

# STREETS AND UTILITIES TASK FORCE MEETING (MARCH 12, 2013)

## **ACTION ITEMS**

### \* **Pierce Butler East Extension (Ph. I – Construction)**

**Q:** A task force member asked how much budget has been allocated to the Pierce Butler Project to date.

**Action Taken:** The following is a list of years and the amount of funding approved for Pierce Butler East Extension. All funding to this point has been spent on ROW Acquisition, Relocation, Demolition and Remediation:

2006 - \$1,200,000 MSA

2008 - \$1,902,000 MSA

2009 - \$3,000,000 MSA

2011 - \$1,940,000 MSA

**TOTAL = \$8,042,000 MSA**

### \* **East 7<sup>th</sup> Streetcape, Pedestrian and Bicycle Enhancements**

**Q:** A task force member asked why there is no assessment financing identified for the proposed installation of twin lantern lighting which is above standard.

**Action Taken:** There was some uncertainty about whether or not the community would support the installation of twin lanterns vs. single lanterns. The proposal was written to install twin lantern lighting, but the financing didn't show any assessments because Public Works was uncertain of the community support. If during the design process the community does support twin lanterns (and the above standard assessment), the local financing will be reduced and assessment financing added to the project.

### \* **Grand Avenue Pedestrian Safety and Traffic Calming**

**Q:** A task force member asked about the status of the Complete Streets Manual and when it would be completed

**Action Taken:** The estimated completion date for the Complete Streets Manual is **September 2013**.

**Q:** A task force member asked if the Grand Avenue Project could be funded with MSA financing.

**Action Taken:** Although Grand Avenue is an MSA route, the proposed traffic calming improvements may cause State Aid standards not to be met (reducing lane widths, painting parking lanes, etc.) and therefore wouldn't be eligible for MSA funding. Public Works recommends using CIB to fund the improvements because of the uncertainty of being able to use MSA once we get into final design.

### \* The Charles Avenue Project

**Q:** A task force member asked how much funding and what type of financing has already been dedicated to the Charles Avenue Project.

**Action Taken:** The following is a breakdown of the financing that has already been approved for Charles Avenue:

|                             |                  |
|-----------------------------|------------------|
| Federal Grant Met Council = | \$450,000        |
| Trunk Highway =             | \$50,000         |
| STAR Funding =              | \$80,000         |
| CIB =                       | <u>\$166,250</u> |
| <b>TOTAL =</b>              | <b>\$746,250</b> |

### General Questions from the Task Force

**Q.** During the meeting, a task force member asked why traffic circles are being proposed and installed along bike boulevard routes. There was also a concern expressed about sight distant issues for those in wheel chairs.

**Action Taken:** In general, traffic circles are installed at various intersections along bike boulevard as a method to calm traffic and reduce speeds.

It is the policy of Public Works to install two ADA ramps at all intersection quadrants where there is a traffic circle. These ramps are in-line with the crosswalk in order that a wheel chair can go directly across the street without having to go out into the street and make their way back to a crosswalk. All vehicle traffic on the circle must stop for pedestrians in the crosswalks.

**Correction:** The intersection layout for Maryland @ Arkwright that was included in the Action Items from the March 5<sup>th</sup> meeting was incorrect. It was one of the layout options being considered, but was not the one selected. A new intersection layout showing the right-of-way being taken from the north side of Maryland was the layout option selected.

