



February 26, 2020

Priority Streets Selection City Council Presentation

Project:	City of College Park Complete and Green Streets Project
AMT File No.	114-849.007
Meeting Date:	February 18, 2020
Meeting Location:	City of College Park Department of Public Works
Meeting Attendees:	<ul style="list-style-type: none">• City: City Mayor and City Council, City Clerk, Manager, Council & student liaisons, City Planning Department• AMT: Jack Goode (Project Manager), Matt Weir (Landscape Architect)

The City Planning Department and AMT presented a project update, focusing on the process used to update the City's 2017 Matrix as well as AMT's recommend list of streets for 30% design.

- Terry Schum introduced the project, summarizing progress since the 2017 matrix. She explained the scope of work and intent for this project, as well as M-NCPPC's funding role and other "sidewalk/streetscape" projects that are not a part of this project.
- AMT presented the Powerpoint presentation followed by a question and answer session.
- **Questions/Comments regarding Process**
 - Matrix should include a column for a SAFETY score of each street – either current safety or potential safety improvements. This safety score may include information or data on traffic counts.
 - Matrix should include points for close proximity to a Metro station (i.e., highest points for sidewalk within 0.5 miles of Metro, second highest points for sidewalk within 1 mile of Metro, etc.)
- **Questions/Comments regarding AMT's Recommended Streets**
 - Edmonston Road – based on prior community feedback, the new sidewalk should be on the east side of the road, not the west side (which is the residential side). There are eight bus stops along Edmonston Road in District 3.
 - Planning Department and AMT initially recommended the sidewalk on the west side (residential side) because it is easier to access (avoids the need for pedestrians to cross Edmonston) and thus likely to be used more frequently than a sidewalk on the east side.
 - Councilmember expressed that a sidewalk on the west side will be heavily objected to because of portions of the road where parallel parking is present. AMT acknowledge that in select areas of the west side, retaining walls would be needed.
 - Wellesley Drive – currently very wide and offers plenty of space for pedestrians to walk in the roadway. Other streets may be better served by a new sidewalk – i.e., Bowdoin Avenue rather than Wellesley Drive.
 - DePauw Place – resident previously expressed that a sidewalk should not be added here.
 - AMT explained the potential connection to a new trail by M-NCPPC at the DePauw Place dead-end, as well as the potential to connect to a new sidewalk on St. Andrews Place.

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- Councilmember expressed that a resident is especially concerned with the preservation of the large trees near the end of the block.
 - AMT expressed that approximately 90% of the DePauw Place sidewalk is away from trees, and that where trees are present, the sidewalk could be bumped out to avoid them.
 - Bowdoin Avenue – although narrow, it is a major pedestrian link to WMATA and heavily used. There are no streetlights, so it is very dark. Look at sidewalk in the east side per Councilmember, even though there is a dense amount of trees and the CSX railroad tracks.
 - North College Park neighborhoods – be cognizant that some smaller neighborhoods have zero percent sidewalk coverage.
 - Cherokee Street – consolidation of projects will be important to the residents to minimize impacts.
 - **Final City Council Selection of First Tier Streets**
 - St. Andrews Place
 - Bowdoin Avenue
 - Cherokee Street
 - Edmonston Road
 - 52nd Avenue

Submitted By: Jack A. Goode, II, P.E., PTOE