Summary of July 26th Meeting

Approximately 20 persons attended the meeting. Staff began the meeting with introductions and a brief overview before starting the breakout session.

Notes from the Sidewalk workgroup:

- Add the sidewalks around Roades School to the First Priority group. Check to see what the walking limits for Rhoades School are. Also get bus route information from Wayne Township Schools or their bus service provider.
- Intersection of Washington and Fleming: timing of the light is too short to be able to cross Washington Street safely.
- Light at Kroger also has short timing.
- Intersection of Washington and Morris: a lot of foot traffic to the drugstore and around the Laundromat. Intersection needs to be re-engineered, maybe a roundabout or Michigan left.
- Intersection of Washington and Lynhurst: a lot of foot traffic around the Taco Bell.
- Christina Oaks Park: need a crossing there although there is no light. Closing the street (Roena Street) through the park and converting the street to a parking area would solve several problems. One problem that would be eased would be the conflict of pedestrians crossing Washington Street mixing with people making turns on or off Roena Street. Lack of parking in the park led to a stabbing recently.
- Intersection of Washington and Holt Road: “Would have to totally rebuild the intersection to make it right.”
- Crosswalks without sidewalks would be nearly pointless.
- Intersections of Washington and South Tibbs and Washington and Rockville: difficult to see both lights because of the railroad bridge. Lights are not always properly timed. Frequent accidents. Need to have advance warning of what the second light is doing.
- Need to look at new pedestrian structures on the new I-465 bridges along the west side (10th, Rockville, others).

Notes from the Streetscape and Roadway workgroup:

- The group reviewed scenarios of street cross sections. Corrected statement from earlier meeting that Washington Street has an 80 feet right-of-way, not 90 feet as indicated on June 2nd.
- It was agreed upon that a grassy separation strip or safety zone is preferable between the sidewalk and roadway, instead of placing the sidewalk directly next to the roadway. This allows for greater separation from traffic and pedestrians, and provides space for street trees, bus shelters and other street amenities.
The group identified areas where there is sufficient space for sidewalks and safety zones in the right of way. Also discussed were areas where there was enough space for sidewalks only. It was agreed that these areas would suffice without a grassy separation strip or safety zone, unless additional right of way could be acquired from adjoining parcels.

It was acknowledged that curbs are needed just as much as sidewalks are in the new streetscape. New sidewalks do not always include new curbs to direct storm water along the roadway edge.

It was agreed upon that parking and or display of vehicles in the right of way by commercial establishments will need to be moved for the installation of most sidewalks. Code Enforcement will need to be involved in the enforcement of this issue. This topic will be discussed further in the Site Development, Land Use, and Zoning discussion group.

It was recommended that center medians be installed on Washington Street. This is primarily for safety purposes, to help eliminate head on crashes in the center turn lane. The center medians can also be used for additional planting space for trees, grasses, and flowers to bring more landscaping to the corridor. The center medians will also help slow traffic, and provide safety islands for pedestrian crossings.

It was recommended that more “green” infrastructure be incorporated into future streetscape designs, specifically storm water retention through the use of native plants and rain gardens. New center medians could be submerged instead of elevated in order to hold storm water and self water incorporated plants.

Adding more trees to the corridor was recommended. This can be done in the center medians, or in parts of the right-of-way along the roadway where sufficient space is present, and overhead wires do not exist.

A recommendation was made that the overhead power lines be buried below street grade. This would allow for improved visibility, better corridor appearance, and eliminate visual clutter.

It was recommended that sidewalks on Rockville Road, Holt Road and Lynhurst Drive be placed next to the roadways without a grassy separation strip or safety zone, in order to lessen the intrusion into the residential yards along those roadways.

It was recommended that a gateway icon or wayfinding signage could be placed at the intersection of Washington and Morris Streets, and at the intersection of Washington Street and Holt Road.