



**ADVISORY PLANNING BOARD
APPROVED MINUTES OF MEETING
Greenbelt Community Center
June 19, 2019
Minutes Prepared by Molly Porter**

I. The meeting was called to order at 7:31 pm

BOARD MEMBERS PRESENT: Ben Friedman, Isabelle Gournay, Syed Shamim, James Drake, and Keith Chernikoff

ABSENT WAS: Nicole Williams and Maria Silvia Miller

COUNCIL PRESENT: Mayor Pro-Tem J. Davis

STAFF PRESENT: Molly Porter and Judith Howerton

ALSO PRESENT: Bill Orleans (Resident) and Robyn Barnhart (Charles P. Johnson & Associates)

II. Agenda approved as presented

III. Minutes of June 5, 2019 approved as presented

IV. Pedestrian and Bicycle Subcommittee Update

Mayor Pro-Tem Davis provided an update about the adopt-a-bike rack program that Council voted to include in the City's memorial dedication program. A question was raised about how the underpasses can be improved. Mayor Pro-Tem Davis responded that the Arts Advisory Board is currently looking into where murals and public art can be installed.

Mr. Orleans asked whether the City is planning to wait for people to want to install a bike rack or will bike racks be installed by the City without a resident adopting the bike rack first. Mr. Chernikoff responded that the City is using a two-pronged approach. Residents will be able to adopt-a-bike rack through this program, but the City has also set aside money in the budget to install bike racks.

Mr. Drake raised a bicycle and pedestrian safety issue about the bike/ped gate on Research Road at the entrance of the Beltsville Agricultural Research Center. He provided a picture of the area and reported that the loose material is easily rutted making it unsafe for pedestrians and bicyclists. Mayor Pro-Tem Davis noted that the picture should be shown to the City Manager and Mr. Chernikoff noted that a report should be submitted to Council by the Board.

V. Update on Cherrywood Lane Complete and Green Street Retrofit Project

Ms. Howerton updated the Board on the status of the project stating that this portion of this project is now in the engineered design plans phase. She then introduced Robyn Barnhart, a representative from Charles P. Johnson & Associates (CPJ), to present the engineered design plans. She explained that CPJ is working on the engineered design plans for Phase 1 which runs from 800 feet north of the CVS entrance to 350 feet south of the Greenbelt Metro Access Drive roundabout's center.

Ms. Barnhart presented the existing conditions on Cherrywood Lane. The street is completely paved, and a lot of the road is underused. This allows for green elements to be installed on this street. The goals for the project were to increase walkability, facilitate access for the full range of users, and separate bike lanes. The plan includes adding a sidewalk to the west side of the street. She also noted that some bus stops will be moved and the plan recommends adding some bus stops.

Ms. Gournay asked how the plans will affect the turning movements into Franklin Park at Greenbelt Station and whether planting trees in the medians was common practice. There was also discussion about the root system of the trees, how high the trees will be, and the types of trees to be planted. Ms. Howerton noted that the type of trees would be chosen at a later date, but that the City arborist would be heavily involved in the decision of tree types to be planted.

Mr. Chernikoff asked whether the consultants have looked at each of the intersections and the turning movements. Ms. Barnhart said yes that turning movements have been considered in the redesign of the road. The Board noted that on the northern portion of the road there is no longer a protected bike lane, where there is existing parking near the Springhill Lake Recreation Center. The Board questioned whether that parking was necessary and whether it could be removed to provide for a protected bike lane. The Board strongly favored a protected bike lane at this location.

The Board asked about the widths of the medians shown on the plan. Ms. Barnhart answered that the narrowest median is 4', the widest median is 11', and the average width of median is between 5' and 7'. The Board also asked about the staggered crosswalks shown on the plan. Ms. Barnhart responded that this is considered best practices because it forces the pedestrian to angle their body to see the oncoming traffic which enhances safety.

VI. Discussion of July Meeting Dates

The Board decided to meet one time in July. This meeting was then scheduled for July 10th.

VII. New Business

No new business was discussed.

VIII. The meeting was adjourned at 8:41 pm.