Summary of June 2nd Meeting

Approximately 29 persons attended the June 2nd meeting. Staff began the meeting with the presentation of a compiled list of issues and concerns, as they were rated from the first meeting. Staff then explained the process of forming work groups to address the list of issues and concerns. The six work groups that were formed are:

1. Sidewalks
2. Streetscape and Roadway
3. Housing, Recreation and Neighborhoods
4. Transit
5. Site Development, Land Use and Zoning
6. Community and Culture

Attendees then broke out into two groups and began discussions for the Sidewalks group and the Streetscape & Roadway group.

The Sidewalks group was presented a list of criteria for selecting sidewalk priorities. The group reviewed the criteria (see link to criteria on web page) and approved it without addition. The workgroup was next shown a conceptual map of proposed sidewalks. The proposed sidewalks had been given a “1”or 2” priority based on several of the criteria. The work group discussed the priorities and decided that the “1” priority sidewalks should be limited to Washington Street, Lynhurst Drive and a portion of Holt Road north of Oliver Avenue and that the remainder of priority “1” and “2” be re-assigned to priority “2” and “3”. Tibbs Avenue was added as a “3” priority.

The work group added two destinations to be considered in the next draft of the sidewalk priority map: the Lynhurst Baptist Church Community Center and a specialty grocery at Washington and Norfolk.

At the work group’s next meeting, an updated sidewalk priority map will be presented. In addition to changes based on the work group’s discussion, the map will be less conceptual and show where sidewalks can actually be built based on width of Right-of-way and other factors.

The Streetscape & Roadway group began a discussion about drainage issues on the major streets in the planning area. Existing drainage problems were identified and located on maps for Washington Street, Rockville Road, Holt Road, Tibbs Avenue and Lynhurst Street. The group also had a discussion about the merits of incorporating rain gardens in the right-of-way and in adjacent parcels where possible to help alleviate drainage problems.

Poor street lighting had been previously identified as an issue. The group felt that most major streets are well light, with the exception of both railroad crossings on Lynhurst Street.

Staff began discussion on identifying desirable street cross section designs for the major streets in the discussion area. Washington Street has a 90 foot right of way, and has the capacity to maintain five lanes of traffic, along with sidewalks and a separation zone between the sidewalks and street. This scenario is based on buildings and parking not being in the existing right of way. A second street cross section example with a 60 foot right of way was also presented. This example would apply to Rockville Road, Holt Road, Tibbs Avenue and Lynhurst Street, allowing each to have the capacity to maintain two lanes of traffic, along with sidewalks and a separation zone between the sidewalks and street. Some portions may allow for an extra turn lane and/or parallel parking on the street, depending on the actual right of way width. This scenario is also based on buildings and parking not being in the existing right of way.

It was agreed upon that parking in the right of way along Washington Street should be moved to the rear of buildings in order to accommodate sidewalks in front of the buildings. It was understood that this might involve commercial land use encroachment into residential areas. The recommendation was for this encroachment to be looked at on an individual basis to determine the best placement.