

Transcript

Park Hills Civic Association Zoom Meeting

Improving Safety in the Wayne-Dale School Corridor

December 14, 2021

[...]

38:14. Chris Richardson

So, I'm almost done with my presentation. I can't believe I'm on time. This slide has three big questions, and they all have to do with coordination between state and county agencies. Keep in mind that Wayne Avenue is now a state road so the State Highway Administration has responsibility or jurisdiction for Dale Drive and all the other nearby feeder streets; those are [under] county jurisdiction but keep in mind, too, that the Purple Line is a federally funded transit project [and] in fact quite a bit of money comes from the feds, so that's why we've asked our federal elected officials and/or their staff to join us on this phone call. So the three questions are number one—and I asked this question knowing nothing about Safe Routes to School [program]. Our [first] question: Can Safe routes to School conduct a safety audit of the streets in the catchment area for both schools [SCES/SSIMS]? Can we do a safety audit? That sounds like a great idea to see where we need exactly, where we need to shore up pedestrian safety. Second question: Given the amount of Purple Line funding at the federal level, is there federal funding that can help pay for safety improvements for which there aren't enough funds at the county and or state level? Three: this is getting back to Matt Engel's point about accountability. Since MTA is no longer solely in charge of the project [and] it's now a public-private partnership it's shared jointly. That makes it less clear in the residents' minds about who's in charge, and who do we contact at either the State Highway [Administration] or MTA with regard to safety issues caused by Purple Line Contractors. So that's our third big question involving coordination between these agencies, and then the final slide brings together all the investments and safety proposals that we'd like to see—if not all of them [then] at least a good chunk of them, so we're looking, just as a reminder and as summarizing the content from the slideshow, we're looking for:

- Reactivating the speed cameras on Wayne Avenue
- Installing Hawk Beacons at non-signalized intersections on Wayne between Fenton [Street] and Sligo Creek [Parkway]
- Giving pedestrians first priority at the Wayne-Sligo Creek Parkway intersection
- Installing an all-way stop at Dale and Mansfield
- Making 25 miles per hour the speed limit on Dale, consistently
- Fix the flashing school sign on Dale Drive at Fleetwood
- Install traffic-calming mechanism on Dale between Hartford and Fleetwood because [of], again, the steepness of the slope on Dale as you approach Piney Branch. We need additional

reinforcement in the 200 block of Dale to keep traffic from speeding, which is, again, a constant concern, a common concern [and]

– finally [to] implement the safety tips that were suggested by the school crossing guard in one of the earlier slides, and then finally

– the safety audit conducted by Safe Routes to School

So, I want to keep [to] my time and that's the gist of our presentation. Alan or any other officers do you want to jump in and reinforce or highlight anything that I might have missed?

41:56. Alan Bowser

I would just say thank you to the people who've posted very insightful comments in the chat. It'll be a very useful record. Obviously from the comments, this is a big issue of concern to many of our neighbors, and so I'm glad we're having this conversation. Kelly and Chris thank you so much for taking the initiative and moving this forward. I thought that the comments and reaching out to the crossing guards was invaluable because they are professionals at pedestrian safety, and they've made some very useful comments. Chris, I don't know how you want to proceed. I know that we've got Matt from the Purple Line, we've got Wade from the county executive's office...

42:28. Chris Richardson

It would be great to hear from county and state with regards to these safety issues, so whoever is ready to respond, either Wade Holland for the county or...I know Derek Gunn is not here tonight. Is that Mr. Moges? Is that who I saw representing the State Highway Administration? O.K., so Mr. Moges you'll have a chance to uh respond and also Mr. Holland, so either one of you can speak to the contents in this slide presentation.

43:27. Joseph Moges

I'll let Wade go first if you'd like, because quite a few of these points are county roadway related.

43:35. Alan Bowser

Wade can you join us and give us your perspective of sort of the macro issues? What do you know about the county road Dale Drive and the cooperation between State Highway, Purple Line, and Montgomery County DOT?

43:55. Wade Holland

Yeah, yeah, thanks for inviting me to look at these...I can't commit to anything right now because [this is] the first time I'm seeing all these lists, but I'm seeing Dale Drive and Mansfield Road. Is this the intersection that the community has already put in a request regarding an all-way stop? I think they've talked to Mark Terry and DOT about this...

44:18. Chris Richardson

Yes, yes, this has been a request that we've made previously for sure

44:23. Wade Holland

O.K., and it was a recent request, right, in the last couple months?

44:28. Alan Bowser

Yeah, so what we've done is we asked for a traffic audit from Wayne Avenue over to Piney Branch along Dale. We got an email back from Traffic Ops saying that one would be conducted, and we'd have the results in the January-February timeframe. One of our neighbors, Sue Williams, in the meantime got a message back from the Montgomery County Department of Transportation [that] said that they had already conducted an audit and there was no reason to do anything on this stretch, so we're confused about who's riding the horse when it comes to this traffic audit, and so we'd like some clarification on that. But part of that would be what do you do at the intersection of Dale Drive and Mansfield?

45:19. Wade Holland

Yeah, so Dale Drive and Mansfield. So, if that one is already underway, it sounds like you've gotten responses from Traffic Operations about [it and] they're going to do a study, and they're going to get back to you in the first quarter of 2022, so that sounds like it's already in the works. In terms of the speed cameras, I can talk to and that's operated by the police department. I think one of the issues potentially with the reactivation is that there's ongoing construction, so, again, obviously the cameras need to see [and] have a line of sight. So we have to see how especially the fixed-post cameras...There you know, if they don't have a clear line of sight it's kind of hard to turn them back on during construction, but again we can look into that in terms of a full school Safe Routes to School audience, so I mean there are things we can look at in terms...like you know especially the things that are maintenance issues. However, Safe Routes to School audits have kind of [a] particular work program; they work through each year. It's based on data and also equity, so we build these out. They usually do about anywhere [from] three to five a year. So they...it's kind of built [or] done throughout the year, so I don't know if that would be in the work plan for the immediate years but there could be some smaller stuff beyond a full-fledged audit program that could be done there.

46:42. Alan Bowser

Wade, can you talk about the cooperation, communication between the state and the county authorities?

46:52. Wade Holland

Yeah, so as mentioned you know Wayne Avenue is part of the Purple Line [and] has been turned over to the State Highway Administration to be maintained by the State Highway Administration and you know we do work [with] a lot with our state partners on these roads. We also have a county representative who works as a liaison to the Purple Line, and so we have you know these constant contacts of something you know like a county road and state road. [If] there's intersection, [if] there's a question, you know we work together to kind of resolve those issues.

47:24. Alan Bowser

I think one of the concerns was, you know, who do we contact about these ongoing pedestrian and traffic issues on the state highway, because we have raised these issues before and we haven't seen any improvement over the last couple of years. The problem, the problems move from place to place, from venue to venue, but we still have the issues.

47:55. Wade Holland

So, yeah, I'll let SHA answer that so they can give you the best answer for that.

48:01. Joseph Moges

Thank you. So, from what I gather, I believe we're focusing on Wayne Avenue, which is the road transfer from MCDOT, Montgomery County, to SHA. There is the overlap in that this is all active Purple Line construction; this is Purple Line's LOD [Level of Design/Development/Detail], so I would gather that the appropriate parties to contact would be Purple Line's outreach team, and then it would be a safe bet to either copy me or you could always submit a request directly to SHA through the CCMS system, at which point you know [that the] Purple Line will also be notified of the issue. I hope that answers that specific question.

48:40. Matt Engels

Can I just speak to [this]—This is Matt. You know there is a Purple Line response email that's pretty responsive when you email it with a construction issue, but my issue is that I've done that, you know, 10 times now, and I know other folks have as well, and it shouldn't be incumbent on us as residents taking our kids to school to have—we have jobs—to constantly be monitoring whether a contractor is keeping the road safe. There needs—I get back to that notion of accountability—there needs to be someone at the state or at the county or at the Purple Line who is regularly looking at that intersection [Wayne/Dale] through the framework of how a parent or a pedestrian walking the street with a kid would encounter it, because while the email hotline is useful and responsive, I don't think that's the solution here. It's just sort of one means to keep communicating problems. So I'd sort of like to hear what Matt Pollack has to say about that, because he—like I said—was helpful and responsive in meeting us out there, but you know I don't think things have gotten better.

50:15. Matt Pollack

Sorry about that, sorry about that, I caught the Matt-to-Matt pass, but I didn't pick up quick enough so...Yeah, I mean you know I'm never going to be one who's going to say we can't, we can't make things more safe. You know we always want to try and make things better. It's been a really inconvenient [stretch of] months and years for everybody along the alignment, and you know this area is no different, right? I mean we've been working in the same intersection for...what is it: four months now? I mean Wayne and Dale has turned out to be a really sticky and difficult intersection, and it's certainly not something we wanted, and we know it's absolutely something you all did not want. So then you know the feedback that we get is very helpful. Matt [Engels] meeting us out there was really nice and it was helpful as well. You know we're going to try and do better, but I would encourage you obviously to keep contacting us. You know sometimes Matt does catch stuff that we didn't see. You know sometimes when you have those trucks making a right turn from Wayne onto Dale and taking out another storm drain, or taking out the same storm drain again, you know sometimes we don't know about it as quickly as you all do, so it is helpful when you catch those things.

Yeah, I mean it's been a difficult intersection down at Sligo Creek, too. You know, our water contractor, we didn't expect to be working through solid rock as they were down there as well. So, you know, hopefully we're getting this work done, and getting some of the work out of the way.

I guess you know it's not the end of the story, unfortunately, because as our contractor finishes up the gas work, working from Dale west, we have sewer work that's going to start up. Let's see, where is it? It's around Springvale on the south side of Wayne and they're going to start working from Springvale down to Dale, so there is still work that needs to be done in that area,

and so we have to keep trying to do more efficient work ourselves and being responsive to your needs as well.

The gas work is going to keep continuing now that we're working our way away from Dale continuing west on Wayne. We've got a contractor switch we're doing for the gas work. The folks who are doing the gas work at that intersection—you know who did have a very tough time—we're moving them on to other work, and so we actually have a different contractor who's going to be working from up near the Whole Foods and working their way east along Wayne. You probably can see them already. I think they've started opening up some trenches and you can see them laying down those 40-foot lengths of yellow gas pipe as well, so they're going to be working the other way to get that work done.

53:50. Matt Engels

Matt, there are a couple of very tough tangible suggestions that came out of the chat. One was a question about whether there could be some sort of demobilization of the crews for some small window of time during very heavy traffic to and from the school, so like you know there's a very small window of time in the morning and the afternoon when there's lots of kids out there, and I know contractors don't like downtime, and it's not a good way to get the work done, I get it, but is there anything that can happen to make those uh time periods less intensive? That was one suggestion, and then the other was, you know, having only one sidewalk available at various different times and then having workers on that sidewalk makes it very difficult to get through, so you know I just think a very simple suggestion would be to, you know, let the sidewalks be clear during those times. You can't have eight guys standing on the sidewalk, you know shooting the shit, and you know I have great respect for the folks doing the work but like whoever is their site super is need to communicate that this is there's a very limited route of passage for parents and kids, and so during these these times, it's not just a question of opening and closing the sidewalk. It's also a question of who is occupying that sidewalk and can you navigate it.

55:30. Matt Pollack

So yeah, I mean absolutely, but keeping those sidewalks open and making them accessible sidewalks is really important for us. I was pretty bummed out when I saw the email come in letting us know that we had some folks blocking the sidewalks and possibly taking some restful activities that, you know, if I was a kid, I'd find a little intimidating myself. So you know that's not what we're trying to do, right? I mean so, so I think it's important. I'm sorry, Chris [Richardson], go ahead.

56:09 Chris Richardson

Yeah, it's OK, Matt. I just want to jump in since we're talking about this issue. One of the requests that's not on this slide, this last summation slide, [so] I want to ask while it's still fresh: is that a realistic ask from the community to delay morning construction until after drop-off? Same thing with afternoon pickup. Is that a reasonable ask?

56:42. Matt Pollack

That, I think, is something we looked at and we tried to accommodate right at the beginning of the school year. I don't know that we were necessarily successful with it, but it was something that we tried to do to get folks a little more comfortable with the commute. I think now really our focus is on getting the work done and getting out of your way. Unfortunately, I mean that's really not the answer you're looking for, Chris.

57:09 Chris Richardson

Well, I understand it's a trade-off. It's a trade-off, OK, OK. We had to ask.

57:14. Alan Bowser

Let's not drop this point. If it's possible we should do it. It seems that it is a really relatively small window, and that you could work up into the beginning of the window, pause for a period of time, let people get back and forth safely and then pick up the work. As mentioned or alluded to earlier, we were told that this work was only going to be done during the summer and not year round and not all day, so it's very problematic, and, Matt, our big concern is that you're likely to be in this space for the next few years, right? Two years, three years, so we don't want to have a meeting like this every 12 months, every 18 months. We'd like to get some indication from State Highway and from MTA that some of these issues are going to be addressed because kids are going to continue going to school, and we're going to have—as you just described—lots of utility relocations, lots of work, going on in this space for a long time, so we really need more than platitudes about “We need to better.” We really need to get some constructive solutions to how we're going to handle this particular problem because, as civic association officers, we get complaints all the time. It's the stuff of list serve conversations and Facebook comments and people are just not happy, and they don't feel safe, and we just showed you a fraction of the pictures that we have of kids having to go around cones [and] into the street, you know, during rush hour and it's just an untenable situation for us and we're just talking about Wayne Avenue at this point and the state's responsibility. We've got a bunch of concerns about Dale Drive as well.

59:10. Jean Cavanaugh

So, Alan, if I can jump in, and I wanted to point out to Matt [Pollack] because he hasn't been around too long, [that] the Wayne working group [that] focused on safety on Wayne Avenue during Purple Line construction started in early 2014—that's almost eight years ago. Chris, you can confirm a lot of people have come and gone, including contractors, and we've seen nothing, and I'm going to disagree with Alan. Well, I agree we don't want to see you in 18 months, but I would suggest that we want to see you every single month. We would like to check in with you every month, go through the list [of] what's been done, what hasn't been done, you know, take the temperature of how the parents feel walking their kids to school. My younger son went to SSIMS. He's out of college now, but I can feel for all the parents and how worried they are for their kids, so there's got to be a way to make MTA more accountable for this stretch of road. We've focused on this for eight years with our elected state legislators, with our congressmen, with our senators, I mean, and nothing is done, and I'm just flabbergasted. I don't know; we're just like a bunch of sheep being led to the slaughter. I look at these pictures of the chaos and the war zone, as people call it, and I'm just shocked. You featured your safety manager in your newsletter today. Where is he? Invite him to Wayne Avenue. How, tell us how—how can you, how can the state, be more accountable to the people who pay your salary and who are paying for this project?

61:05. Alan Bowser

And just to follow up on that so you know this: the focus of the conversation so far has been on the traffic and pedestrian safety on Wayne Avenue during the construction period. State's got responsibility for Wayne Avenue and we've got some serious traffic issues that are not during the construction period—on weekends when they're not working, early in the morning before they mobilize, after they mobilize. Does the state have responsibility for speeding on their highways, after the equipment has been put away in the evening, so that's a question for you,

Matt—and I see we've got, Melissa's got a question—but Matt do you have responsibility for Wayne Avenue when the construction is not actively engaged?

62:05. Matt Pollack

The Purple Line is not an enforcement agency so we don't, we don't, you know, have any authority to stop speeders, or to I mean other than you know, the same authority you have to stop a speeder. Unfortunately, we're not—I think it's Montgomery County police that is the enforcement agency and Joseph [Moges] might know differently.

62:29. Joseph Moges

Roughly that is correct. Let me try to break down your question. The Purple Line is responsible for their traffical devices and their construction site when they're mobilized for the weekend or whenever they're enacted; however, safety and operations of the roadway is MDOT-SHA's responsibility. Now as far as enforcement, you know anything that's illegal—speeding, any vehicular crashes—that's of course the police department's responsibility to enforce and cite. Does that answer your question?

63:03. Chris Richardson

You mean county, MCPD, can enforce speeding, right, not just state highway, right?

63:11. Joseph Moges

State highway would not enforce. That would be—did I say that wrong?—the police department would be [the enforcer], OK?

63:16. Chris Richardson

I just want to make sure so, yeah, we are expecting MCPD to be the enforcer, OK?

63:21. Joseph Moges

Let me...so we kind of skipped through several issues. The speed camera request near SSIMS along Wayne Avenue. I was involved with this somewhat closely probably—time flies—two or three years ago now. So that speed camera that was along Wayne Avenue, both eastbound and westbound, was a pre-existing condition, if you will. It was transferred from the county to SHA so *that* infrastructure was already there, it was requested by local residents and some elected officials to MDOT-SHA to reactivate those cameras immediately we explained that MDOT-SHA does not administer any enforcement mechanisms such as that. We may permit them, but we do not manage or control implementation or installation of these. So what we did was we referred [it] to the police department in their speed program and they declined respectfully and they explained that their data and their metrics did not justify the reactivation or installation of the speed camera there. However, as a compromise or some good faith effort on our behalf we, at our expense, MDOT-SHA District 3, installed those, the feedback trailers, for some time—again, time flies—probably a year ago [by] now. We have since removed that and we've developed a new program for speed feedback trailers, which are, you know, mobile and to be implemented for a short duration—less than two weeks—so that, I just want to summarize, that speed camera issue, that is not be directed at Purple Line or SHA, that would go straight to your police department to request that, or you can have your elected officials, you know on your behalf, request that from the police department.

65:29. Chris Richardson

And my memory is that in 2019 Congressman Jamie Raskin spoke to MCPD on our behalf about the camera issue and that was when, as you said, the ultimate response was [that] they respectfully declined. So my hope is that we can revisit this issue with MCPD, who is, as you say, responsible for this decision.

65:55. Joseph Moges

Well there's one more thing, so, again, just to at least do our best effort to address the local community's concern. I did explain that there is another option, which is school zone speed enforcement, and I've ensured that with the Purple Line we're going to submit the necessary paperwork to document and establish formally a school zone along Wayne Avenue from Dale to Mansfield Road. So there is an avenue in the future to have a school zone speed enforcement mechanism which would operate during school pickup and drop off hours, peak hours. I hope that answers...

66:39. Alan Bowser

What would that look like? Is that a device or is that just...

66:44. Joseph Moges

Very similar to what was pre-existing, just, you know, upgraded standards and SHA standards

66:49. Alan Bowser

And just to follow up on the speed camera issue: if we were able to persuade MCPD that it was justified in that area, State Highway would not have a problem with that, they would support that?

67:06. Joseph Moges

I mean, we wouldn't object. MDOT-SHA is agnostic on the program. We would simply review for traffic control safety issues and then permit it. That's our function.

67:18. Alan Bowser

Thank you

67:20. Joseph Moges

Somebody has their hand up. I don't know if it's a question for me or... Chris Meyer.

67:26. Alan Bowser

Well let's go to Alyssa. Alyssa, are you on here? Do you have questions..?

67:31. Alyssa

Sorry, go ahead.

67:32. Chris Meyers

Oh, just thinking long term about Wayne. You know, I've noticed ever since the construction has started that cars actively try to avoid Wayne, so it seems like there's a lot less traffic. I was just wondering long term if it'd be possible to reduce Wayne to one way, one lane in each direction, to basically reduce the width of Wayne once the Purple Line is in operation.

68:01. Joseph Moges

That is not part of the plans as of now and that would be a dramatic design change, which I doubt would be entertained at this point in time.

68:10. Chris Meyers

But, yeah, it seemed like, even from a Purple Line perspective, it seemed like sharing the traffic, sharing the lane with the traffic, was projected to slow down, like, the transit times, so it seemed like a win-win-win for everybody to reduce it to one lane of traffic. It just doesn't seem to need that bandwidth of cars.

68:36. Neighbor [?]

Yeah, and to second Chris's comment, I would ask if our MDOT expert here knows what the traffic volumes are on Wayne versus a similar facility like Flower [Ave.] or another state-signed route like Piney Branch.

68:50. Joseph Moges

I don't have numbers or volumes prepared in my head.

69:00. Alan Bowser

Any point in limiting to one lane in each direction during construction?

69:08. Joseph Moges

I don't understand: who would that serve? I think that would cause congestion, excessive congestion, or further exacerbate the existing conditions. I don't...

69:22. Chris Meyers

In certain times of the day it does come down to that, like especially between Mansfield and Manchester or Mansfield and Sligo [Creek Parkway], they're often like installing cones to route traffic, and it goes through there like no problem at all when they've, when they've reduced it temporarily to one lane.

69:49. Joseph Moges

So we don't allow that 24/7 for the very reason of safety and operation so, you know, if they did that 24/7 you certainly would feel it.

70:01. Chris Meyers

No, I'm saying they do it during rush hour, like in the mornings and in the evenings those cones have been in place recently and it's not caused any congestion in the area, because I mean I ride all along the construction between Wayne all the way down to Piney Branch, and it's a much different story on Piney Branch in terms of congestion but on Wayne there doesn't seem to be any back up; I think that really should be looked at because—I just—there's not a whole lot of volume of cars these days on Wayne.

70:41. Joseph Moges

You're right—I forgot that they actually are permitted to have a long-term lane closure a long Wayne, and I think they reinstated that for their utility relocation work, but you seem to enjoy that and you'd like that to be considered in the ultimate design: single lane?

70:56. Chris Meyers

Yeah, like especially because at the Wayne, the one intersection that everybody's talking about is Wayne and Dale, and it's been talked about for years and years and years, and you know it was dangerous before, and with construction it's dangerous now, and once the Purple Line is in operation, now you're going to have a train rolling through that same intersection, and so everybody's kind of up in arms about that. So reducing a lane of [traffic], reducing two lanes of traffic would really help safety, you know, because the kids are going to be crossing but also there's going to be a Purple Line station, right, there so there's going to be a lot of pedestrian traffic crossing all these lanes of cars when volume wise [the car traffic] doesn't seem to necessitate having such a breadth of lane-age.

71:49. Neighbor

Yeah, and I'd point out that SHA's plans and MDOT's plans for University Blvd. call for a reduction in through traffic from six lanes to four lanes; turning lanes are retained at arterial intersections but on a much wider arterial you're reducing lane capacity by 33% and on Wayne you're retaining all that lane capacity and kind of ignoring, you know, the pandemic and other effects and reductions of traffic on Wayne, so I second Chris's points

72:20. Joseph Moges

So you know down the road after the Purple Line is completed, you know, there's an opportunity for revisions—an incremental approach, you know, we might want to modify the design a bit but you know at this point in time we're not—I don't, I don't want to speak for the Purple Line, and I'll let matt speak to that, but I doubt that they're going to entertain design changes of that magnitude right now.

72:45. Matt Pollack

Well, certainly from the Purple Line point of view, we're going to be running in a lane. I mean Purple Line, whether or not a car is in front of us or not, that's irrespective of ... you know the Purple Line is going on in the lane. It's going to go, so if, for some reason—magically—the cars were taken out of our lane, that's not going to change our design anyway, so I guess what I'm saying is we're agnostic, right (?), because our lane is already set, you know, and right now we know we share it with cars.

73:31. Alan Bowser.

Let's ask Alyssa. Do you have a comment?

73:34. Alyssa

It was a question, sort of prompted by something that I think one of the folks here from MDOT shared with us and—many appreciations for being here for the conversation—specifically having to do with school zones and kind of how this area comes to be declared a school zone or not. I just heard you describe a process via which this will be called a school zone once the Purple Line is complete. I guess I'm wondering whether either any of my neighbors or any of the kind of transit professionals here can articulate why is this not a school zone already?

Whose jurisdiction is it to make it that, and is there is there some known reason why it isn't now? And thanks.

74:22. Joseph Moges

Well I can just say that it was transferred to us in 2017 and MDOT-SHA has not recognized or established it as a school zone since. So I found an opportunity to potentially install school zone speed cameras through that **record**, so, you know, we have quite a few roadways that have

been transferred then down to SHA as part of the Purple Line, so it needs to get into our system, our database and there's a series of MOAs that need to be established—memoranda of action

75:00. Alan Bowser

What's the time frame for that? And does that mean that it could be SHA-operated authorized speed cameras after that process is complete?

75:17. Joseph Moges

So we wouldn't manage it, like I said. We stay away from any automated speed enforcement programs that generate any funds, so it will be the police department that will manage it. We simply permit it, and we inspect it to make sure that it's functioning properly, but to answer your question—I think you asked about the timeline—we wouldn't permit it to be installed during Purple Line construction so we're talking about in the ultimate **condition**.

75:46. Alan Bowser

Thank you. Just as a general comment if anybody has any questions please try to use the raise your hand button, which is under the reactions tab. Chris Meyer.

75:59. Chris Meyers

I just want to ask for clarification about that point. We're talking about whether the stretch of Wayne is a school zone—is that the question—or whether there can be speed cameras as a result of it being a school zone? The reason why I ask is that I've noticed that on the signs along Wayne, so if you're coming from Sligo Creek heading towards Mansfield and Dale, there used to be a sign that said school zone and the lights would be flashing. I've noticed—I don't know when this was but maybe like several months ago—that those signs have been separated where now there's a sign that says something to the effect that there's a school up ahead and there's also flashing lights, but those things are not coupled together, so I was wondering whereas they used to say school zone and have flashing lights, I was wondering—if that's what was being referred to—if the designation as a school zone was actually taken away or if we're just talking about school zone cameras, but also I would say that those signs should be put together, because it's really confusing, I think, probably to cars, that it's not clear that, it doesn't necessarily look like a typical school zone where you would see flashing lights and the sign that says school zone together.

77:31. Joseph Moges

So what you're referring to are pre-existing signs that MDOT-SHA essentially adopted as existing conditions, so we didn't install those we didn't permit those. They will be removed in due course through construction, so you know we haven't really gotten to phase construction of Wayne yet. Right now, it's just utility location phase so I recall that space, one or two, but when the north side gets constructed, you know, the infrastructure along with Wayne Avenue that is not MDOT-SHA standard or will not be in the **XX** condition will eventually be removed. So I apologize for the confusion.

78:08. Chris Meyers

I mean does that mean like whereas it was a school zone it's now become not a school zone so just because...

78:14. Joseph Moges

So just because it says school zone doesn't mean MDOT-SHA recognized it and has

documentation to support it. You know Montgomery County probably called this school zone and had the speed camera and whatever series of signs they had associated with it but SHA has not approved that or implemented that at all, so that's, that's the process I'm trying to proceed with to accommodate the request for school zone speed cameras.

78:39. Chris Meyers

OK, but what about just having it marked as a school zone, because you said you can't do the cameras while there's construction, but could it be designated as a school zone while there's construction? I mean yeah

78:54. Joseph Moges

Yeah...

78:55. Chris Meyers

Like just putting up that sign, just putting that sign there I think would do everyone a service to say, "Hey, there's a school here. Please slow down." They may not listen, but at least it would be marked, right now...

79:09. Joseph Moges

Now you're talking about signage that wouldn't be standard, so I don't want to jump the gun and start...

79:18. Alan Bowser

So Matt Pollack I'm not hearing anything constructive, something that we can take back to our other neighbors about how we can make Wayne Avenue during the Purple Line construction—particularly the three locations—safer for pedestrians. I don't hear that, other than there's a good intention to try to do that. What can you say about that?

79:48. Matt Pollack

All right. First of all, I apologize for the background noise a little bit, that they're vacuuming in the office building here, so hopefully you all aren't hearing that too much. So obviously if there is, if there is some sort of active safety adjustment we can make to our construction zones, we want to make it, right? I think it's really, it's, it's a way of working around construction when you're living around construction, which, which is inconvenient, which is unwanted, regardless of whether you're pro-Purple Line or anti-Purple Line you still don't want construction in your area, you don't want your sidewalks blocked or everything, but I mean it's, it's, it's unfortunately, you have to understand that the inconvenience in some cases is for your safety, so in other words, if, if, you're looking down Wayne and the sidewalk looks blocked, so say you're at Springvale on the south side and you're looking towards SSIMS, ignoring the blind curves and everything, and if in front of you the sidewalk looks blocked, you need to look behind you, and you need to find the traffic light, and that's where you need to cross, you know, and I and it's not meant as a way of saying that that people aren't being safe, but the way the safety is set up it is sometimes inconvenient, but it is inconvenient to be safe, and so I hope that people don't feel that they're being forced to do anything that's unsafe, because we're trying to put the signage out there; we're trying to block unsafe pedestrian access in order to funnel you, if you will, towards a safer area, and if we can do that better, you know, we want to. And going back to a comment earlier—I think it was Ms. Cavanaugh—about, you know, only speaking every 12 or 18 months, you know, I think you're right, I don't think that

meeting every 18 months is going to help either of us, right, because we don't want to get into the situation where we're talking past each other. Or you know, I think, you know, getting together more often, whether it's in the field or having updates, is a positive thing. You know, I don't think over the last—I've only been on the job for about 18 months—but I don't think we've really turned down opportunities to come and talk to folks, because I think it's helpful. You know I love the pictures everybody sends. Sometimes the picture doesn't tell the whole story, and so it's good to get out there and figure things out. You know I don't know that I can, you know, just sit here today, Alan, and give you a concrete answer, but I do think that, that communication is going to help it, if you will.

83:30. Alan Bowser

So let me just say that you know we've asked for briefings from Purple Line on this particular segment, and we were told to wait for the CAT meetings, which did not come timely, and the video that was supposed to be posted on the website was not timely either, so we've made requests for more communication and more discussion with Purple Line. We haven't got it. What can you do about having a designated person who's sort of the pedestrian safety coordinator during these critical times of the day, somebody who can walk along the sidewalks of Wayne Avenue, in particular, and ensure that there are not, you know, hoses that are jeopardizing kids going—and their families—going to schools, making sure that there's not a crowd of workers, you know, who are blocking the sidewalk and making people walk too close to the construction machinery. It seems like if there's someone who has that responsibility now to make sure that the sidewalks are clear for a safe route to school...

84:49. Matt Pollack

Well that's the state. I mean it falls on me, it's my team, and it's our job to create that safe environment, including setting up the signage and keeping an eye on that signage and if and if that is not happening then it comes back to us the state, right?

85:08. Alan Bowser

I guess I was asking whether or not there's somebody out there every day, you know during school hours, going to school, coming back from school—is there somebody from Purple Line, from MTA, whose regular job is to make sure that pedestrians are not overly inconvenienced?

85:30. Matt Pollack

We have staff, absolutely, that go out there every day. I don't, we don't have people at every site at all times. We have, you know, inspection staff that move across, but, yeah, I mean that is our responsibility, right? It's our responsibility to maintain the safe construction site.

85:51. Alan Bowser

I'd be able to go, I'd be able to go out to the intersection of Wayne Avenue and Dale Drive after the holidays sometime in February when the kids are going back to school, and I should be able to ask somebody to point out who is the Purple Line, the MTA representative there who is concerned with pedestrian safety and making sure that the sidewalks are not blocked

86:18. Matt Pollack

Well, let's be careful of the wording we're using, Alan. We have people that are responsible for making the sites safe for pedestrians. We are not pedestrian safety officers, we can't be responsible for traffic safety or pedestrian safety. That is, that is up to each individual, but I think the answer to your question is yes. You know, I just want to make sure that we're not, you

know, setting up an expectation that we are de facto crossing guards, are able to help you cross in at a location that perhaps isn't set up for crossing.

86:59. Alan Bowser

Well, before I recognize Chris Meyer, does the contractor have any responsibility to make sure that those passageways, the sidewalks are not obstructed with equipment or, you know, hoses or personnel? Does a contractor have that responsibility?

87:21. Matt Pollack

Yeah, I mean certainly to the extent that they're not actually working in that sidewalk or that location right then, then the areas that are designated for safe pedestrian access should be maintained for safe pedestrian access.

87:38. Alan Bowser

And is there a supervisor for the utility work that's going on at that location, that if somebody had a complaint, they'd be able to identify that person and say, "You know you got the cones forcing our kids into the street. You've got too many cones there or these people just hanging out smoking near the gas lines. Is there somebody on site for the contractor who we could bring these concerns to?"

88:08. Matt Pollack

Yeah, absolutely there's going to be a responsible person for each construction site. Now I'm not putting it on you to go around and do, to do that if you don't feel comfortable doing that. Again, that's what we're around for, so if you contact us, we're happy to have that communication as well, but to the extent that someone is curious, there will be a responsible person on site.

88:33. Alan Bowser

I don't have any problem with it, but sometimes it's quite immediate and somebody's walking to school, and they find that they have to go into a traffic lane to get around something or they have to step over something that they shouldn't have to step over, so we will follow up on that. Chris Meyers and Charlene. Chris?

88:55. Chris Meyers

Yeah, just one or two comments, so about, I understand, like sometimes sidewalks are closed down and it says like, you know, please cross the road, you know, at a different point in order to cross the road because there's work being done, but at that particular intersection, you know, if in the case where the photo was, where the kids were having to cross Wayne Avenue because the sidewalk was shut down, if they wanted to use a signaled intersection, they would have to travel a kilometer to get back to cedar street in order to cross Wayne to go to school. So that's where, you know, I can understand an inconvenience, but there's a level of just ridiculousness there where, because there's no signalized crosswalks along that whole stretch, it really doesn't leave any safe alternative when the sidewalk is closed like that. So, like, I get your point in general, but in specifics there's just so many factors leading in here that are untenable. And then the other question is kind of, like, building off of what Alan's saying, you know typically, you know, I deal a lot in contracts, and we have performance metrics, right, so you know a contractor has to do XYZ, otherwise there are penalties. I would expect something similar in your construction contracts, where, if there's a level of complaints, that there would be, you know, financial penalties to the contractor for not meeting performance metrics, right? So, like, if they're doing work to/along/near the sidewalk, then they would be expected to

construct a temporary sidewalk, so that pedestrians could follow through, and if they don't, then I would imagine that, you know, the complaints would lead to some kind of penalty. Does that mechanism exist and, like, are you logging each of these complaints, so that you know when you're reviewing the monthly, you know, invoices and things like that, and you say, "Oh you had, you know, 500 complaints this month; you know, that's not, that's not good, and that's not good enough." You know, it comes down to that accountability, like can we put the screws to them in terms of holding the contractor accountable to good performance?

91:46. Matt Pollack

Chris, that's actually, it's a good question. We do not have those types of incentives in the contracts we have. Part of that is due to the way it's set up with our temporary construction effort for the last year and a few months. We've actually been, you know, working these 150 contracts that were actually sub-contracts; they weren't prime contracts, so they were not put together with the same type of a stringency that that perhaps a prime contract would have had. You know we are getting our new design-build contractor on board, you know, hopefully mobilizing in the spring and, you know, know hope at that point, I think there may be a different incentive structure for them, but currently we don't have that, unfortunately. Not that it's not a great idea. You know it's always great to see what your contract doesn't have.

92:49. Alan Bowser

Let's move on to **Charlene Reeves** and then...

92:53. Neighbor

After Charlene speaks can I just say something?

92:57. Alan Bowser

Charles?

92:59. Charles

Yeah?

93:00. Alan Bowser

Go ahead

93:02. Charles

Oh, OK, first of all, I wanted to thank Chris for a really terrific presentation. The graphics were amazingly good, and I'm really happy to hear that there are other people in the neighborhood who have been concerned about safety issues, as I have [been] for the last 40 years that I've lived here. But I'm really disappointed to hear talk by DOT about another study on—I live on Dale Drive—I have seen pretty much everything: accidents, near accidents, there hasn't been much in the years that I've lived here that hasn't happened along that stretch, particularly the stretch that we're not talking about much tonight is the stretch between Pershing Drive and Colesville Road. There have been many requests for a four-way stop; there have been studies done; there have been traffic studies that I've requested more than once. The results have always been that nothing really needs to be done; everything is just fine; and I look around the county, I noticed, for example, over on Bel Pre Road in Aspen Hill, they have raised crosswalks. Every crosswalk that crosses Bel Pre Road has a raised striped crosswalk, and eventually a stop sign at Arctic [Avenue]. There's another similar kind of thing over in the district; we know, just off of 16th Street, more and more, I think, efforts are being made to try to do something to

slow the traffic and make more safety, not only for pedestrians, for bike riders and for other drivers. I was actually run into coming out of my driveway headfirst by a speeder, between Pershing and Ellsworth Drive, and that was two years ago. I have made efforts to try to do something about it, get some kind of traffic control device, and it's always been nothing. Then we can't do that, or we need to do another study. I think Alan has sort of pointed this out. In trying to get something positive, something tangible that we in the community can feel like something is getting done by our government. Dale Drive used to be a state road, now it is a county road, but the safety has not improved. Twenty-mile-per-hour signs that have been posted are routinely avoided. We see traffic, actually cars crossing the double yellow line, passing on Dale, particularly in the straight away between Pershing and Mrs. Ks, so I would just like to hear somebody say something like the plea that Jean was saying all these years that we've lived here, all these years we've tried to find some avenue to get something done to reduce the speeding and improve the safety and precious little, I have to confess, has really happened in all the years that I've lived here. Jean told me, actually probably 10 years ago, that nothing would ever be done on Dale, so I shouldn't waste my time, but anyway I wanted to bring this up. I think, Alan, it's great that Alan is conducting this meeting, and I thought Chris's presentation was right on: 25-mile-per-hour speed limit on Dale would be a very appropriate limit. The raised crosswalk up on Pershing would be reasonable there. Somebody has to start thinking outside the box. We don't need to have another accident or, God forbid, a death at any one of these intersections. Something should be done before that; that's my piece.

97:30. Alan Bowser

Thank you Charles. Our focus has switched away from Dale Drive, which is, you know, accidents waiting to happen. I don't have to tell that to the people who live between Fleetwood and the bottom of the hill. Charlene Reeves, next. Charlene Reeves, your hand is raised.

98:04. Charlene Reeves

Yes, I'm sorry, my question is: bottom line, if my child is hurt by the car that didn't see the child, where does, who do I sue? Do I, you know, if I'm on Wayne Avenue, do I sue the state? Do I go in for the Purple Line and their contractors, subcontractors? I mean the accountability, it's like watching a can being kicked from, you know, one entity to the other, and things like merely getting a speed limit changed down a very curvy hilly row is nearly impossible. So I guess my question is: how does your average resident, what is, what do we need to do to get these changes done (that don't seem to ever get done). If you were advising somebody how you go about this to make things safer and literally to have little school kids be able to make it to school without, you know, worrying about their personal safety? Thank you. Thank you for showing up too, I appreciate it.

99:19. Joseph Moges

Can I jump in here?

99:20. Alan Bowser

Yeah, please.

99:23. Joseph Moges

OK. I just want to, I want to on behalf of SHA, go through some points, because today I drove or I walked the entire Wayne Avenue corridor just to make sure I understood the existing conditions and the impact of the actual utility relocations, and then I went through the design, so I can give you guys a good summary of what is there, and what will be there, so I also wanted to give some perspective as to what SHA has done since the last meeting that you guys

conducted. So, a few points from SHA's perspective: we did move forward with installing the oversized speed limit sign; we did have the enhanced conspicuity panels or the yellow panels above the steel signs; we did install the flags above those signs, so from an engineering standpoint, we certainly took every effort to make sure that the education aspect—every motorist can see the lowest speed limit along the corridor. Additionally, we did install the transverse rumble strips near Dale Drive on both approaches, that is also considered a traffic calming effect. Excuse me. We did get approved no turn on red conditions for Dale Drive-Mansfield Road and Sligo Creek Parkway, which will come in the ultimate condition of the Purple Line project. Specifically for Dale it's the northbound approach, southbound approach, and the eastbound approach for no turn on red. For Mansfield Road, the northbound approach will have no turn on red. Sligo Creek Parkway: no turn on red for the eastbound approach. As far as the ultimate condition, the Purple Line, what improvements there will be forthcoming is: continuous sidewalk on the south side, continuous shared use path on the north side. There will be an LPI on Sligo Creek Parkway on the west leg of the trail crossing. There will be a new signal with an exclusive pedestrian phase at the tunnel entrance, where the apartment entrance is. There will be a new signal at Manchester Road, some of these things you already know. I mentioned that there's going to be a school zone established from Dale to Manchester. Of course, with the Purple Line, [there] is going to be an area-wide signal and ADA-compliance upgrade. And what everyone hates right now—the, most of most which is the utility relocation—that will move all the poles, the utility poles, out of the sidewalks in the open condition, so the Purple Line, you know, utility relocation is a little messy, but that will be bringing everything up to ADA-compliance throughout the corridor. I just wanted to say that before we get to nine o'clock.

102:17. Alan Bowser

And we appreciate that. Thank you very much for that summary. And to Charlene, who was talking about who do you hold accountable. You know, the answer is just sue everybody and let it get sorted out later. Maren Hill.

102:41. Maren Hill

Sorry, I was looking for my ... but thanks to Chris and Alan for organizing this meeting and for SHA and MCDOT and MTA for being here. I had a question and perhaps this is different for MDOT and MCDOT, but could you tell us a little bit about how you prioritize projects or project areas, because they know that we're a big county, and then there's the state beyond, and I think that sometimes it's helpful to find out how you're prioritizing a specific corridor and how you might prioritize it against other projects or priorities within the state or Montgomery County. Like what are the characteristics: is it, like, school zones, are there equity considerations, is it about fatalities and severe injuries? How do you prioritize?

103:50. Joseph Moges

Is that to the county first or do you want me?

103:53. Maren Hill

Either one, I don't think it matters which, you know, like whoever. You wanna jump in front of the bus first? Go ahead and then the county can refine.

104:03. Joseph Moges

I'll just say that it's certainly complicated, and it's a very broad topic. There's, you know, there's many different metrics for how a project gets prioritized. First and foremost, there's safety. Then there's, you know, mobility through a corridor. There's class of the roadway, there's

context of the roadway, there's pedestrian demand, there's bicyclist demand. You know, there's a vast array of needs and wants, and I don't think there's a very clean answer to how all projects get prioritized, but safety is certainly amongst the number one issues that we deal with every single day, followed by operations right next to them. Not a great answer. But that's my answer.

105:00. Maren Hill

Well, and I guess, just to understand a little bit more, when you say safety, things that—what is very difficult for us as people who walk around outside—is that things can feel very unsafe without being potentially considered unsafe by MDOT, so I guess, like, what are the type of, again, back to metrics that you look at to classify it, as like a finance area?

105:19. Joseph Moges

It sounds like you're, so you're referring to pedestrian amenities, right, is that we're getting at...

105:23. Maren Hill

Yeah, I mean it could be, but it also could be, like, there are high crash areas that are more dangerous for people on vehicles than pedestrians and they're still dangerous, correct, and you can still put in traffic calming that relates to vehicles as well?

105:38. Joseph Moges

So, I think it was Chris that referenced some traffic calming devices that were installed on Flower Avenue near Washington Adventist University, that section of Flower. Chris, is that right, just not, am I right? Was that you, yeah? So that section of Flower was transferred to the city of Takoma Park from Piney Branch, down to their city limits. So that was not an MDOT-SHA effort, so what he's describing—I believe I understand what he's saying—that's what's called a chicane. It's essentially just like a bump out into the roadway to narrow the roadway to calm traffic. Usually, it coincides with a pedestal crosswalk, like a mid-block crosswalk, so that is the traffic calming effort or measure that, you know, MDOT-SHA wouldn't typically do unless it's a very lower-class roadway like a service road or something to that effect. ADA compliance is a big deal; signal upgrades get programmed year-round for ADA compliance. You know a lot of signals are older and they need to be brought up to current MDOT-SHA standards, so that is, if we're talking pedestrian-specific, that is one of the bigger criteria that rank pedestrian projects up. Again, I don't know if that's a great answer, but I got to focus it on something to at least get a clear answer.

107:07. Alan Bowser

Everybody, we're going to go until nine o'clock. I'm going to thank our guests now who've been very, very helpful and generally very responsive. I would like to go back to Matt and just get some clarification on this: are you saying that these contractors on Wayne Avenue [who are] doing the utility relocation, that all of those crews have a responsible person who could address residents' concerns about pedestrian safety issues?

107:43. Matt Pollack

No, I'm saying that that each construction site should have a person responsible for managing that site, and then we have a separate contractor doing our maintenance of traffic operations, so that that setup is being happening by another contractor who's coming in, in most cases, although in some cases the contractors are putting in their own maintenance of traffic. The

maintenance of traffic design is set up by our engineers of record, and they are handed over to the construction contractors, so the construction contractors aren't deciding what maintenance of traffic and what safety it will put in place, it's being designed for them.

108:27. Alan Bowser

I can understand that, but is there somebody, is there somebody on the site every day who's got responsibility for directing crews and saying that they need to make a passage; they need to have an alternate route around some kind of obstructions, or somebody on site every day that we can, that somebody could go to and say, "Hey, there's a problem over across the street."

108:54. Matt Pollack

Yeah, I mean it's what I was saying, before, Alan, I can't, I can't state that they're there at all times, because they're covering multiple construction sites, so they may be on Bonifant, or they may be at the Silver Spring Transit Center, but there are people who are responsible and stop by every day. You know I wouldn't necessarily say that the minute you show up, unfortunately, someone's going to be there. That's why we try and have the response on the phone, so that if you call and we need to get someone out there, we can immediately dispatch the person to the site.

109:31. Alan Bowser

I wasn't talking about a state employee, an MTA or SHA employee, I was just talking about whether or not the private contractor has got somebody on site that we could talk to.

109:46. Matt Pollack.

I don't want to commit to that, Alan, I'm not, I'm not sure [of] the answer to that question. Let me get back to you. I think, basically, our contractors have someone, a safety officer. Each contractor has a safety officer, but I don't know if they, I can't state that they go to every site every day, or how that works, or how/what their coverage is. I'm afraid I just don't know the answer to that, Alan. OK?

110:10. Alan Bowser

We would appreciate some feedback.

110:13. Matt Pollack

Yeah, let me follow up on that, OK?

110:14. Alan Bowser

Maren, do you have another question, or Chris, Chris Meyers, why don't you go ahead?

110:21. Chris Meyers

Yeah, I just wanted to...Maybe it's pointing out something a little bit obvious but, you know, as a pedestrian you might wake up one morning and the sidewalk is closed down. You could flip the script and just shut the roadway down randomly one day, so clearly in terms of prioritizing, cars are always given the priority, I mean, that that much is, you know, obvious to me, and I think it's unfortunate because, you know, the pedestrians should have equal use of these public transit ways. Then the other question, I guess, was following up on your recent point: would it be better to, I guess the people that are out there doing the work are generally pretty friendly, like, so if you came to them with a concern, they might be able to fix a situation. Would it be better to contact the contractor that's doing the maintenance of the roadway, the maintenance of the transportation, or the one that's doing construction?

111:36. Matt Pollack

But you wouldn't you most likely aren't going to be able to to contact the folks that are setting up the maintenance of traffic. They show up in the morning or the afternoon. They're not there during the day. They're out probably going somewhere else and cutting grass or something like that, so I mean they're sort of multitasking to the extent, so they set up the cones and then they leave so there's no one. The sign, the signs, and the, you know, the freestanding signs and the electronic signs and stuff like that...

112:06. Chris Meyers

Gotcha, yeah, OK, because that, yeah, because it, sometimes it would just be a question of just moving the cones over like three feet or something like that. OK, got it, yeah, I mean, that would be helpful, if there was someone to just like move the cones over or something. But I guess that's just not how it's done. OK, thanks.

112:28. Joseph Moges

Let me just say one thing, so I disagree with the characterization about sidewalk closure. You know, it's a necessary evil when you have to do some work along the sidewalks but we do always intend to maintain the direction mobility. So, if the sidewalk is closed on one side, the other side must be open and clear, so, you know, similar to a lane closure, sometimes the sidewalk closure is required, but, you know, if there's any concerns or issues with inadequate signage that's something that we would want to be concerned about, but sidewalk closures are not uncommon. Just making sure that pedestrians are aware, and motors are aware of the detour pedestrians crossing on both sides.

113:15. Chris Meyers

Yeah, but I mean in reality there's, like, you know, like along Piney Branch, there's been a sign in the middle of the roadway that says "Sidewalk closed." The sidewalk is not closed, it's completely accessible. I don't know why the sign is there, but it's been there for, like, two months now. Meanwhile the sidewalk on the other side of the road gets closed down, so I mean these things do happen, and just like Chris showed the picture of all the poles in the middle of the sidewalk, like you would never design a street with poles in the middle of the road. These things are just not, they don't happen, so the pedestrians always get the short shift. It's just a question of how bad is the situation going to be? Is it going to be deadly or is it just going to be, you know, mildly inconvenient? But it's unfortunate. I mean, that's just, it just seems to be the way transportation is handled where it's designed for cars first and pedestrians, bikers always get the second thought.

114:20. Joseph Moges

OK, I'll respectfully disagree. I agree, I do agree that, you know, the roadways were designed for vehicles first, but everything is evolving towards pedestrians and multimodal, you know, bicyclists as well. So when you do see utility poles the line of utility poles on the sidewalk, that's unfortunate, and it's clearly been grandfathered in from a bygone era, but, you know, specifically on Wayne Avenue, all of that's being relocated, specifically to address that outdated design that you're talking about. So I agree that it was like that, but I can tell you on behalf of SHA—and probably Matt would agree for MTA—that's not how it is nowadays.

114:58. Chris Meyers

Yeah, but I'm saying the contractors doing the work, for instance, will put signs that say "Road closed," they'll put it in the sidewalk so, like, they don't put the sign that says "Road closed" in

the road, it goes in the sidewalk, so the pedestrians would have to move the sign out of the way—it's just little things like that that go on.

115:18. Joseph Moges

Yeah, so if you observe stuff like that, please let us know and you know we'll have that address. That's just user error on their part, they shouldn't be doing that.

115:26. Alan Bowser

So, Joseph, who are we letting know—are we letting SHA know or MTA know?

115:30. Joseph Moges

So I don't want to interfere with MTA's process, but for something similar simple like that you know you can just let me know, and I'll pass it along.

115:40. Matt Pollack

We have each other on speed dial so we, we're happy to pass things along to each other, that's not a problem.

115:48. Chris Richardson

So, I just wanted to really quickly say thanks to Kathleen Connor in Congressman Raskin's office for joining the call and also to Austin Morris with Senator Van Hollen's office—thank you both for joining us. Back to you guys.

116:00. Alan Bowser

We also want to recognize that delegate David Moon joined the call a while back. Nina Vucenik has posted sort of the **XXXX** question here, since this meeting is coming to a close: what are some concrete actionable steps that the officials online commit to at least entertaining and considering? So we've had a two-hour meeting. I don't know, my comfort level has not been raised that the pedestrian safety issues that we've identified through our discussion and through the pictures are going to be addressed, and I don't feel at all comfortable that we got to talk about some of the main issues facing the Dale Drive segment from Wayne Avenue to Piney Branch Road, which is still a dangerous stretch of road but for the SHA and for the Purple Line representatives, what can you say, what are the lessons that you drew from this and what do you think should be our next steps for making this a safer Wayne Avenue, a safer thoroughfare? Matt, you go first.

117:17. Matt Pollack

Absolutely, you know, I mean to me the takeaway is that, is that there's still, we, I mean, we still need to improve—that doesn't, that doesn't impress you all, but it's a truth. You know there's, there's been, there's been a lot of turnover in the construction industry. Part of the issue is that, you know, the crew that we had one week may not be the crew that comes the next week because they've quit and got a better job in another town, you know, down the street. And not to excuse that, but it is another issue that we're dealing with, so it reminds us that we have to keep on these, on our contractors and help them do the job that they're supposed to do, you know, and so I mean, really, all I can commit to is being responsive. You know, I can't, you know, sit here and tell you that there is some systematic or systemic thing that I can do to change what's going on or to mitigate the inconvenience, unfortunately. You know I can just tell you that we're trying and that we hope we hope we can meet your expectations or, you know, at least be responsive.

118:35. Alan Bowser

We appreciate that, Matt, and what about Joseph, what about, what did you, what's your takeaway from this meeting—and we do appreciate your creative thinking about the school zone in SHA and that's important—but what lesson did you pull out from this conversation and presentation?

118:56. Joseph Moges

Sure. First of all, thanks everybody for inviting us. I would say that my takeaway is that your frustration is more in the short term in the immediate construction: it impacts the sidewalks, it impacts to and from school, and I guess—secondarily—driving through the corridor. You know, we, SHA, we wouldn't interfere too much with an active construction project, as far as MTA is concerned, but you know we have taken certain actions as far as speed is concerned. So, like I said earlier, was the speed limit signing and the transverse rumble strips and that speed trailer. You know we might consider coming through a Purple Line site to reinstall the transverse rubber strips if they're faded. You know we could consider small incremental measures such as that but, more than anything, we don't want to interfere with the Purple Line's project. It's very active utility rotation as you all know, so SHA's role is more in the design, in the ultimate condition and small tweaks in the MOT, or each phase of the maintenance of traffic through phase construction. So like I said earlier, we did move forward ensuring that the ultimate design has an LPI for Sligo Creek Parkway. We do have no turn on reds for three intersections along the subject corridor of Wayne Avenue. I am going to move forward with the school zone MOA as soon as it's feasible. Yeah, I just—we're definitely giving it a lot of attention, so you know I am certainly busy with both Montgomery and Prince George's County and all of Purple Line. I spent a lot of time on Wayne Avenue, so I don't want you guys to think that the state is neglecting this corridor. Purple Line is always talking about Wayne Avenue and Bonifant, you know, it's very big, it's probably the most busy portion of the Purple Line right now, so I just want everybody to at least understand that we are focusing heavily on this portal, so thank you.

121:04. Alan Bowser

Well, thank you very much. We appreciate your attendance at this community meeting that we're having this evening. We will be following up. I want to thank Kelly and Chris for their yeoman's work and putting the presentation together. We will continue to follow this issue very closely on a daily basis, I can tell. So, thank you, everybody, who was able to join us. This meeting has been recorded and will be uploaded to various places by tomorrow morning. So, Chris, thank you very much.

121:43. Chris Richardson

You're welcome. Thanks everyone, thank you very much.

121:49. Alan Bowser

Goodnight, everybody, Happy New Year!