

Attendees

- Matt Baker, MDOT SHA
- Kandese Holford, MDOT SHA
- Rick Kiegel, RK&K
- Monica Meade, RK&K
- Jessica Pilarski, MDOT SHA
- Olufemi Akanni, MDOT SHA
- Shabnam Izadi, MDOT SHA

- Rachel Anderson, SAG
- Daryl Braithwaite, SAG
- Jacqueline Davison, SAG
- Manela Isabel Diez, SAG
- Michael Houston, SAG
- Jessica Landman, SAG
- Lorraine Pearsall, SAG
- Andrew Strongin, SAG
- Betsy Taylor, SAG
- Emanuel Wagner, SAG

Observers/Residents (9)

- Robert Anderson
- Alicia Conlon
- Allen Felter
- Byrne Kelly
- Sally Kern
- Susanne Lowery
- Susan Schreiber
- Jacqueline Moore
- Greg Ross

Meeting Notes

(Please note that all SAG comments noted from SAG members are opinions mentioned during the meeting. The purpose of the SAG meeting notes is to best capture those discussions.)

1. Welcome

- MDOT SHA thanked the group for attending and provided an overview of the evening's agenda.
- The group was reminded that the Takoma Junction Vision Study (TJVS) is not a traditional planning study.
 - In a typical study, problems lead to a solution. In a values-based analysis like the TJVS, a vision is developed first to find what solutions fit into that vision. This will lead to a menu of different improvements, both short and long-term.
- The role of the Stakeholder Advisory Group (SAG) is to:
 - Help MDOT SHA identify what the problems are.
 - Tell us how we can best communicate with the community.
 - Be involved in the development of potential vision statements.

2. Recap of public engagement events

- **Survey Data**
 - The survey methodology was reviewed. Most answers confirmed what MDOT SHA had heard from SAG members.
 - Survey period was from May 9th to June 10th
 - 726 people responded.
 - *SAG members and observers were interested in the top ten responses and a prioritization based on number of responses.* MDOT SHA explained that there were common themes and that ranges regarding the number of responses could be provided.
- Some of the survey questions were revisited and common responses discussed.
 - *How do you use the junction?*
 - Responses showed a somewhat even split of destination versus traveling through. Respondents did have the option to select both.
 - *What do you love?* Some common themes in the responses included:
 - Walkability
 - Local business
 - Community feeling/small town feel
- Other recurring themes included:
 - Safety especially for bike/ped
 - Really confusing intersection (too many things going on)
- *SAG members and observers asked for more specific details about the survey data.* This will be included in the final report. The initial goal is to identify common themes in the survey results that point toward a common vision. The concept elements will originate from the survey data and these recommendations will be fluid, rather than final.
- *SAG members and observers commented that some might say that a simplified intersection would make traffic better and asked how this would be addressed in the report.* MDOT SHA explained that this can be acknowledged in the report in the menu of potential improvements.
- *SAG members and observers also asked who the audience was for the report.* MDOT SHA mentioned a wide public audience, including the community, Montgomery County and the City of Takoma Park.
- *SAG members were concerned that the document would sit on a shelf and collect dust.* The MDOT SHA team ensured that this is a first document of this kind for this community and that this will be designed to facilitate the advancement of future planning and design work.
- **Vision Statements**
 - The Vision Study workshops resulted in the development of three top vision statements. SAG members were provided a handout to attendees which included a list of common words and themes. MDOT SHA will use these themes to finalize the vision statement.
 - SAG members and observers offered the following reactions to the summary handouts:
 - *Attendees were not surprised at the dichotomy of viewpoints on topics such as B.Y. Morrison Park.*
 - *Attendees highlighted the mention of “history/historic” in all three vision statements, agreeing that, when something is called historic, it refers to more than its age. People relate to historic architectural elements.*
 - *Another attendee noticed that safety isn’t mentioned as much as expected. Others offered that safety could be worded in different ways depending on what it means to the roadway user.*
 - *It was noted that green spaces/environment were mentioned consistently.*
 - *One observer expressed a desire for less traffic, and more bicycle and scooter parking, suggesting climate energy should be a guiding principle, aggressively pushing bicycles.*
 - *It was noted that the prevention of pedestrian fatalities and the future of wheelers, scooters and autonomous cars should be the focus and that parking is not just for cars.*

- **Mapping**
 - Thirteen maps were produced at the second workshop that included post-it comments, map annotations and stickers.
 - The MDOT SHA team began to consolidate the results into an overlay map. The map handout “Building the Vision” was provided to the group. The study team will use this to develop a menu of “potentials” on how to best reconcile the issues.
 - The mapping shows where consistent concerns/emphases exist.
 - The next step will be reconciling and parsing out the ideas/desires of the community.
 - Examples of factors taken into consideration will be: 1) What is appropriate; 2) Is it realistic; 3) Does the engineering allow enough space; and/or 4) Is it outside of MDOT SHA’s right-of-way, among other factors.
 - MDOT SHA explained that there would be a wide range of “potentials” considered MDOT SHA in determining what is feasible.

3. Next Steps

- **Testing/Analysis**
 - MDOT SHA will develop a big picture analysis, identifying all options.
 - Engineers will look at space-compatible treatments.
 - A high-level analysis will conceptually lay out ideas and test if they could work on the ground.
- **Develop report**
 - The report will emphasize graphics.
 - There will be a menu of ideas/concepts for implementation over time.
 - The report will document what MDOT SHA heard from the community.
 - The report will also include MDOT SHA's assessment of identified concept elements.
- **Comments from SAG members and observers included:**
 - *There were no sidewalk stickers or icon for sidewalks in the workshop mapping exercise, and there is a need for this in the report.*
 - *Montgomery County has a Vision Zero plan that will help prioritize spending, will this be included in the report? Racial equity and inclusion for disadvantaged people and people of color should be a guiding principle.*
 - *There was concern that the report will mean all things to all people.*
 - *There was a request for the report to include MDOT SHA's right-of-way line.*
 - *It was asked whether the report will include the assignment of responsibilities to advance the identified recommendations?* MDOT SHA explained that the identification of who is responsible will not necessarily be included, however where there are potential partners involved, it would be emphasized that further interagency coordination may be necessary.
 - *It was asked whether MDOT SHA has funding to move this study along further.* MDOT SHA explained that a discussion of funding could be included in the report, however, no funding is designated at this time.
 - *There was concern if MDOT SHA has felt as though it has been lobbied by other individuals or agencies.* The MDOT SHA commented that while it is aware of perceived polarizing influences, it has had much flexibility to conduct this study and has been able to remain objective.
 - *It was asked what the connection is between this study and the 7221 Carroll Avenue development.* MDOT SHA acknowledged that the development piece is an external factor that is separate from this study. It is possible that the 7221 Carroll Avenue development could be included in the discussion of conceptual elements proposed by the community. The report may also acknowledge relevant development review functions to provide context. However, it does not do the study justice to plan for a specific scenario that is still under review and subject to change. The intersection is still experiencing failures today that will worsen tomorrow, based on approved future development and forecasted traffic conditions.

4. Closing

- The report will be posted online in Fall 2019.

- The study team welcomed any additional observer comments and feedback from all on the public engagement process.
- Handouts and meeting summary distributed at this meeting will be posted to website by July 16th.
- Ms. Holford encouraged attendees to email her with feedback on the public process:
 - What worked? What didn't? What ideas do you have?
 - How do we get more people to come out?

A SAG member wrapped up the meeting by thanking MDOT SHA for making this study a priority and thanking the study team and the community members who volunteered their time. Both the study team and SAG members were grateful for everyone's participation.

The meeting adjourned.