especially. so it just encourage the county to really consider not only the infrastructure that is in place to enhance the quality of the stop and…

Timothy Briggs: the crosswalk and things like that, but also ways to reduce the speed in the area as well.

Adam Greenstein: That's a great point and…

Adam Greenstein: it's a tough thing to do, but it's always on the county's radar where a lot of these are really spot specific improvements like a little bit of sidewalk to fill in gaps, updating signal infrastructure, providing better signalized crossings, stop signs, better signs and pavement markings. And so considering the scope of potential improvements, looking at bigger picture projects is a little bit more challenging where we're looking at more redesign of roadways and intersections to try to reduce speeds. But we always want to find that opportunity. And if we find a bus stop or the vicinity of a light rail station, something like that, where we can get some benefit in reducing speeds, we'll certainly achieve that. They're lowcost ways to do that, but they're usually less impactful. So we appreciate that suggestion. We'll keep it on our radar.

Adam Greenstein: See another hand raised. Daisy, go ahead.

Daisy Heartberg: Hi, so I'm just curious, you presented a lot of information. I really appreciate the presentation. I think it's great. I'm curious about when you get to the community meeting phase and feedback phase, is it going to be in terms of the amount of sidewalks or sorry bus stops you've looked at like is it going to be narrowed down? Are you going to be able to present the information to folks in a way where they can kind of be looking at it in a way that's digestible to them? it seems like a lot.

laura mehiel: Right. Yeah.

Daisy Heartberg: So, I'm curious. Yeah.

laura mehiel: Adam, I can speak a little bit to what I envisioned,…

laura mehiel: but we,…

Adam Greenstein: Yeah, sure.

Adam Greenstein: Go ahead.

laura mehiel: what we would like to do is have role maps, things and with information, the bus routes shown, and have an ability for people to put a post-it note this is the one I want to use, but it's the crosswalk's terrible here. that kind of thing. we'll probably have some data summaries as well, but it would be more about getting at, granular with actual bus stop locations and the folks that really desire to use or already use those bus stops for their transportation. yeah.

laura mehiel: So I hope it not to be presentation of a research thesis but more practical feedback on specific locations if that makes sense. Great.

Daisy Heartberg: Yeah. Yeah, that makes sense. that's helpful from our information.

Adam Greenstein: A couple of quick points to add on that and Laura, thank you for those points and Daisy, thank you for asking that really great question to make sure that's exactly what we're thinking of just how granular do we want to be and we do need to be pretty granular with this despite the fact that it's a pretty large area with a large number of stops. A lot of our public meetings, we try to cater the style and the format of the meeting to different groups. Sometimes we have just a presentation with Q&A. In this case, that's probably not the best fit. Sometimes we do just an open house. Sometimes we do both. We're considering doing a combination of both where we would still leave a little bit of time for, a different set of information and some PowerPoint slides where folks can view it, where we can narrate on some

information different than today with some organized Q&A depending on how big the group is, but leave most of the time for that open house.

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Adam Greenstein: And like what Laura was saying, those types of displays, post-it notes, direct feedback that people can provide on these different graphics. So we have a really good detailed record of what people are concerned about as the bulk of it. But some folks really love that presentation style. So we at least can entice folks to participate how they're comfortable. Go ahead, Rosio.

Rocio Bolanos: with having in mind that we want to get information or feedback from the residents that are actually already using the bus lines. are we also thinking of putting this information at existing bus stops to where the folks that are already using this bus stops can give their feedback right there or is it just going to be we go to the meeting then you can only put it there. I think we can get very good feedback and also very good a better larger outreach if we can have that out on the actual bus stops where the folks are actually already riding the bus which is something that we want from them either way. Yes.

Adam Greenstein: So to make sure I understand your question, are you talking about giving out information about the public meetings at the bus stops or opportunities to give feedback to someone at waiting at the bus stop from the project team.

Rocio Bolanos: I think we'll benefit from putting both informations at the bus stops, getting feedback,…

Adam Greenstein: Okay. Right.

Rocio Bolanos: and also them having the opportunity to go to the meetings.

Adam Greenstein: Absolutely. And we are discussing that strategy. A couple of folks from DPW might be able to chime in to add a little bit more insight on this, but we're looking at ways to post information at an absolute minimum when it comes to where people ride the bus, possibly working with the transit operators to have them available to take when someone gets on or off the bus instead of at We have done that in the past where we posted flyers at bus stops that people could copy down a link if they don't have access to the internet.

Adam Greenstein: We know that's a challenge. So, if they have a flyer that they can take with them, we're going to see if that's an option. But again, with the notices that are distributed, whether it's electronic or hard copy, we're still figuring that out. But your suggestion is super helpful. we're thinking about as many different hard copy and electronic blasts as we can get. and in sharing them with only a certain number of contacts, if you're able to distribute that information with more people that we haven't gotten in touch with is of huge value to everyone here. So we appreciate that those ideas. So thank you.

Tanya Asman: Hey, This is Tanya. I think that's a great idea, Rosio. And, we have a couple of Pacio and Pingo that maybe we could push out some information to users through those as well.

Adam Greenstein: Thanks Tanya. I appreciate that. I see that there's a question from Sean. I would agree high-speed traffic along Richie Highway and main corridors, Church Street, Towns and Avenue would be the most impactful. Okay, that's a great point. Would bike lanes or other pedestrian safety along these corridors be prioritized? Absolutely. That's kind of what we're looking at discussing it in a different way.

Others from the project team, again, feel free to chime in. but really we're looking at improvements that are focused on better accessibility, mobility, safety for people who walk and bike. Even if you drive to a location and then walk or bike to get to a transit bus stop or rail station or something like that, it's all relevant and that's really the primary goal. Others from the team, anything to add on that?

Adam Greenstein: I know that was kind of vague and generic, but hopefully Sean that answers your question at least to a certain extent. But if you're looking for more information and more clarification, I'm certainly happy to discuss that offline with you and reach out separately. And that goes for anyone here. If you're looking for more information, you want to have a one-on-one conversation or you're looking for something additional that we don't get to tonight, reach out to me and I'm happy to share that information. been a lot of great feedback. Appreciate everything that everyone's contributed tonight. Any other thoughts? Anything that comes to mind? Again, going back to the prioritization process or our public meetings, other communication needs.

Adam Greenstein: Certainly happy to give folks a couple of minutes to think on that if you need to since we wanted to leave you time until at least about 6:15 for this. And we certainly value your time and want to be respectful of everyone's time this evening. I guess one thing I'll add while folks are thinking about that a little bit more just to put everything in context especially in the Brooklyn Park area but it's relevant to the rest of the north county study area in Glen Bernie and Ferndale and licum are some of the ongoing projects the county has where many of you may be aware that the county completed a neighborhood transportation study in Brooklyn Park looking at community level needs and a lot of that was focused on transit and that's now following

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Adam Greenstein: coming up with ways to make more substantial improvements to Richie Highway, Hammond's Lane, Church Street, and a lot of it's tied to transit. Those types of studies also are looking at where can we get better transit access where it doesn't exist. That's more of possible route modifications, additional bus stops, whereas this is more like Laura said, just access to existing stops or possibly relocating an existing stop and not necessarily changing the service. Just wanted to everyone to keep that in mind that there's a lot going on in the northern part of the county and…

Adam Greenstein: this is just one piece of it. Yeah. Go ahead, Laura.

laura mehiel: Yeah, thanks Adam.

laura mehiel: I just had one more point that I wanted to make as Brian Olrich wasn't able to join tonight but he stressed at some of our other sessions the importance of the community input and feedback in future funding applications for actually paying for the construction of these projects. that goes a long way. so this is a great meeting. I mean, I think we can see that this area of the study will have lots of good feedback and participation, but we definitely appreciate that and will continue to appreciate that because that will help fund future projects. So,

Adam Greenstein: Absolutely. That's a great point. Thanks, Laura. And Tony, if there's anything you wanted to feel free. I'll just chime in with one point that there's a lot of different grant opportunities that the county has looked at. The Safe Streets for All was the one that really kicked us off that is providing a substantial portion of the funding. Not the entire study, but a good portion of the budget allocated in the county's capital program for this study. But there's state grants, other types of programs that the county

can look at to help fund what's going to be a pretty substantial effort to get these improvements implemented. And anywhere we can find extra couple of bucks here or…

Adam Greenstein: there to get things done really makes a lot of difference.

Tanya Asman: Yeah, this is Tanya.

Tanya Asman: Laura, that's why I'm here in place of Brian and I was waiting for my opportunity to say how important it is for all of these high level stakeholders in this meeting to get the word out to the communities that they work in with and in about any public meetings and public input so that we can really have a grassroots approach to this and get the community support because I think a lot of the grants that we go or view that as a positive influence.

Adam Greenstein: some Tanya. Thank you so much for adding that. Other thoughts or questions as we near 6:15. Certainly happy to leave a couple more minutes if you're still thinking about something. I tend to be the person that unfortunately tends to have all my ideas as soon as a meeting ends. That's why the line of communication is always Feel free to me. Email, phone, anything like that. Laura, since there's a number of folks here, if you don't mind going to the last couple of supplementary slides at the end here, there's other ways you can get in touch with the county if you haven't already. We're fairly robust on social media, so we'll post information in a lot of these avenues as more information on the project, including the public outreach process becomes available. So, feel free to check those out.

Adam Greenstein: and then lastly, there's contact information for the different bureaus within the Department of Public Works. So, a lot of these groups are not directly involved in the project, but of course, they're impacted by anything we change in our infrastructure when it comes to transportation. So, three key groups, the Bureau of Engineering, we see the phone number on the bottom left, that's the group I represent, but that's the main phone number. If you have a question and you want to use that number, we'll direct you to the right person. The county DPW Bureau of Highways rather has a couple of phone numbers you can use and an email address if you have a concern. That's more the operations and maintenance on a daily basis. But folks from traffic engineering within the Bureau of Highways are here. and again, if it's not for Bureau of Highways, they can help you get to the right person.

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Adam Greenstein: And then of course for any general question from our community leaders or our customer relations team is a bunch of rock stars and we hope you agree with us. so feel free to use that information to reach out to them for any county related issue and within public works and they can get you to the right person. a lot of information goes to their office that comes to me for these types of studies. So feel free to leverage that opportunity. They're incredibly helpful. So, with that, we're right at about 6:15. If there's no other thoughts, I'm still happy to leave this open for another minute or so, or if you want to enter anything else in the chat, but feel free to reach out by email or phone. We're always here to help, and we look forward to working with you as partners through the remainder of the study and the implementation of recommendations moving forward. So, all your feedback and your questions are incredibly helpful. if nothing else, I'm happy to adjourn the meeting, but really value and appreciate your time.

Adam Greenstein: I think the entire county project team agrees that your time here is immensely helpful to us. So, thank you for dedicating part of your evening to this and we will be in touch with more information as soon as possible.

laura mehiel: Thank you all.

Adam Greenstein: Thank you. stay warm, be safe, and have a great evening.

Anonnya Islam: Thank you.

Meeting ended after 00:58:56 👋

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